

AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 5 December 2022

Time: 5.30 pm

Venue: Virtual Meeting - Via Microsoft Teams*

Membership:

Councillors Monique Bonney (Vice-Chair), Alastair Gould, Elliott Jayes, Julian Saunders, David Simmons, Paul Stephen and Eddie Thomas.

Kent County Council Members:

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

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).

Pages

Information about this meeting

*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 by Friday 2 December 2022.

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1. Apologies for absence
2. Declarations of Interest

Councillors should not act or take decisions in order to gain financial or other material benefits for themselves, their families or friends.

The Chair will ask Members if they have any disclosable pecuniary interests (DPIs) or disclosable non-pecuniary interests (DNPIs) to declare in respect of items on the agenda. Members with a DPI in an item must leave the room for that item and may not participate in the debate or vote.

Aside from disclosable interests, where a fair-minded and informed observer would think there was a real possibility that a Member might be biased or predetermined on an item, the Member should declare this and leave the room while that item is considered.

Members who are in any doubt about interests, bias or predetermination should contact the monitoring officer for advice prior to the meeting.

3. Minutes

To approve the [Minutes](#) of the meeting held on 20 June 2022 (Minute Nos. 108 – 123) as a correct record.

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 2 December 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 Policy and Resources Committee

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

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| 11. | ITEM FOR NOTING ONLY - Requests made by Councillors and members of the Swale Joint Transportation Board | 183 -
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| 12. | Date of Next Meeting | |

The next meeting will be held at 5.30 pm on Monday 27 February 2023.

Issued on Friday, 25 November 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

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

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SWALE JOINT TRANSPORTATION BOARD	
Meeting Date	5 th December 2022
Report Title	Faversham Town Centre Road Closures
EMT Lead	Emma Wiggins Director of Neighbourhoods and Regeneration
Head of Service	Joanne Johnson Head of Regeneration, Economic Development and Property
Lead Officer	Joanne Johnson Head of Regeneration, Economic Development and Property
Classification	Open
Recommendations	<ol style="list-style-type: none"> 1. To proceed with the implementation of Faversham Town Centre Road Closures 2. To proceed with the preparation of the draft traffic order and formal consultation on the traffic order

1 Purpose of Report and Executive Summary

- 1.1 The purpose of this report is to summarise the work undertaken to date for the Faversham Town Centre permanent road closure scheme and to recommend the next steps to implement the closure.

2 Background

- 2.1 In early July 2020 a Temporary Traffic Regulation Order (TTRO) was arranged for the closure of Faversham Town Centre by Kent County Council (KCC), the highway and traffic authority, to assist with the social distancing measures necessary as a result of Covid-19. The TTRO was then extended for a further year by KCC on 6th January 2021.
- 2.2 An informal consultation exercise took place from 21st May to 14th June 2021 as a posted, online and on-street survey. The key outcome of the informal consultation was that of the 468 responses received, 51% were in support of the closure and 46% were against the closure.
- 2.3 The results and analysis of the consultation responses were presented to, and noted by, the Swale Joint Transportation Board on 6 September 2021.
- 2.4 Following the results of the informal consultation a decision was taken by Swale Borough Council (SBC) to proceed with the closures and to undertake a technical options assessment and then an outline design on the preferred option.

- 2.5 The options assessment process included:
- **Traffic Count Data Collection** – Undertaken in December 2021
 - **Options Sifting Process** – A total of ten options were reviewed and scored with then three options recommended for further assessment (Appendix I – Options Sifting Assessment)
 - **Air Quality Assessment** – For the three options recommended from the options sifting process
 - **Active Mode Appraisal Toolkit (AMAT)** - For the three options recommended from the options sifting process
 - **Options Assessment** – The three options recommended for further assessment from the sifting process were analysed in further detail (including costings). This options assessment recommended one option to be progressed for implementation (Appendix II – Options Assessment Report)
 - **Concept Design** – Concept design for the option recommended to be progressed (Appendix III – Scheme Drawings)
 - **Equality Impact Assessment** – Of the option recommended to be progressed (Appendix IV – Equality Impact Assessment)
 - **Stage 1/2 Road Safety Audit** – Of the option recommended to be progressed (Appendix V – Road Safety Audit Stage 1/2)
- 2.6. Ongoing informal dialogue took place during the technical assessment process, including meetings with Faversham Town Council in June and July 2022.
- 2.7. Faversham Town Council’s Active Travel Committee considered this report’s recommendations during their meeting of 17 November 2022. The Committee supported the proposals, but resolved to ask Swale Borough Council to review the proposed Option 2b blue badge provision and the Equalities Impact Assessment (i.e. to remove the proposed blue badge exemption for Court Street and Market Street), with a view to balancing the needs of varied disabled user groups. Swale Borough Council discussed this balance with the scheme’s technical consultants, and agreed to retain the recommendation as shown in this report which is considered to achieve the most effective outcome in terms of inclusivity.

3 Issue for Decision

- 3.1 The proposal being put forward is Option 2b from the options assessment process: to implement a permanent closure of the town centre (Court Street, Market Place, Market Street, Middle Row, East Street and Preston Street) between the hours of 10am to 4pm with the following exemptions.
- Permit Holders
 - Blue Badge holders
- 3.2 In summary, Option 2b is the preferred option since the benefit-cost ratio (BCR) is higher than Option 1a, and the recommended hours of closure were supported by

the highest number of survey respondents during the informal consultation in May and June 2021 (meaning it is preferred to Option 2c, which has an equal BCR, and different closure hours).

- 3.3 Although the original Option 2b from the options assessment process restricted access at Court Street between 10am to 4pm daily to permit holders only (i.e. residents), following the completion of the Equality Impact Assessment and reviewing of previous consultation responses Option 2b was amended to include blue badge holders.
- 3.4 The key difference from the existing situation (The Kent County Council (Various Road, Faversham, Borough of Swale)(Traffic Regulation Order 2018)) is the banning of vehicles for loading between 10am and 4pm on non-market days. It is anticipated that on market days on Friday, Saturday and Sunday the full closure will be implemented, with the gates being closed as the current situation.
- 3.5 The closure is expected to be enforced by the provision of ANPR cameras which will be provided as part of Kent’s successful application to the Department for Transport (DfT) to enforce moving traffic offences. This will enable the town centre to remain open for emergency and maintenance access required.
- 3.6 The implementation of the closure through an amended traffic order, ANPR cameras and updated signage is expected to encourage walking and cycling within the town centre and promote town centre regeneration.

4 Recommendation

- 4.1 It is recommended to progress with the implementation of the closure scheme and to undertake the formal consultation on this traffic order. If objections are received then a response to these will be provided and reviewed at a later JTB.
- 4.2 The consultation period is expected to run from 16th January 2023 to 22nd February 2023.

5. Implications

Issue	Implications
Corporate Plan	The proposals align with Swale Borough Council’s Corporate Priority 2 (Investing in our environment and responding positively to global challenges) by encouraging active travel and reducing car use by restricting access to Faversham Town Centre during the busiest periods for shopping.
Financial, Resource and Property	The current estimate to implement the proposals is £70k, which allows for the installation of 2 x ANPR cameras and updated signage. From discussions with KCC it is understood that the maintenance and ongoing PCN processing would be carried out by KCC (also revenue generation would go to KCC), so Swale would

	<p>be responsible for the initial capital cost, but not ongoing maintenance costs. £20k of this requirement has been allocated to signage, and will be funded by SBC's High Street Fund. The camera costs will require a separate funding source – Swale's UK Shared Prosperity Fund and Rural England Prosperity Fund allocations are being considered as potential funding sources.</p> <p>As part of the proposals DfT's Active Mode Appraisal Toolkit (AMAT) has been undertaken and has produced a Benefit Cost Ratio (BCR) of 44 (although it is noted that the AMAT is not fully suited to this type of project).</p>
Legal, Statutory and Procurement	<p>To implement these proposals it will be required to update the Kent County Council (Various Road, Faversham, Borough of Swale)(Traffic Regulation) Order 2018 to reflect the updated restrictions. As part of this update to the traffic order consultation will be required.</p> <p>The ANPR cameras will be procured through KCC and the signage updates will be procured with SBC's highway contractor.</p> <p>Kent have received the Part 6 powers from DfT now and the legal powers for enforcing moving traffic offences will remain with KCC.</p>
Crime and Disorder	<p>The scheme is anticipated to improve the compliance of drivers who are not permitted to be using the town centre, by introducing ANPR camera enforcement.</p> <p>Currently there are in the region of 200 vehicles using Court St during non-market days. This access should only be for loading, permit holders or blue badge holders so there is likely to be a large number of violations of the traffic order currently which should be improved through the ANPR cameras.</p>
Environment and Climate/Ecological Emergency	<p>The scheme is intended to encourage walking and cycling within the town centre by reducing the volume of traffic in Faversham Town Centre.</p> <p>An air quality assessment has been undertaken which showed improvements in air quality within the roads where closures were proposed and a worsening of air quality due to subsequent displacement of traffic onto roads outside the town centre. Overall the predicted changes in pollutant concentrations were considered to be Negligible.</p>
Health and Wellbeing	<p>The scheme should provide and promote active travel choices for all members of the community to encourage good health and wellbeing. This is backed up by the AMAT assessment undertaken</p>

	which shows benefits from a reduced risk of premature death and absenteeism.
Safeguarding of Children, Young People and Vulnerable Adults	No safeguarding implications are expected from the proposals.
Risk Management and Health and Safety	<p>A risk to the scheme is that the process for KCC installing an ANPR camera is still being developed and KCC are yet to have a camera supplier on board following their successful application to DfT for Part 6 powers. Therefore, the date of when ANPR cameras could be installed is not yet known. Pending ANPR cameras being in place the updated TRO and signage could have limited effectiveness (as shown by the high number of vehicles currently using the town centre).</p> <p>SBC and KCC officers held a positive meeting in October 2022 focussed on the process to secure ANPR enforcement, and the Faversham scheme is understood to meet the criteria that KCC have for their schemes, one of which is to promote active travel. Subject to the necessary formal assessment processes (still to be agreed) KCC officers expressed willingness to consider the Faversham scheme for early implementation once the camera provider is secured.</p>
Equality and Diversity	An Equality Impact Assessment (EIA) has been undertaken (Appendix IV) and the scheme is currently expected to have a neutral impact on; age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, ethnicity, religion or belief, gender, sexual orientation and other socially excluded groups.
Privacy and Data Protection	The scheme is not anticipated to have any impact on Privacy or Data Collection. Any camera enforcement procured through KCC would use a GDPR compliant company.

7 Appendices

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

- Appendix I: Options Sifting Assessment
- Appendix II: Options Assessment Report
- Appendix III: Scheme Drawings
- Appendix IV: Equality Impact Assessment
- Appendix V: Road Safety Audit Stage 1/2

8 Background Papers

[Swale Joint Transportation Board Agenda Pack](#) – 6th September 2021 (including Faversham Permanent Town Centre Road Closures Questionnaire Summary Report prepared for SBC by AECOM in July 2021 as an appendix).

Faversham Town Centre Road Closures, Option Assessment

Reference: 007901-PCL-HGN-ZZ-RP-CH-0001

Project	Faversham Town Centre Closures	Job No	1000007901
Subject	Options Assessment	Issue	03
Prepared by	Jon East	Date	25/04/22
Approved by	Ben Meekings	Date	25/04/22

1.1 Purpose of the Technical Note

1.1.1 The Purpose of the Technical Note is to explain the Options Sifting process undertaken for the Faversham Town Centre Road Closures and how the recommended options for further assessment have been obtained.

1.2 Options Assessment Criteria

1.2.1 The first stage of the Options Assessment process was to develop the Options Assessment Criteria, these were developed using the principles of sustainability (Economic, Social & Environmental) whilst also the individual scheme objectives:

- Economic Benefits
- Environmental Impacts
- Wellbeing
- Cost
- Safety Impacts
- Equality Impacts
- Emergency Access
- Impact on Local Business
- Loading / Servicing

1.2.2 As the key objectives of the scheme are to improve the high street economy as well as providing a better environment for walking & cycling, the Economic and Environmental assessment criteria have been provided with a larger weighting.

1.2.3 A scoring criteria was established as detailed in the table below:

Rating Score	Description
-3	Significant negative impact
-2	Moderate negative impact
-1	Minor negative impact
0	Neutral Impact
1	Minor positive impact
2	Moderate positive impact
3	Significant positive impact

1.3 Options For Assessment

1.3.1 The Options for Assessment are also shown on drawing 1000007901-2-0100-05 included as Appendix A to this technical note and are described below.

1.3.2 Option 1a – Court Street Closure 10:00 to 16:00 All Days with Exemptions for Permit Holders

Option 1a is a closure of Court Street, Middle Row, Market Place & Market Street on all days of the week without exemptions between 10:00 & 16:00. Effectively this is the same closure which is currently in place on Court Street on Friday, Saturday & Sunday (Option 2a) but extended through the whole week.

There would be proposed exemptions for permit holders (i.e. residents) during the closure times.

1.3.3 Option 1b – Court Street Closure 09:00 to 18:00 All Days with Exemptions for Permit Holders

Option 1b is a closure of Court Street, Middle Row, Market Place & Market Street on all days of the week with permit holder exemptions between 09:00 & 18:00. This is the same restrictions proposed in Option 1a but extended in time.

1.3.4 Option 1c – Court Street Closure 24hrs with Permitted Exemptions

Option 1c is a 24hr closure of Court Street, Middle Row, Market Place & Market Street creating a pedestrian zone with then an exemption in place for loading, disabled access & permit holders from 08:00 to 11:00.

1.3.5 Option 1d – Court Street Physical Closure

Option 1d is the installation of permanent physical infrastructure such as bollards at the junction of Court Street / Crescent Road, which in effect would result in a 24hr closure of Court Street, Middle Row, Market Place & Market Street with no exemptions.

1.3.6 Option 1e – Court Street Closure 08:00 to 18:00 All Days with Permitted Exemptions

Option 1e is a full closure of Court Street, Middle Row, Market Place & Market Street on all days from 08:00 to 18:00 with permitted exemptions along with an East Street and Preston Street Closure on Saturdays from 08:00 to 18:00 with exemptions. The following exemptions are proposed:

- Loading for Business (08:00 – 10:00 & 16:00 – 18:00)
- Permit Holders (08:00 – 18:00)
- Maintenance / Cleaning & Emergency Services (08:00 – 18:00)
- Disabled Access for East St & Preston St (08:00 – 18:00)

1.3.7 **Option 2a – Existing Situation**

Option 2a is the current closure situation (i.e. the current Traffic Regulation Order). This provides a full closure (with no exemptions) from Court Street to Market Place from 10am to 4pm on Friday, Saturday & Sunday, along with a full closure on East Street & Preston Street on Saturdays.

Then Monday to Thursday from Court Street to Market Place from 10am to 4pm there is a prohibition of driving with the following exemptions permitted; Good vehicles for businesses, Disabled drivers & Exemption Permit holders, this is also in place Monday to Friday on East Street & Preston Street.

1.3.8 **Option 2b – Full Closure 10:00 to 16:00 All Days with Exemptions for Permit Holders and Disabled Users**

Option 2b features the full closure of Court Street, Market Place, Middle Row, Market Street, East Street & Preston Street between the hours of 10:00 to 16:00 all days of the week. There would be exemptions for permit holders (all areas) during these times and for disabled users (on East Street & Preston Street only)

1.3.9 **Option 2c – Full Closure 09:00 to 18:00 All Days with Exemptions for Permit Holders and Disabled Users**

Option 2c features the full closure of Court Street, Market Place, Middle Row, Market Street, East Street & Preston Street between the hours of 09:00 to 18:00 all days of the week, with the same exemptions during these times as option 2b.

1.3.10 **Option 2d – Full Closure 24hours with Exemptions 08:00 to 11:00**

Option 2d features the full closure of Court Street, Market Place, Middle Row, Market Street, East Street & Preston Street for 24hrs a day with an exemption in place for loading, disabled access & permit holders from 0800 to 1100.

1.3.11 **Option 2e – Full Closure 08:00 to 18:00 All Days with Exemptions**

Option 2e is a full closure of Court Street, Middle Row, Market Place, Market Street, East Street & Preston Street on all days from 08:00 to 18:00 with the following exemptions proposed:

- Loading for Business (08:00 – 10:00 & 16:00 – 18:00)
- Permit Holders (08:00 – 18:00)
- Disabled Access on East Street and Preston Street (08:00 – 18:00)
- Maintenance / Cleaning & Emergency Services (08:00 – 18:00)

1.3.12 An East Street only closure option was not taken forward for assessment as this wouldn't have met any of the objectives of the scheme.

1.4 Street Cleaning

1.4.1 Initial liaison with the waste collection provider suggests access for waste collections on a Monday and a Thursday, this is usually around 10-11am. Liaison would be required & possibly the timings of waste collection would have to be adjusted, depending on the implemented solution.

1.5 Enforcement of Closures

1.5.1 The preferred method of enforcement at this stage would be Camera Enforcement making use of Kent County Council's application to DfT for Part 6 powers under the traffic management act. The Police have indicated that they would have limited resources to enforce the closures, prior to any cameras becoming operational.

1.5.2 As a number of existing exemptions are proposed it is anticipated that a permit system would be required which would enable people to register their licence plate to prevent a penalty notice being issued.

1.6 Existing Gates

1.6.1 It is proposed that the existing gates at Court Street & East Street would remain and would be used on Market Days to implement the closures. At other times the gates would be open and the closure times enforced by cameras.

1.7 Options Sifting Assessment

1.7.1 The full output from the Options Assessment is included in Appendix B to this Technical Note. The scoring of the options ranked from lowest to highest was:

1.7.2

1. Option 2a – Existing Situation = 0
2. Option 1c – Court Street 24hr Closure with Exemptions = 4.8
3. Option 1e – Court Street Closure 08:00 to 18:00 with Exemptions and East St & Preston St on Saturdays – 5.9
4. Option 1a – Court Street Closures 10:00 to 16:00 with Exemptions for Permit Holders = 6.0
5. Option 1b – Court Street Closure 09:00 to 18:00 with Exemptions for Permit Holders = 9.3
6. Option 1d – Court Street Physical Closure = 7.5
7. Option 2e - Full Closure 08:00 to 18:00 with Exemptions – 10.6
8. Option 2b – Full Town Centre Closure 10:00 to 16:00 with Exemptions for Permit Holders = 11.5
9. Option 2d – Full Closure 24hrs with Exemptions = 12.3
10. Option 2c - Full Town Centre Closure 09:00 to 18:00 with Exemptions for Permit Holders = 14.8

1.8 Recommendations

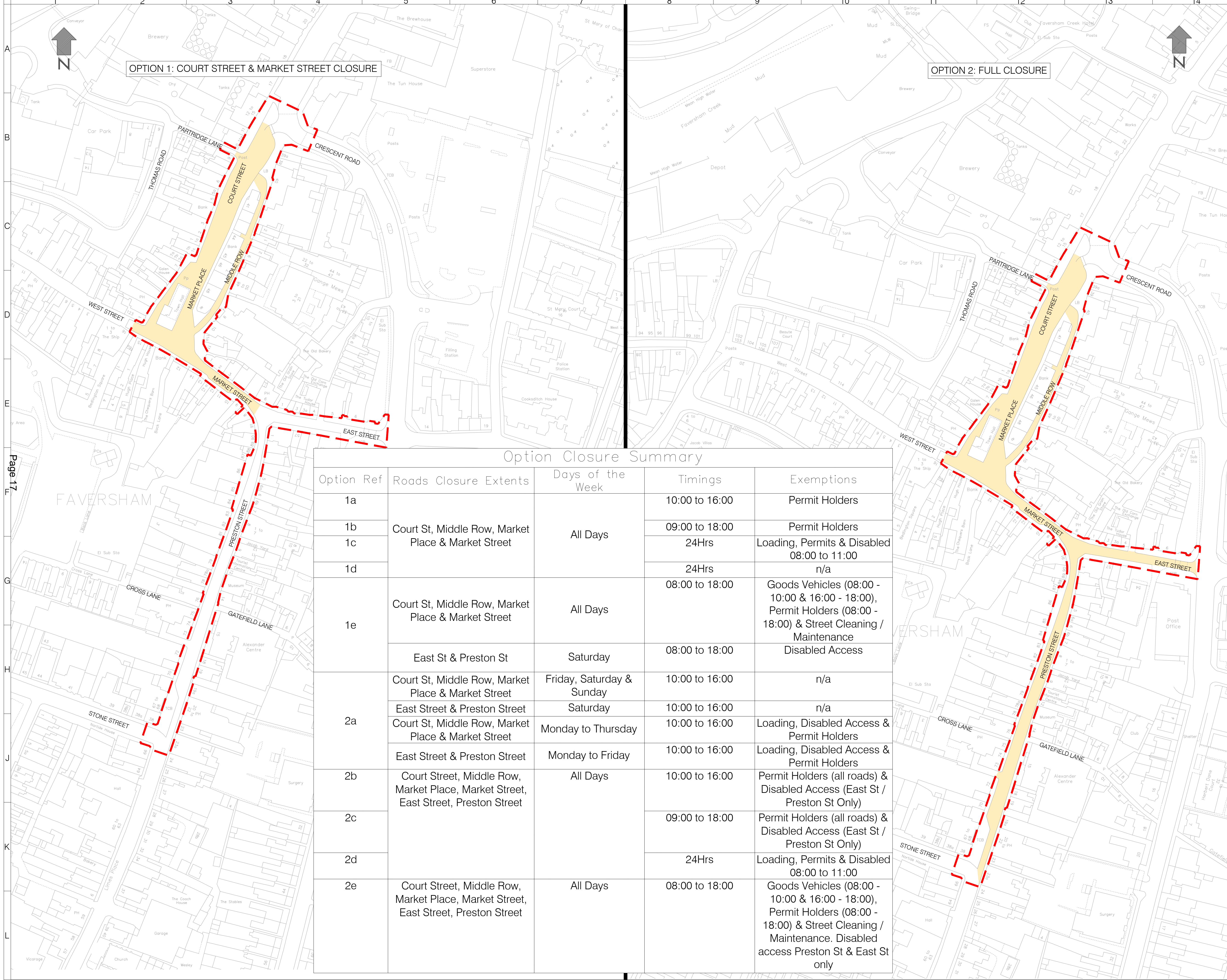
1.8.1 From the Options sifting process the best three performing options were Options 2b, 2d & 2c against the sifting criteria.

1.8.2 From the public consultation exercise undertaken in June 2021 Questions 9 & 10 asked about both the extents of the closure and the timings. The highest proportion of people wanted the closures to be 10am to 4pm and the most common amendment to the closure area was to reduce the closure to just Court Street & Market place while keeping the Preston Street and East Street open.

1.8.3 From initial discussions with an enforcement camera supplier introducing a permit system to allow loading for business will introduce an additional level of complexity, cost and administrative burden on business, so these options are not recommended to be progressed for further assessment.

1.8.4 Taking into account both the sifting exercise scores, the previous public consultation feedback and the deliverability of an enforcement camera system it is recommend that the following three options are progressed for further assessment:

- Option 1a – Court Street Closure 10:00 to 16:00 with Exemptions for permit holders
- Option 2b – Full Closure 10:00 to 16:00 with exemptions for permit holders and Disabled access for East St & Preston St only
- Option 2c – Full Closure 09:00 to 18:00 with exemptions for permit holders and Disabled access for East St & Preston St only



LEGEND

- Scheme Boundary
- Proposed Road Closure

NOTES
 1. This drawing is to be read in conjunction with the Options Assessment Technical Note

Option Closure Summary

Option Ref	Roads Closure Extents	Days of the Week	Timings	Exemptions
1a	Court St, Middle Row, Market Place & Market Street	All Days	10:00 to 16:00	Permit Holders
1b			09:00 to 18:00	Permit Holders
1c			24Hrs	Loading, Permits & Disabled 08:00 to 11:00
1d			24Hrs	n/a
1e	Court St, Middle Row, Market Place & Market Street	All Days	08:00 to 18:00	Goods Vehicles (08:00 - 10:00 & 16:00 - 18:00), Permit Holders (08:00 - 18:00) & Street Cleaning / Maintenance
	East St & Preston St	Saturday	08:00 to 18:00	Disabled Access
2a	Court St, Middle Row, Market Place & Market Street	Friday, Saturday & Sunday	10:00 to 16:00	n/a
	East Street & Preston Street	Saturday	10:00 to 16:00	n/a
	Court St, Middle Row, Market Place & Market Street	Monday to Thursday	10:00 to 16:00	Loading, Disabled Access & Permit Holders
2b	Court Street, Middle Row, Market Place, Market Street, East Street, Preston Street	All Days	10:00 to 16:00	Permit Holders (all roads) & Disabled Access (East St / Preston St Only)
			09:00 to 18:00	Permit Holders (all roads) & Disabled Access (East St / Preston St Only)
2c	Court Street, Middle Row, Market Place, Market Street, East Street, Preston Street	All Days	24Hrs	Loading, Permits & Disabled 08:00 to 11:00
2d			08:00 to 18:00	Goods Vehicles (08:00 - 10:00 & 16:00 - 18:00), Permit Holders (08:00 - 18:00) & Street Cleaning / Maintenance. Disabled access Preston St & East St only
2e	Court Street, Middle Row, Market Place, Market Street, East Street, Preston Street	All Days	08:00 to 18:00	Goods Vehicles (08:00 - 10:00 & 16:00 - 18:00), Permit Holders (08:00 - 18:00) & Street Cleaning / Maintenance. Disabled access Preston St & East St only

Rev	Date	Description	Drn	Chk	App
2	25.04.22	MINOR UPDATE TO OPTIONS	JE	JE	BM
1	24.03.22	ADDITIONAL OPTION ADDED	JE	JE	BM
0	11.02.22	ORIGINAL ISSUE	WM	JE	BM



Client: FAVERSHAM TOWN CENTRE ROAD CLOSURE

Project: FAVERSHAM TOWN CENTRE ROAD CLOSURE

Drawing Title: ROAD CLOSURE OPTIONS

Drawing Status: FOR APPROVAL

Drawn: WMM	Designed: JE	Date: NOV 2021	Scale: 1:1000	Size: A1
Drawing No: 1000007901-2-0100-05	Rev: 2			

Assessment Criteria	Weighting Score (%)	Option 1a - Court St Closure 1000-1600 Prohibition of Driving All Days (Exemption for Permit holders)	Option 1b - Court Street Closure 0900 - 1800 Prohibition of Driving All Days (Exemption for Permit holders)	Option 1c - Court St Closure 24hrs with Exemptions 0800 - 1100	Option 1d - Court Street - Permanent Physical Closure	Option 1e - Court Street Closure 0800 - 1800 All days & East St / Preston St on Saturdays with the following exemptions: - Goods Vehicles (08:00 - 10:00) & (16:00 - 18:00) - Disabled access on East St / Preston St on Saturday - Permit Holders (08:00 - 18:00) - Maintenance, Cleansing & Emergency Services (08:00 - 18:00)	Option 2a - Existing Closure from TRO	Option 2b - Full closure 1000 - 1600 Prohibition of Driving All Days (Exemption for Permit holders & Disabled access on East St & Preston St only)	Option 2c - Full Closure 0900 - 1800 Prohibition of Driving All Days (Exemption for Permit holders & Disabled access on East St & Preston St only)	Option 2d - Full Closure 24hrs with Exemptions 0800 - 1100	Option 2e - Full Closure 0800 - 1800 with the following Exemptions: - Goods Vehicles (08:00 - 10:00) & (16:00 - 18:00) - Disabled access on East St / Preston St on Saturday - Permit Holders (08:00 - 18:00) - Maintenance, Cleansing & Emergency Services (08:00 - 18:00)	Justification
Economic Benefits (AMAT)	22.00%	1	1.5	1.5	2	1.75	0	2	2.5	2.5	2.25	Larger extents & timings of closure will give a greater benefit (AMAT). Longer closures also anticipated to give a greater benefit. Exemptions are expected to reduce benefits
Environmental – (including Air Quality Impact)	22.00%	1	1.5	1.5	2	1.75	0	2	2.5	2.5	2.25	Larger extents of closure give greater environmental benefits. Longer closure times also anticipated to give greater benefits. Exemptions are expected to reduce benefits
Wellbeing	8.00%	1	1.5	1.5	2	1.75	0	2	2.5	2.5	2.25	Larger extents & increased time period of the closure result in the increased wellbeing impact. Exemptions reduce the well being impact due to number of vehicles.
Cost	8.00%	-1	-1	-2.5	-1	-3	0	-2	-2	-3	-3	Full extents of closure is likely to be the more expensive option. Exemptions increase cost of enforcement system
Safety Impacts	8.00%	1.5	1.5	1	2	1	0	2.5	2.5	2	2	Greater safety benefits are achieved without exemptions and for the larger extents
Equality Impacts (including Disability)	8.00%	-1	-1	-0.5	-2	-0.5	0	-2	-2	0	0	Negative impact on disabled users when no exemptions are provided, as these users will find it difficult to access the town centre.
Emergency Access	8.00%	0	0	0	-3	0	0	0	0	0	0	Emergency access would be maintained except for a permanent closure at Court St.
Impact on local Business	8.00%	1	1.5	-2	1.5	-2	0	2	2.5	-2	-2	Larger extents of the closure are likely to deliver greater benefits. Exemptions will have a negative impact on business due to logistic impacts
Loading / Servicing	8.00%	-1	-1.5	-1	-3	-1	0	-2	-2.5	-1	-1	Total prohibition of driving will have a negative impact on loading & servicing.
Total (including Weighting)	100.00%	6.0	9.3	4.8	7.5	5.9	0.0	11.5	14.8	12.3	10.6	

**Faversham Town Centre Road Closures, Option Assessment –
Reference: 007901-PCL-HGN-ZZ-RP-CH-0002**

Project	Faversham Town Centre Closures	Job No	1000007901
Subject	Options Assessment	Issue	01
Prepared by	Jon East	Date	25/07/22
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1.1 Purpose of the Technical Note

1.1.1 The Purpose of the Technical Note is to detail the Options Assessment process undertaken for the Faversham Town Centre Road Closures recommend a preferred option to be taken forward for consultation with stakeholders and progression of the traffic order.

1.1.2 This technical note follows on from the Options Sifting process which recommended the following options were progressed for the options assessment.

- Option 1a – Court Street Closure 10:00 to 16:00 with Exemptions for permit holders
- Option 2b – Full Closure 10:00 to 16:00 with exemptions for permit holders and Disabled access for East St & Preston St only
- Option 2c – Full Closure 09:00 to 18:00 with exemptions for permit holders and Disabled access for East St & Preston St only

1.2 Options Assessment

1.2.1 The following have been investigated as part of the options assessment:

- Air Quality Assessment
- Cost
- Economic Benefits – AMAT Assessment

1.3 Air Quality Assessment

1.3.1 An air quality assessment has been undertaken on the road closure options which forms Appendix A to this report.

1.3.2 The air quality assessment concluded that all the options would have a negligible impact on air quality when compared to National Air Quality Standards.

1.3.3 As all options would have a negligible impact, air quality is not a distinguishing criterion for the options.

1.4 Cost Budget Estimates

1.4.1 Option 1a – Construction Costs

- 1 x Enforcement Camera (Priced based on mounting on existing lighting column) - £25k
- Signage Works - £2k
- Total Budget Estimate: £35k (inc. risk and inflation)

1.4.2 Option 2b & 2c – Construction Costs

- 2 x Enforcement Camera (Priced based on mounting on existing lighting column) - £50k
- Signage Works – £5k
- Total – £70k (inc. risk and inflation)

1.4.3 Ongoing maintenance costs for the cameras have not been included as it has been assumed that KCC will carry out the maintenance.

1.5 Economic Assessment (AMAT)

1.5.1 For all options the Active Mode Appraisal Toolkit (AMAT) has been used to give an assessment of Benefit Cost Ratio of the closure:

1.5.2 AMATs for both options are producing unrealistically high BCR values, as the assessment tool is not tailored to assessing such schemes.

1.5.3 As we have very low maintenance costs (included in the investment costs, as per the guidance for transport schemes) there is no reduction to the BCR.

1.5.4 The overall investments costs for both schemes are also reasonably low, in comparison to schemes this tool is usually used for. Therefore, the tool is calculating benefits much higher than those predicted on site, once the scheme measures have been implemented.

1.5.5 **Option 1a BCR - 29**

1.5.6 **Option 2b & 2c BCR - 44**

1.6 Recommended Option

1.6.1 Although options 2b and 2c will have a higher capital cost to implement, the AMAT assessment shows that the Benefit Cost Ratio (BCR) is higher.

1.6.2 During the informal consultation of the closure from 21st May to 14th June 2021 the highest proportion of respondents wanted the closure to be implemented between 10am and 4pm.

- 1.6.3 Based on this assessment It is recommended that Option 2b – Full Closure 10:00 to 16:00 with exemptions for permit holders and Disabled access for East St & Preston St only is progressed for implementation

1.7 Next Steps

- 1.7.1 Following agreement of the option to be progressed, the design drawings will be updated and a Stage 1/2 road safety audit will be progressed as well as an Equality Quality Impact Assessment. Design drawings will be finalised, ready for a final package submission.
- 1.7.2 Traffic Order amendments will not be made until formal SBC sign off is confirmed.



Air Quality Assessment

Faversham Town Centre Road Closure

July 2022

Air Quality Assessment

Faversham Town Centre Road Closure

July 2022

Project Centre

On behalf of Swale Borough Council

Document Control:

Project no.	Project
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Executive Summary

Phlorum were commissioned by Project Centre, on behalf of Swale Borough Council, to assess the air quality impacts of the proposed options for the closure of roads within Faversham's Town Centre.

Air quality modelling was undertaken to assess the potential impact of three proposed Town Centre Road Closure options by assessing the change in pollutant concentrations as a result of the scheme's implementation. The assessment followed relevant methodologies prescribed for the assessment of air quality by Defra and the Institute of Air Quality Management. The scheme was assessed for changes in nitrogen dioxide and particulate matter.

An Air Quality Management Area has been declared along on the A2 Ospringe Street, following monitored exceedances of the annual mean air quality objective for nitrogen dioxide. However, modelled concentrations across Faversham's Town Centre suggest air quality is much better here, with no anticipated exceedances of any relevant air quality standards.

Overall, the modelling assessment predicted that the three road closure options caused decreases in annual mean pollutant concentrations near to the scheme initiative, with increased concentrations tending to occur on other traffic routes, likely displaced following the implemented closure.

With the magnitudes of change being small for each of three closure options, relative to the relevant national air quality objectives, and with air quality across the local area also being comfortably below these objectives, all three options are considered to have an insignificant effect on local air quality, overall.

1. Introduction

Client

- 1.1 Phlorum were commissioned by Project Centre, on behalf of Swale Borough Council, to assess the air quality impacts of the proposed options for the closure of roads within Faversham's Town Centre.

Project Objective

- 1.2 The objective of the Air Quality Assessment (AQA) is to compare the potential impact on local air quality inside and surrounding the location of the proposed road closure area, due to its implementation.

Project Specification

- 1.3 During the COVID-19 pandemic, Kent County Council (KCC) arranged a Temporary Traffic Regulation Order to assist with social distancing measures. Following a review of how this affected that Town Centre, consideration is being given to the introduction of a more permanent road closure scheme.
- 1.4 The key objectives of the scheme are to improve the high street economy as well as providing a better environment for walking & cycling, in terms of safety, air pollution and noise pollution.
- 1.5 The three road closure options currently being considered are as follows:
 - 🌿 Option 1a – Court Street Closure 10:00 – 16:00 (Permit Holders exempt)
Court Street, Middle Row, Market Place and Market Street all closed.
 - 🌿 Option 2b – Full Town Centre Closure 10:00 – 16:00 (Permit Holders and Disabled Users exempt)
Court Street, Middle Row, Market Place, Market Street, East Street and Preston Street all closed.
 - 🌿 Option 2c – Full Town Centre Closure 09:00 – 18:00 (Permit Holders and Disabled Users exempt)
Court Street, Middle Row, Market Place, Market Street, East Street and Preston Street all closed.

Modelling Assessment

- 1.6 This assessment compares the baseline (“without scheme”) air quality, that reflect conditions with no scheme in place, with air quality when the schemes are in place (“with scheme”).

- 1.7 The assessment will compare the predicted changes in annual average concentrations of pollutants using a detailed air pollutant dispersion model to demonstrate the potential impact of the road closure options if it were to operate continuously.
- 1.8 The results are predicted using detailed air pollutant dispersion modelling and are based on the year 2022.

Air Pollutants

- 1.9 Vehicle emissions will arise from the combustion of fossil fuels in vehicle engines and their subsequent release to atmosphere via tailpipe exhausts. The most significant pollutants released by cars and other vehicles are oxides of nitrogen (NO_2/NO_x) and particulate matter (PM_{10} and $\text{PM}_{2.5}$). Releases of carbon monoxide (CO) and some volatile hydrocarbons (e.g. benzene and 1,3-butadiene) are of less significance and are not assessed further in this report.
- 1.10 The assessment of impacts will focus on the key pollutant of concern from road traffic; nitrogen dioxide (NO_2). Particulate matter (PM_{10} and $\text{PM}_{2.5}$) has also been assessed, acknowledging national ambitions to reduce particulate matter concentrations.

2. Methodology

Air Quality Standards and Objectives

- 2.1 The assessment refers to the UK Air Quality Strategy¹ air quality standards (AQs) and air quality objectives (AQOs) as presented in Appendix A.

Guidance

- 2.2 Defra's Local Air Quality Management Technical Guidance (LAQM.TG (16))² has been followed in this assessment.
- 2.3 Guidance from the Institute for Air Quality Management (IAQM)³ and Environmental Protection UK (EPUK) was referred to, to provide a description of impacts at each modelled receptor. The criteria used to determine these impacts are included in Appendix B.

Modelling Assessment

Model specification

- 2.4 This assessment uses the latest Cambridge Environmental Research Consultants (CERC) version of ADMS-Roads (version 5.0.1.3) air quality dispersion model. The programme has been validated and approved by Defra for use as an assessment tool for calculating the dispersion of pollutants from traffic on UK roads. Defra's latest Emissions Factors Toolkit (EFT (v11.0))⁴ for road transport was used to provide emissions factors for NO_x, PM₁₀ and PM_{2.5} in this assessment.
- 2.5 The modelling utilises Defra's UK-AIR⁵ predicted 2019 background concentration (1km² x 1km²) grid squares. At the time of writing, the most recent background maps were from August 2020 and based on monitoring data from 2018. 2019 background concentrations were used for conservative purposes, acknowledging the traffic-related uncertainties associated with the COVID-19 pandemic.

1 Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Volumes 1 and 2) July 2007.

2 Defra. 2021. Part IV of the Environment Act 1995, Environment (Northern Ireland) Order 2002 Part III, Local Air Quality Management, Technical Guidance LAQM. TG (16). London: Defra.

3 IAQM/EPUK, 2017: Land-Use Planning & Development Control: Planning for Air Quality (2017)

<https://iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf>

4 Defra Emissions Factor Toolkit: (v11) <https://laqm.defra.gov.uk/review-and-assessment/tools/emissions-factors-toolkit.html>

5 Defra UK-AIR maps <https://uk-air.defra.gov.uk/data/laqm-background-home> (Accessed June 2022)

Meteorological Data

- 2.6 Detailed, hourly sequential, meteorological data are used by the model to determine pollutant transportation and levels of dilution by the wind and vertical air movements.
- 2.7 Meteorological data used in the model was obtained from Manston Airport in Ramsgate, as it was considered to provide the most representative data of similar conditions to the site. The meteorological data used for this assessment was from 2019, for which air quality monitoring and traffic data was also available. The surface roughness applied to the model for the site was 0.7m. A factor of 0.1m was applied to the meteorological site.

Model Verification

- 2.8 It is recommended, following guidance set out in LAQM.TG(16)², that the model results be compared with measured data to determine whether they need adjusting to reflect local air quality more accurately. This process is known as verification and reduces the uncertainty associated with local effects on pollution dispersion and allows the model results to be more site-specific.
- 2.9 A verification study has been undertaken using local authority monitoring data from 2019 across the relevant modelling domain. Full details of this process are provided in Appendix C. The model was found to be generally under-predicting concentrations, which is not unusual and is likely the result of the local dispersion environment; an adjustment factor of **2.02** was, therefore, applied to the model results, for conservative purposes.
- 2.10 Root Mean Square Error (RMSE) is used to define the average error or uncertainty of the model. According to LAQM.TG(16), the RMSE should ideally be within 10% of the relevant air quality standard, but is acceptable where it is within 25% of the AQS. The model verification process calculated a post-adjusted RMSE of **2.3 µg.m⁻³**, which equates to 5.75% of the annual mean AQS for NO₂ and is therefore considered to be ideal.

Sensitive receptors

- 2.11 Key sensitive receptors were selected within and surrounding the assessed road closure schemes. The sensitive receptors were modelled at 1.5m height above ground, which by convention is the average receptor height for human health assessments for air quality.
- 2.12 Receptor locations were selected where people are reasonably expected to spend significant periods of time, such as residential properties, hospitals, and care facilities. Modelled locations are set at the nearest building façades to the roadside, for conservative purposes. Even where receptor locations are located at 1st floor heights, they were modelled at 1.5m above ground for conservative purposes.
- 2.13 A total of 17 receptors were modelled across the model domain. Details of sensitive receptor locations are displayed in Figure 2.1 and are included in Table 2.1, below.

Table 2.1: Modelled Receptors

Receptor		Height (m)	UK Grid Reference	
ID	Road Link/ Location		X	Y
R1	B2040 South Road (Residence)	1.5	600891.0	161140.7
R2	B2040 South Road (Residence)	1.5	601253.8	161266.6
R3	Stone Street (Residence)	1.5	601267.0	161234.3
R4	Stone Street (Faversham Cottage Hospital)	1.5	601399.7	161200.2
R5	Preston Street (Residence)	1.5	601514.0	161016.9
R6	Preston Street (Residence)	1.5	601567.3	161128.9
R7	Preston Street (Residence)	1.5	601595.8	161241.4
R8	Market Street (Residence)	1.5	601597.0	161343.9
R9	Court Street (Residence)	1.5	601612.6	161454.1
R10	B2040 Crescent Road (Residence)	1.5	601626.6	161501.6
R11	B2041 Newton Road (Residence)	1.5	601633.9	160976.3
R12	B2041 Newton Road (Residence)	1.5	601666.1	161150.8
R13	B2041 Newton Road (Residence)	1.5	601706.6	161297.9
R14	B2040 East Street (Residence)	1.5	601717.8	161311.2
R15	B2040 Crescent Road (Care Facility)	1.5	601689.3	161377.7
R16	B2040 East Street (Care Facility)	1.5	601799.7	161299.7
R17	B2040 East Street (Residence)	1.5	602480.9	161074.0

Note: Grid references are indicative as the model layout is based on Ordnance Survey based mapping which does not accurately portray the width or position of roads.

Figure 2.1: Modelled Receptors

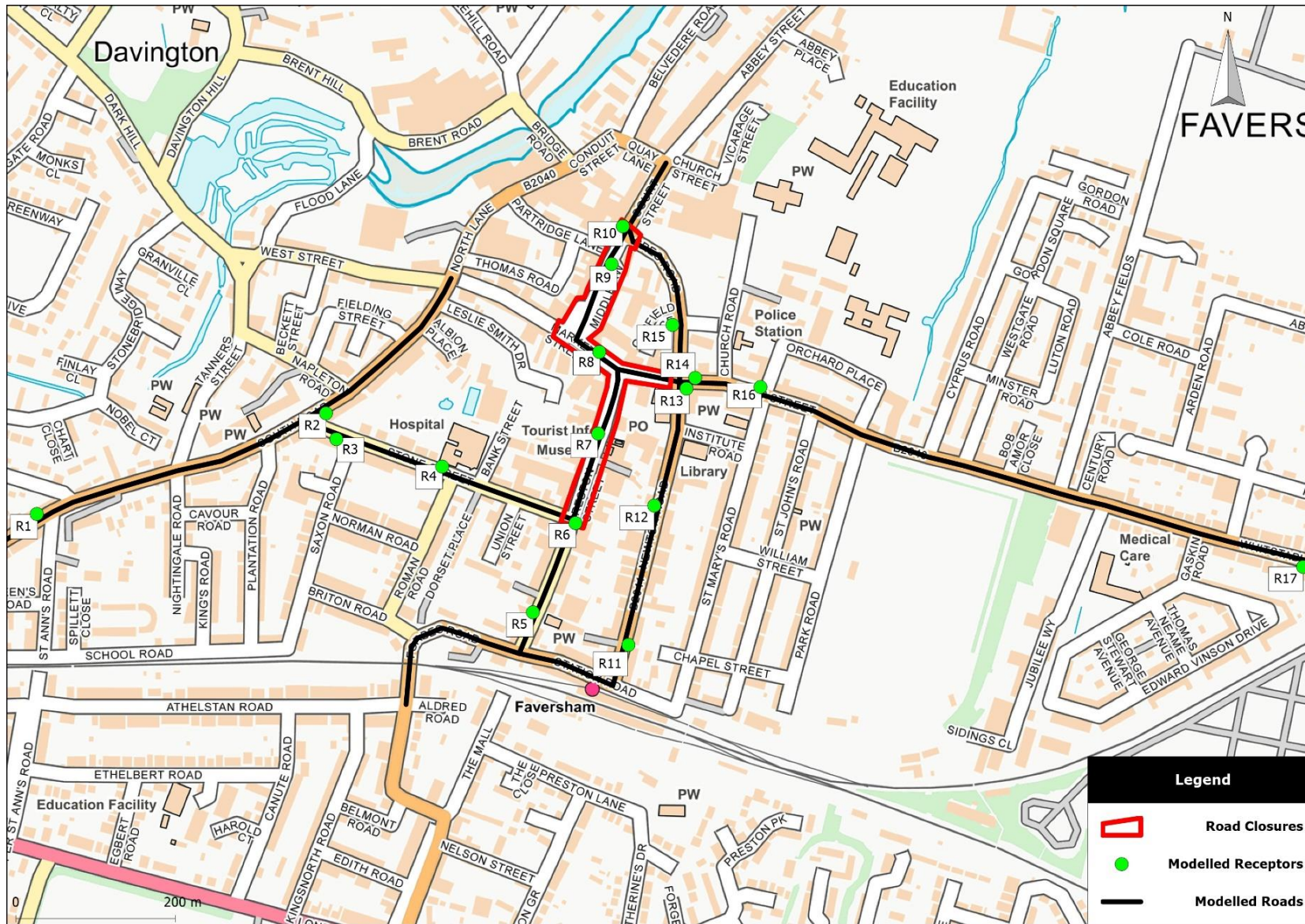


Figure 2.1: Modelled Receptors

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Traffic Data

2.14 All traffic data used in the assessment was provided by Project Centre. Baseline traffic data (i.e. “without scheme”) were taken from weekly Automatic Traffic Count (ATC) surveys carried out in December 2021. The datasets were used to provide annual average daily traffic (AADT) flows of the local road network.

Results and Impact Descriptors

2.15 To provide context for the change in concentration, and the potential impact of changes in concentrations of pollutants, due to the introduction of the road closures, the assessment provides results for:

- 🌿 “Without” scheme (pre-scheme) annual mean concentrations ($\mu\text{g}\cdot\text{m}^{-3}$);
- 🌿 “With” scheme annual mean concentrations ($\mu\text{g}\cdot\text{m}^{-3}$);
- 🌿 “With” – “Without” scheme concentration change ($\mu\text{g}\cdot\text{m}^{-3}$);
- 🌿 Percentage (%) change relative to the annual mean AQS; and
- 🌿 Impact of change, according to EPUK & IAQM Impact Descriptors.

2.16 The “Percentage (%) change relative to the AQS” provides context to how much of a change is predicted to occur, relative the pollutant’s UK AQS (see Appendix A).

2.17 The Environmental Protection UK (EPUK) & IAQM guidance on ‘*Planning for Air Quality*’³ impact descriptors were used to describe the potential “*Impact of change*” at the individual receptor locations. These impact descriptors consider the amount (or magnitude) of change relative to the AQS, as well as existing air quality concentration and are described in Table B.1 in Appendix B.

Model Uncertainty

2.18 There are a number of inherent uncertainties associated with the modelling process, including:

- 🌿 Model uncertainty – due to model formulations;
- 🌿 Data uncertainty – due to inaccuracies in input data, including emissions estimates, background estimates and meteorology; and
- 🌿 Variability – randomness of measurements used.

2.19 Using a validated air quality model such as ADMS Roads combined with performing model verification accounts for much of this uncertainty. In addition, the most detailed available input data is used and reviewed to ensure accuracy.

2.20 The latest version of Defra’s EFT (v11.0) was released in November 2021 and is expected to provide a more reasonable match for real world emissions in the current UK fleet than previous versions; however, it should be noted that there remains uncertainty regarding future emissions from the vehicle fleet.

- 2.21 To adequately account for this uncertainty when predicting future pollutant concentrations, UK-AIR background concentrations were predicted to stay the same beyond 2019. Additionally, no improvement in vehicle fleet emissions was assumed beyond 2019, the year used for model verification. This is considered to be appropriately conservative to account for uncertainties associated with the impact of COVID-19 on vehicle fleet renewal.
- 2.22 Furthermore, modelled receptors were positioned at the ground-level façades of the buildings closest to the roadside. As such, this assessment offers a wholly conservative approach.

3. Assessment of Road Closures

Current Local Air Quality Conditions

- 3.1 Swale Borough Council (SBC) operate a comprehensive air pollution monitoring network across the borough. The network comprises both automatic monitoring stations and passive diffusion tubes.
- 3.2 In Faversham, all monitoring locations are adjacent to the A2 major road, approximately 0.8km to the south of the Town Centre. SBC has declared an Air Quality Management Area (AQMA) on the A2 Ospringe Street due to recorded exceedances of the annual mean AQS for NO₂. Due consideration is given to impacts on this AQMA within this assessment.
- 3.3 Currently, SBC's pollutant monitoring network does not extend into Faversham Town Centre. As such, this dispersion modelling assessment provides an insight into anticipated pollutant concentrations here. Figure 3.1, overleaf, shows the predicted concentrations of NO₂ at modelled receptor locations in the absence of the proposed road closure scheme.
- 3.4 Results show that no modelled receptor location within the Town Centre is expected to be in exceedance of the annual mean AQS for NO₂. Appendix D shows that no modelled receptor location is expected to be in exceedance of the annual mean AQS for PM₁₀ or PM_{2.5}, either.

Figure 3.1: Current annual mean NO₂ concentrations without road closures (µg.m⁻³)

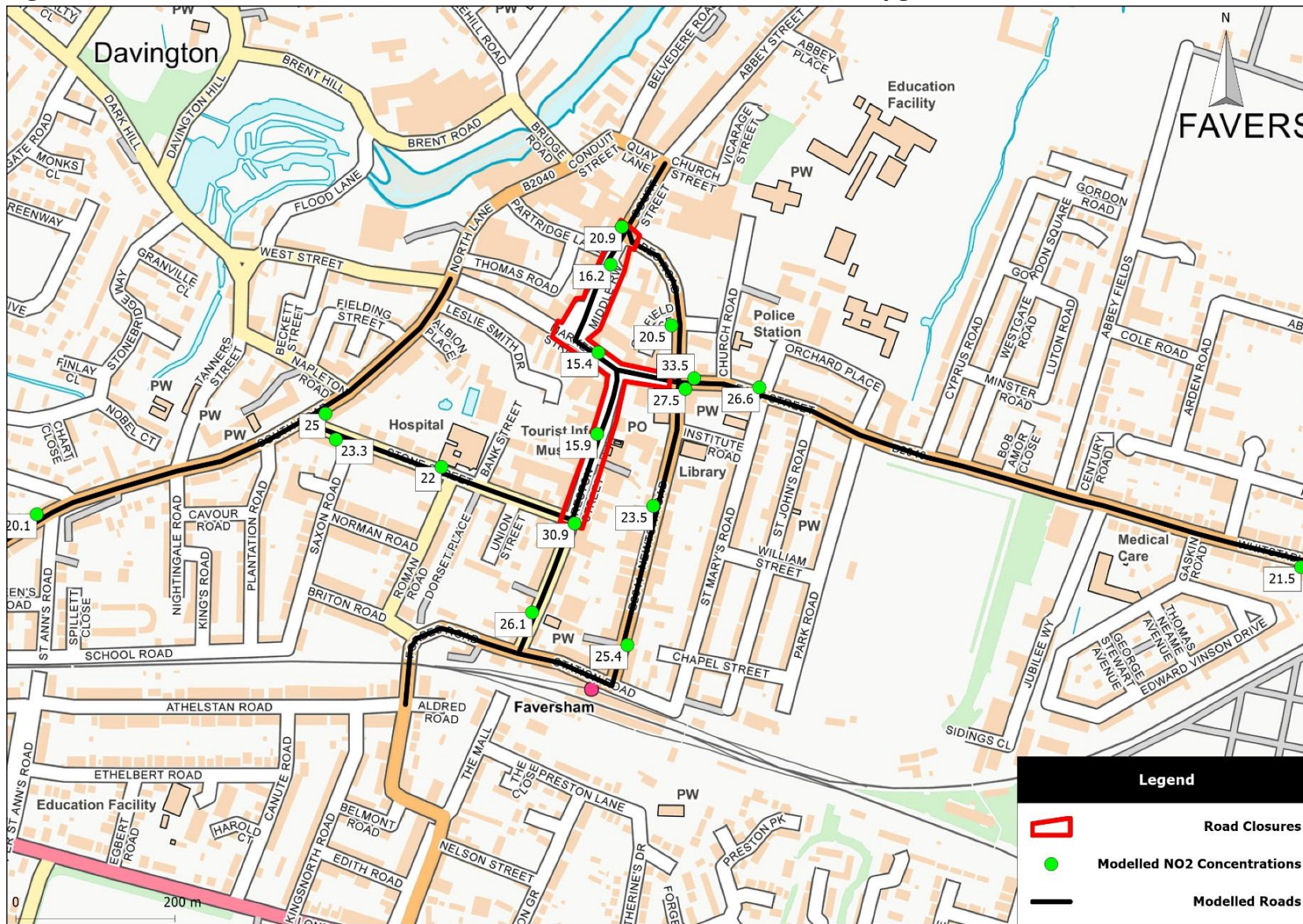


Figure 3.1: Modelled NO₂ Concentrations without Road Closures

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Impacts of Road Closure Option 1a

- 3.5 The pollutant dispersion modelling assessment results for Option 1a are presented in the following section. To reiterate, Option 1a is for the closure of Court Street, Middle Row, Market Place, and Market Street between 10:00 and 16:00.
- 3.6 The results are presented as changes in concentrations of NO₂ in Figure 3.2, with the full NO₂ results and annual mean concentrations presented in Table 3.1. Results for PM₁₀ and PM_{2.5} are presented in Appendix D.
- 3.7 The modelled annual mean NO₂ concentrations are shown in Table 3.1, below.

Table 3.1: Modelled annual mean NO₂ concentrations with Option 1a

Receptor		Annual Mean Concentration of NO ₂ (µg.m ⁻³)		Change due to Option 1a (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without Option 1a	With Option 1a			
R1	B2040 South Road	20.1	20.1	0.0	0.0	Negligible
R2	B2040 South Road	25.0	25.0	0.0	-0.1	Negligible
R3	Stone Street	23.3	23.3	0.0	0.0	Negligible
R4	Stone Street	22.0	22.0	0.0	0.0	Negligible
R5	Preston Street	26.1	26.1	0.0	0.0	Negligible
R6	Preston Street	30.9	30.9	0.0	0.0	Negligible
R7	Preston Street	15.9	15.6	-0.3	-0.7	Negligible
R8	Market Street	15.4	15.1	-0.2	-0.6	Negligible
R9	Court Street	16.2	15.9	-0.3	-0.6	Negligible
R10	B2040 Crescent Road	20.9	20.8	-0.1	-0.2	Negligible
R11	B2041 Newton Road	25.4	25.5	0.1	0.1	Negligible
R12	B2041 Newton Road	23.5	23.6	0.1	0.1	Negligible
R13	B2041 Newton Road	27.5	27.5	0.0	0.1	Negligible
R14	B2040 East Street	33.5	33.5	0.0	0.0	Negligible
R15	B2040 Crescent Road	20.5	20.6	0.0	0.1	Negligible
R16	B2040 East Street	26.6	26.6	0.0	0.0	Negligible

Receptor		Annual Mean Concentration of NO ₂ (µg.m ⁻³)		Change due to Option 1a (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without Option 1a	With Option 1a			
R17	B2040 East Street	21.5	21.5	0.0	0.0	Negligible

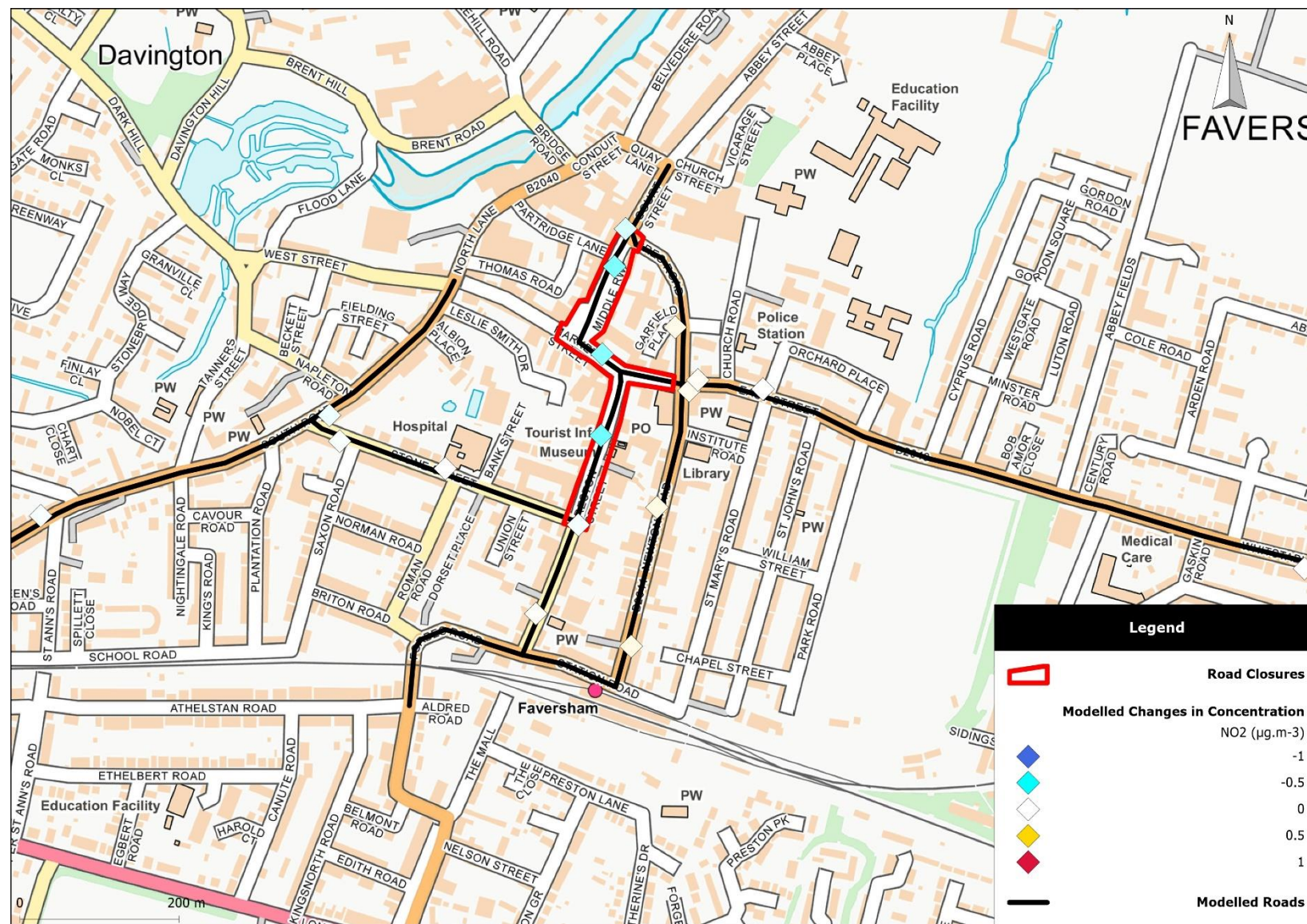
Note: Any discrepancies are due to rounding.

- 3.8 Table 3.1 shows that all receptor locations surrounding the Town Centre are not anticipated to be impacted by the introduction of the proposed road closure (Option 1a). In total, 5 receptor locations show a decrease in annual mean concentrations, with a further 4 showing increases.
- 3.9 The highest recorded annual mean NO₂ concentration at any receptor location, in any scenario, was 33.5 µg.m⁻³, at Receptor 14, near the junction between East Street and Newton Road. Annual mean concentrations of NO₂ at this receptor were not predicted to change as a result of the scheme.
- 3.10 All modelled concentrations were anticipated to be below the annual mean AQS for NO₂ by at least 16%. In fact, 15 of the 17 receptors were modelled to be well below the annual mean AQS, by at least 25%, in the 'With Road Closure' scenario.
- 3.11 The largest modelled increase as a result of the LTN was at Receptors 11 and 12, on Newton Road. The receptor shows an increase of 0.1 µg.m⁻³, which is predicted to cause a *Negligible* (incremental) air quality impact, according to EPUK & IAQM descriptors.
- 3.12 The largest modelled decrease as a result of the LTN was at Receptor 7, on Preston Street. The receptor shows a decrease of 0.3 µg.m⁻³, which is predicted to cause a *Negligible* (incremental) air quality impact, according to EPUK & IAQM impact descriptors.
- 3.13 Figure 3.2, overleaf, illustrates the modelled changes in NO₂ concentrations across the Town Centre, between the pre-scheme data and with-scheme data. The colour changes have no reflection on the modelled impact of NO₂ changes – for example, “red” diamonds do not indicate statistically ‘adverse’ impacts, nor do “blue” diamonds indicate statistically ‘beneficial’ impacts. The colours purely provide a visual aid for discussion.

PM₁₀ and PM_{2.5} Results

- 3.14 PM₁₀ and PM_{2.5} results are displayed fully in Appendix D. To summarise, all concentrations were well below their respective annual mean National AQSs and all impacts, relative to the National AQSs, were modelled to be of *Negligible* impact, according to EPUK & IAQM descriptors.

Figure 3.2: Mapped Change in NO₂ Concentrations for Option 1a ($\mu\text{g}\cdot\text{m}^{-3}$)



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Figure 3.2: Change in NO₂ concentrations for Option 1a

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Impacts of Road Closure Option 2b

- 3.15 The pollutant dispersion modelling assessment results for Option 2b are presented in the following section. To reiterate, Option 2b is for the closure of Court Street, Middle Row, Market Place, Market Street, East Street, and Preston Street between 10:00 and 16:00.
- 3.16 The results are presented as changes in concentrations of NO₂ in Figure 3.3, with the full NO₂ results and annual mean concentrations presented in Table 3.2. Results for PM₁₀ and PM_{2.5} are presented in Appendix D.
- 3.17 The modelled annual mean NO₂ concentrations are shown in Table 3.2, below.

Table 3.2: Modelled annual mean NO₂ concentrations with Option 2b

Receptor		Annual Mean Concentration of NO ₂ (µg.m ⁻³)		Change due to Option 2b (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without Option 2b	With Option 2b			
R1	B2040 South Road	20.1	20.1	0.0	0.0	Negligible
R2	B2040 South Road	25.0	25.0	0.0	0.0	Negligible
R3	Stone Street	23.3	23.3	0.0	0.0	Negligible
R4	Stone Street	22.0	22.0	0.0	0.0	Negligible
R5	Preston Street	26.1	26.2	0.1	0.2	Negligible
R6	Preston Street	30.9	30.9	0.0	0.0	Negligible
R7	Preston Street	15.9	15.6	-0.3	-0.6	Negligible
R8	Market Street	15.4	15.1	-0.2	-0.5	Negligible
R9	Court Street	16.2	15.9	-0.2	-0.6	Negligible
R10	B2040 Crescent Road	20.9	20.8	-0.1	-0.2	Negligible
R11	B2041 Newton Road	25.4	25.9	0.5	1.3	Negligible
R12	B2041 Newton Road	23.5	23.9	0.4	1.1	Negligible
R13	B2041 Newton Road	27.5	27.7	0.3	0.6	Negligible
R14	B2040 East Street	33.5	33.6	0.1	0.2	Negligible
R15	B2040 Crescent Road	20.5	20.6	0.1	0.2	Negligible

Receptor		Annual Mean Concentration of NO ₂ (µg.m ⁻³)		Change due to Option 2b (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without Option 2b	With Option 2b			
R16	B2040 East Street	26.6	26.7	0.0	0.1	Negligible
R17	B2040 East Street	21.5	21.5	0.0	0.0	Negligible

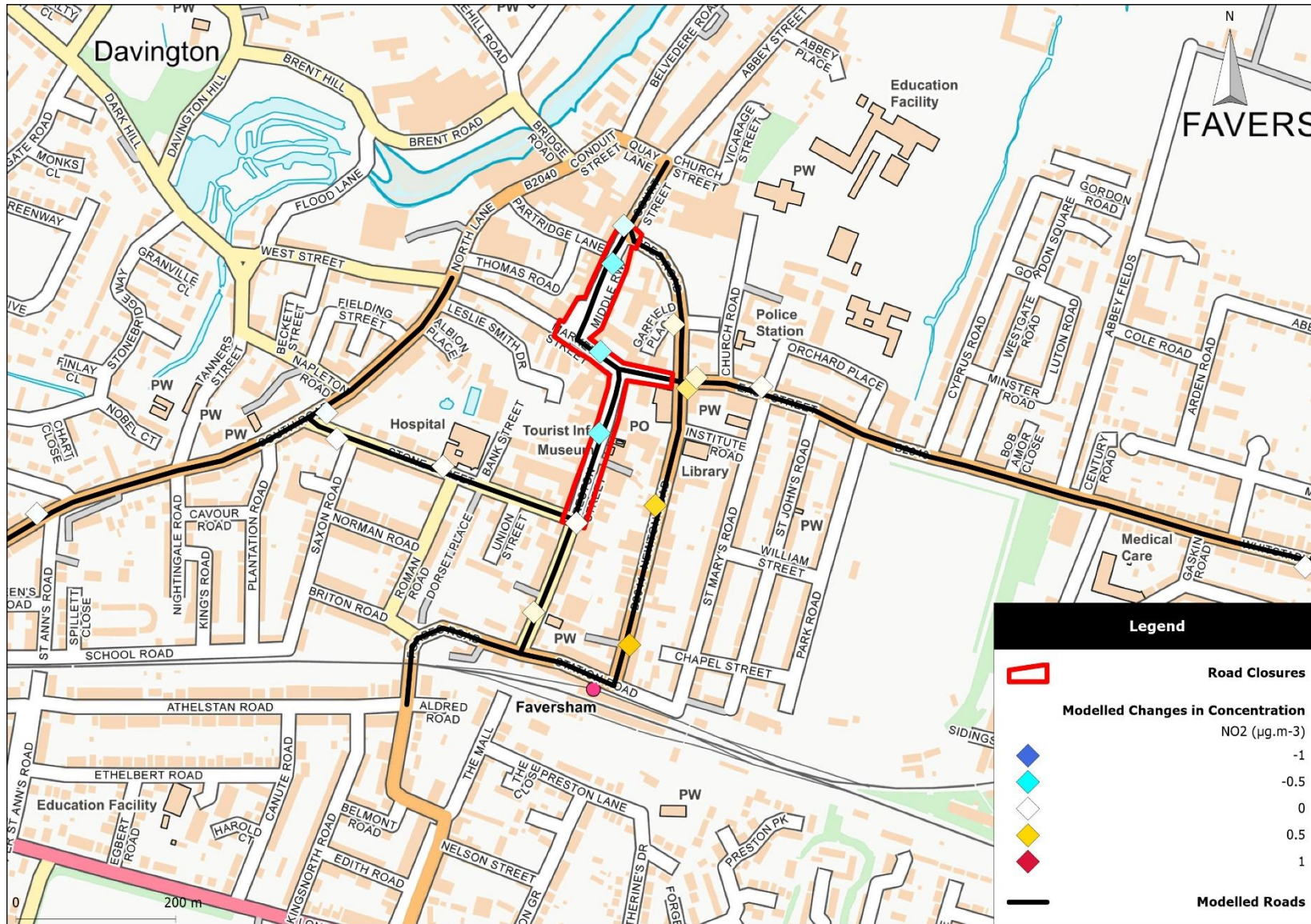
Note: Any discrepancies are due to rounding.

- 3.18 Table 3.2 shows that all receptor locations surrounding the Town Centre are not anticipated to be impacted by the introduction of the proposed road closure (Option 2b). In total, 4 receptor locations show a decrease in annual mean concentrations, with a further 7 showing increases.
- 3.19 The highest recorded annual mean NO₂ concentration at any receptor location, in any scenario, was 33.6 µg.m⁻³, at Receptor 14, near the junction between East Street and Newton Road. Annual mean concentrations of NO₂ at this receptor were not predicted to change as a result of the scheme.
- 3.20 All modelled concentrations were anticipated to be below the annual mean AQS for NO₂ by at least 16%. In fact, 15 of the 17 receptors were modelled to be well below the annual mean AQS, by at least 25%, in this 'With Road Closure' scenario.
- 3.21 The largest modelled increase as a result of the LTN was at Receptor 11, on Newton Road. The receptor shows an increase of 0.5 µg.m⁻³, which is predicted to cause a *Negligible* (incremental) air quality impact, according to EPUK & IAQM descriptors.
- 3.22 The largest modelled decrease as a result of the LTN was at Receptor 7, on Preston Street. The receptor shows a decrease of 0.3 µg.m⁻³, which is predicted to cause a *Negligible* (incremental) air quality impact, according to EPUK & IAQM impact descriptors.
- 3.23 Figure 3.3, overleaf, illustrates the modelled changes in NO₂ concentrations across the Town Centre, between the pre-scheme data and with-scheme data. The colour changes have no reflection on the modelled impact of NO₂ changes – for example, “red” diamonds do not indicate statistically ‘adverse’ impacts, nor do “blue” diamonds indicate statistically ‘beneficial’ impacts. The colours purely provide a visual aid for discussion.

PM₁₀ and PM_{2.5} Results

- 3.24 PM₁₀ and PM_{2.5} results are displayed fully in Appendix D. To summarise, all concentrations were well below their respective annual mean National AQSs and all impacts, relative to the National AQSs, were modelled to be of *Negligible* impact, according to EPUK & IAQM descriptors.

Figure 3.3: Mapped Change in NO₂ Concentrations for Option 2b (µg.m⁻³)



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Figure 3.3: Change in NO₂ concentrations for Option 2b

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Impacts of Road Closure Option 2c

- 3.25 The pollutant dispersion modelling assessment results for Option 2c are presented in the following section. To reiterate, Option 2c is for the closure of Court Street, Middle Row, Market Place, and Market Street between 09:00 and 18:00.
- 3.26 The results are presented as changes in concentrations of NO₂ in Figure 3.4, with the full NO₂ results and annual mean concentrations presented in Table 3.3. Results for PM₁₀ and PM_{2.5} are presented in Appendix D.
- 3.27 The modelled annual mean NO₂ concentrations are shown in Table 3.3, below.

Table 3.3: Modelled annual mean NO₂ concentrations with Option 2c

Receptor		Annual Mean Concentration of NO ₂ (µg.m ⁻³)		Change due to Option 1a (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without Option 1a	With Option 1a			
R1	B2040 South Road	20.1	20.1	0.0	0.0	Negligible
R2	B2040 South Road	25.0	25.0	0.0	0.0	Negligible
R3	Stone Street	23.3	23.3	0.0	0.0	Negligible
R4	Stone Street	22.0	22.0	0.0	0.0	Negligible
R5	Preston Street	26.1	26.2	0.1	0.3	Negligible
R6	Preston Street	30.9	30.9	0.0	0.0	Negligible
R7	Preston Street	15.9	15.2	-0.6	-1.6	Negligible
R8	Market Street	15.4	14.8	-0.5	-1.3	Negligible
R9	Court Street	16.2	15.6	-0.6	-1.4	Negligible
R10	B2040 Crescent Road	20.9	20.8	-0.1	-0.2	Negligible
R11	B2041 Newton Road	25.4	26.3	0.9	2.2	Negligible
R12	B2041 Newton Road	23.5	24.2	0.7	1.8	Negligible
R13	B2041 Newton Road	27.5	27.9	0.5	1.2	Negligible
R14	B2040 East Street	33.5	33.6	0.2	0.4	Negligible
R15	B2040 Crescent Road	20.5	20.7	0.2	0.5	Negligible
R16	B2040 East Street	26.6	26.7	0.0	0.1	Negligible

Receptor		Annual Mean Concentration of NO ₂ (µg.m ⁻³)		Change due to Option 1a (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without Option 1a	With Option 1a			
R17	B2040 East Street	21.5	21.5	0.0	0.0	Negligible

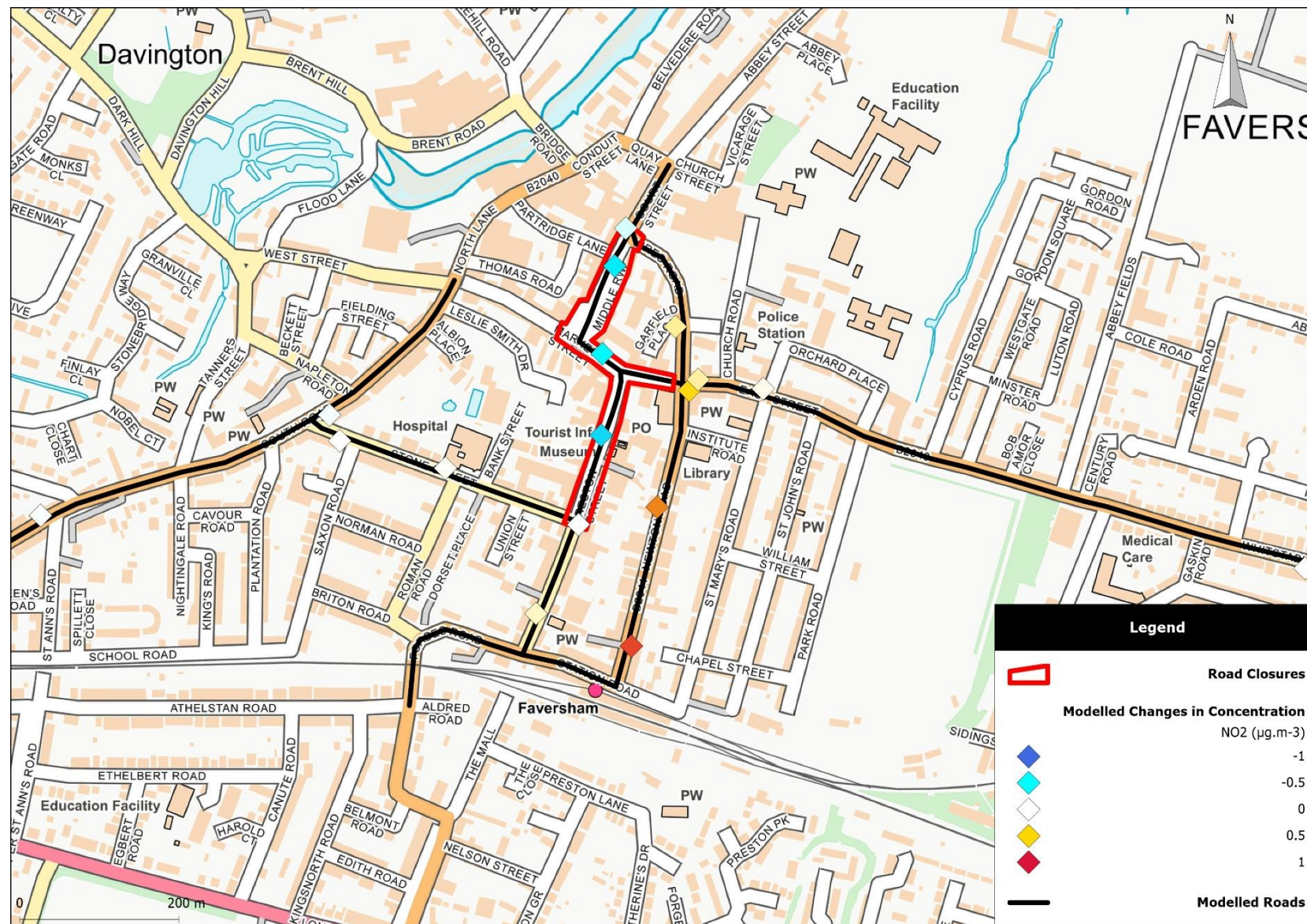
Note: Any discrepancies are due to rounding.

- 3.28 Table 3.3 shows that all receptor locations surrounding the Town Centre are not anticipated to be impacted by the introduction of the proposed road closure (Option 2c). In total, 4 receptor locations show a decrease in annual mean concentrations, with a further 7 showing increases.
- 3.29 The highest recorded annual mean NO₂ concentration at any receptor location, in any scenario, was 33.6 µg.m⁻³, at Receptor 14, near the junction between East Street and Newton Road. Annual mean concentrations of NO₂ at this receptor were not predicted to change as a result of the scheme.
- 3.30 All modelled concentrations were anticipated to be below the annual mean AQS for NO₂ by at least 16%. In fact, 15 of the 17 receptors were modelled to be well below the annual mean AQS, by at least 25%, in this 'With Road Closure' scenario.
- 3.31 The largest modelled increase as a result of the LTN was at Receptor 11, on Newton Road. The receptor shows an increase of 0.9 µg.m⁻³, which is predicted to cause a *Negligible* (incremental) air quality impact, according to EPUK & IAQM descriptors.
- 3.32 The largest modelled decrease as a result of the LTN was at Receptor 7, on Preston Street. The receptor shows a decrease of 0.6 µg.m⁻³, which is predicted to cause a *Negligible* (incremental) air quality impact, according to EPUK & IAQM impact descriptors.
- 3.33 Figure 3.4, overleaf, illustrates the modelled changes in NO₂ concentrations across the Town Centre, between the pre-scheme data and with-scheme data. The colour changes have no reflection on the modelled impact of NO₂ changes – for example, “red” diamonds do not indicate statistically ‘adverse’ impacts, nor do “blue” diamonds indicate statistically ‘beneficial’ impacts. The colours purely provide a visual aid for discussion.

PM₁₀ and PM_{2.5} Results

- 3.34 PM₁₀ and PM_{2.5} results are displayed fully in Appendix D. To summarise, all concentrations were well below their respective annual mean National AQSs and all impacts, relative to the National AQSs, were modelled to be of *Negligible* impact, according to EPUK & IAQM descriptors.

Figure 3.4: Mapped Change in NO₂ Concentrations for Option 2c ($\mu\text{g}\cdot\text{m}^{-3}$)



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Figure 3.4: Change in NO₂ concentrations for Option 2c

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4. Discussion

Summary of Results

- 4.1 The road closure modelling results showed improvements in air quality within the roads where closures were proposed, and a worsening of air quality due to the subsequent displacement of traffic onto roads outside of the Town Centre.
- 4.2 The smallest magnitude of change in air pollutant concentrations was caused by Road Closure Option 1a, with the largest magnitude of change caused by Option 2c. All predicted changes in pollutant concentrations were small enough to be considered to have a *Negligible* impact on local air quality.
- 4.3 Additionally, no modelled receptor locations are anticipated to be in exceedance of any relevant AQS for NO₂, PM₁₀ or PM_{2.5}. It should be noted that none of the proposed options are anticipated to displace any traffic onto the A2 Ospringe Street AQMA, where existing air quality is known to be poor and in exceedance of the annual mean AQS for NO₂.

Significance of Results

- 4.4 Based on the above, it is considered that irrelevant of which of the three road closure options are proposed, the scheme would be expected to have an overall negligible impact on air quality. This effect is not considered to be significant.

5. Conclusions

- 5.1 Phlorum were commissioned by Project Centre, on behalf of Swale Borough Council, to assess the air quality impacts of proposed road closure options in Faversham's Town Centre.
- 5.2 Air quality modelling was undertaken to assess the potential impact of the road closures by assessing the change in pollutant concentrations before and during the scheme's implementation.
- 5.3 The results showed a change in concentrations both within and outside of the town centre, due to the displacement of traffic from the former to the latter. All air quality changes were predicted to be of *Negligible* impact for all modelled road closure options, when compared to the National Air Quality Standards.
- 5.4 Overall, and when compared to the national air quality standards these air quality impacts are not considered to be significant.
- 5.5 The introduction of the road closure schemes are, therefore, considered to be acceptable, in air quality terms, with regards to all relevant local and national planning policy and guidance. As such, air quality does not necessarily need to have a material influence on the refining of road closure options.

Appendices

Appendix A: Air Quality Standards and Objectives

National Air Quality Standards and Objectives

The UK Air Quality Strategy (UKAQS) sets air quality standard (AQS) concentrations for a number of key pollutants that are to be achieved at sensitive receptor locations across the UK by corresponding “objective” dates (AQO’s). The sensitive locations at which the standards and objectives apply are those where the population are reasonably expected to be exposed to said pollutants over the particular averaging period.

For those objectives to which an annual mean standard applies, the most common sensitive receptor locations used to compare concentrations against the standards are areas of residential housing. It is reasonable to expect that people living in their homes could be exposed to pollutants over such a period of time.

Schools and children’s playgrounds are also often used as sensitive locations for comparison with annual mean objectives due to the increased sensitivity of young people to the effects of pollution (regardless of whether or not their exposure to the pollution could be over an annual period). For shorter averaging periods of between 15 minutes, 1 hour or 1 day, the sensitive receptor location can be anywhere where the public could be exposed to the pollutant over these shorter periods of time. A summary of the AQS relevant to this assessment are included in the table below.

Table A.1: UK Air Quality Standards and Objectives

Pollutant	Averaging Period	Air quality standard (AQS) ($\mu\text{g.m}^{-3}$)	Air quality objective (AQO)
Nitrogen dioxide (NO_2)	1-hour	200	200 $\mu\text{g.m}^{-3}$ not to be exceeded more than 18 times a year
	Annual	40	40 $\mu\text{g.m}^{-3}$
Particulate Matter (PM_{10})	24-hour	50	50 $\mu\text{g.m}^{-3}$ not to be exceeded more than 35 times a year
	Annual	40	40 $\mu\text{g.m}^{-3}$
Particulate Matter ($\text{PM}_{2.5}$)	Annual	20	20 $\mu\text{g.m}^{-3}$

Appendix B: Impact Descriptors

Table B.1: EPUK/IAQM Impact descriptors for individual receptors

Long term average concentration at receptor in assessment year	% Change in concentration relative to AQAL			
	1	2-5	6-10	>10
75% or less of AQAL	Negligible	Negligible	Slight	Moderate
76-94% of AQAL	Negligible	Slight	Moderate	Substantial
95-102% of AQAL	Slight	Moderate	Moderate	Substantial
103-109% of AQAL	Moderate	Moderate	Substantial	Substantial
110% or more of AQAL	Moderate	Substantial	Substantial	Substantial

Notes:

1. AQAL = Air Quality Assessment Level, which may be an air quality objective, EU limit or target value, or an Environment Agency 'Environmental Assessment Level (EAL)'.
2. The Table is intended to be used by rounding the change in percentage pollutant concentration to whole numbers, which then makes it clearer which cell the impact falls within. The user is encouraged to treat the numbers with recognition of their likely accuracy and not assume a false level of precision. Changes of 0%, i.e. less than 0.5%, will be described as Negligible.
3. The Table is only designed to be used with annual mean concentrations.
4. Descriptors for individual receptors only; the overall significance is determined using professional judgement, for example, a 'moderate' adverse impact at one receptor may not mean that the overall impact has a significant effect. Other factors need to be considered.
5. When defining the concentration as a percentage of the AQAL, use the 'without scheme' concentration where there is a decrease in pollutant concentration and the 'with scheme' concentration for an increase.

Appendix C: Model Verification Study

Model Verification

Model verification studies are undertaken in order to check the performance of dispersion models and, where modelled concentrations are significantly different to monitored concentrations, a factor can be established by which the modelled results can be adjusted in order to improve their reliability. The model verification process is detailed in LAQM.TG(16).

According to LAQM.TG(16), no adjustment factor is necessary where the results of the model all lie within 25% of the monitored concentrations.

Model verification can only be undertaken where there is sufficient roadside monitoring data in the vicinity of the subject scheme being assessed. LAQM.TG(16) recommends that a combination of automatic and diffusion tube monitoring data is used; although this may be limited by data availability. 9 monitoring locations with appropriate traffic data collated by the Department for Transport were selected for this study.

Table C.1 compares monitored and modelled NO₂ concentrations at the monitoring locations.

Table C.1: Monitored and Modelled Road Contributions of NO₂ at Roadside Monitoring Sites

Monitor ID	Type	Concentrations (µg.m ⁻³)		
		Monitored	Modelled	% Difference
ZW3	A	31.4	22.7	-27.6%
SW28	DT	43.0	27.9	-35.1%
SW29	DT	40.9	26.2	-36.0%
SW96	DT	36.6	22.8	-37.8%
SW32	DT	36.9	26.5	-28.3%
SW31	DT	37.9	27.1	-28.6%
SW120	DT	39.9	27.0	-32.4%
SW117	DT	28.5	19.5	-31.7%
SW98	DT	33.5	22.0	-34.5%

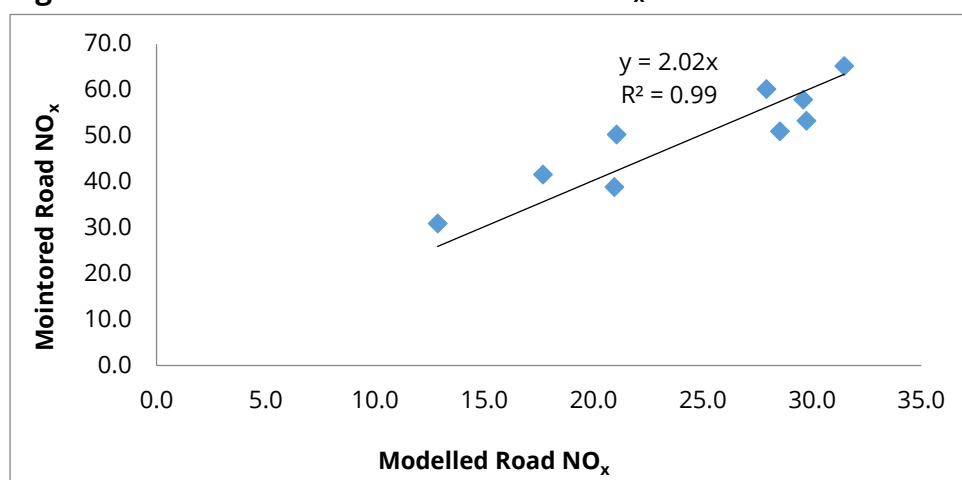
Note: A = Automatic Monitor; DT = Diffusion Tube

The data in Table C.1 shows that the model is under-predicting concentrations at most locations to a varying degree. This is a pattern frequently seen in model verification studies, and is likely to be the result of local dispersion characteristics. As such, and for conservative purposes, it was decided to proceed with adjustment as the model was under predicting most NO₂ concentrations.

As it is primary NO_x, rather than secondary NO₂, emissions that are modelled, an adjustment factor must be derived for the road contribution of NO_x.

Plots of modelled versus monitored NO_x concentrations on a graph shows a positive correlation. The graph is included in Figure C.1 below.

Figure C.1 Monitored vs Modelled Road NO_x



By plotting a trend line through the points on the graph, a factor of **2.02** was derived. Table C.2 shows total monitored versus modelled NO₂ following the adjustment of the road contribution of NO_x by this factor. It shows that, following this adjustment, all modelled concentrations of NO₂ are within 10% of monitored concentrations at these locations. As a result, the adjustment factors were considered appropriate for the adjustment of modelled road contributions of NO_x for the LTN.

Table C.2: Monitored and Adjusted Modelled Total NO₂ at Roadside Monitoring Sites

Monitor ID	Type	Concentrations (µg.m ⁻³)		
		Monitored	Modelled	% Difference
ZW3	A	31.4	33.0	5.1%
SW28	DT	43.0	42.3	-1.6%
SW29	DT	40.9	39.3	-4.0%
SW96	DT	36.6	33.1	-9.6%

Monitor ID	Type	Concentrations ($\mu\text{g.m}^{-3}$)		
		Monitored	Modelled	% Difference
SW32	DT	36.9	39.8	7.8%
SW31	DT	37.9	40.8	7.7%
SW120	DT	39.9	40.7	2.0%
SW117	DT	28.5	26.1	-8.5%
SW98	DT	33.5	30.8	-8.1%

Note: A= Automatic Monitor; DT = Diffusion Tube

As there is no suitable PM_{10} or $\text{PM}_{2.5}$ monitoring data in the study area, it was not possible to perform model verification for these pollutants. As such, the NO_2 adjustment factor has also been applied to PM_{10} and $\text{PM}_{2.5}$ model results, in accordance with LAQM.TG(16).

Root Mean Square Error

Root Mean Square Error (RMSE) is used to define the average error or uncertainty of the model. According to LAQM.TG(16), the RMSE should ideally be within 10% of the relevant air quality standard, but is acceptable where it is within 25% of the AQS. The model verification process calculated a post-adjusted RMSE of $2.3 \mu\text{g.m}^{-3}$, which equates to 5.8% of the annual mean AQS for NO_2 and is therefore considered to be acceptable.

Appendix D: Modelled PM₁₀ and PM_{2.5} results

Table D.1: Annual mean predicted PM₁₀ concentrations with Option 1a

Receptor		Annual Mean Concentration of PM ₁₀ (µg.m ⁻³)		Change due to LTN (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without LTN	With LTN			
R1	B2040 South Road	17.0	17.0	0.0	0.0	Negligible
R2	B2040 South Road	17.6	17.6	0.0	0.0	Negligible
R3	Stone Street	17.3	17.3	0.0	0.0	Negligible
R4	Stone Street	17.1	17.1	0.0	0.0	Negligible
R5	Preston Street	17.7	17.7	0.0	0.0	Negligible
R6	Preston Street	18.0	17.9	0.0	0.0	Negligible
R7	Preston Street	16.3	16.2	0.0	-0.1	Negligible
R8	Market Street	16.2	16.2	0.0	-0.1	Negligible
R9	Court Street	16.3	16.3	0.0	-0.1	Negligible
R10	B2040 Crescent Road	17.0	17.0	0.0	0.0	Negligible
R11	B2041 Newton Road	17.5	17.5	0.0	0.0	Negligible
R12	B2041 Newton Road	17.4	17.4	0.0	0.0	Negligible
R13	B2041 Newton Road	17.8	17.8	0.0	0.0	Negligible
R14	B2040 East Street	18.8	18.8	0.0	0.0	Negligible
R15	B2040 Crescent Road	16.9	16.9	0.0	0.0	Negligible
R16	B2040 East Street	17.9	17.9	0.0	0.0	Negligible
R17	B2040 East Street	16.5	16.5	0.0	0.0	Negligible

Table D.2: Annual mean predicted PM_{2.5} concentrations with Option 1a

Receptor		Annual Mean Concentration of PM ₁₀ (µg.m ⁻³)		Change due to LTN (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without LTN	With LTN			
R1	B2040 South Road	11.2	11.2	0.0	0.0	Negligible
R2	B2040 South Road	11.9	11.9	0.0	0.0	Negligible
R3	Stone Street	11.7	11.7	0.0	0.0	Negligible
R4	Stone Street	11.6	11.6	0.0	0.0	Negligible
R5	Preston Street	12.0	12.0	0.0	0.0	Negligible
R6	Preston Street	12.1	12.1	0.0	0.0	Negligible
R7	Preston Street	11.1	11.1	0.0	-0.1	Negligible
R8	Market Street	11.1	11.0	0.0	-0.1	Negligible
R9	Court Street	11.1	11.1	0.0	-0.1	Negligible
R10	B2040 Crescent Road	11.5	11.5	0.0	0.0	Negligible
R11	B2041 Newton Road	11.4	11.4	0.0	0.0	Negligible
R12	B2041 Newton Road	11.8	11.8	0.0	0.0	Negligible
R13	B2041 Newton Road	12.0	12.0	0.0	0.0	Negligible
R14	B2040 East Street	12.6	12.6	0.0	0.0	Negligible
R15	B2040 Crescent Road	11.5	11.5	0.0	0.0	Negligible
R16	B2040 East Street	12.1	12.1	0.0	0.0	Negligible
R17	B2040 East Street	10.9	10.9	0.0	0.0	Negligible

Table D.3: Annual mean predicted PM₁₀ concentrations with Option 2b

Receptor		Annual Mean Concentration of PM ₁₀ (µg.m ⁻³)		Change due to LTN (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without LTN	With LTN			
R1	B2040 South Road	17.0	17.0	0.0	0.0	Negligible
R2	B2040 South Road	17.6	17.6	0.0	0.0	Negligible
R3	Stone Street	17.3	17.3	0.0	0.0	Negligible
R4	Stone Street	17.1	17.1	0.0	0.0	Negligible
R5	Preston Street	17.7	17.7	0.0	0.0	Negligible
R6	Preston Street	18.0	18.0	0.0	0.0	Negligible
R7	Preston Street	16.3	16.2	0.0	-0.1	Negligible
R8	Market Street	16.2	16.2	0.0	-0.1	Negligible
R9	Court Street	16.3	16.3	0.0	-0.1	Negligible
R10	B2040 Crescent Road	17.0	17.0	0.0	0.0	Negligible
R11	B2041 Newton Road	17.5	17.6	0.1	0.2	Negligible
R12	B2041 Newton Road	17.4	17.4	0.1	0.2	Negligible
R13	B2041 Newton Road	17.8	17.8	0.0	0.1	Negligible
R14	B2040 East Street	18.8	18.8	0.0	0.0	Negligible
R15	B2040 Crescent Road	16.9	16.9	0.0	0.0	Negligible
R16	B2040 East Street	17.9	17.9	0.0	0.0	Negligible
R17	B2040 East Street	16.5	16.5	0.0	0.0	Negligible

Table D.4: Annual mean predicted PM_{2.5} concentrations with Option 2b

Receptor		Annual Mean Concentration of PM ₁₀ (µg.m ⁻³)		Change due to LTN (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without LTN	With LTN			
R1	B2040 South Road	11.2	11.2	0.0	0.0	Negligible
R2	B2040 South Road	11.9	11.9	0.0	0.0	Negligible
R3	Stone Street	11.7	11.7	0.0	0.0	Negligible
R4	Stone Street	11.6	11.6	0.0	0.0	Negligible
R5	Preston Street	12.0	12.0	0.0	0.0	Negligible
R6	Preston Street	12.1	12.1	0.0	0.0	Negligible
R7	Preston Street	11.1	11.1	0.0	-0.1	Negligible
R8	Market Street	11.1	11.0	0.0	-0.1	Negligible
R9	Court Street	11.1	11.1	0.0	-0.1	Negligible
R10	B2040 Crescent Road	11.5	11.5	0.0	0.0	Negligible
R11	B2041 Newton Road	11.4	11.5	0.0	0.2	Negligible
R12	B2041 Newton Road	11.8	11.8	0.0	0.1	Negligible
R13	B2041 Newton Road	12.0	12.0	0.0	0.1	Negligible
R14	B2040 East Street	12.6	12.6	0.0	0.0	Negligible
R15	B2040 Crescent Road	11.5	11.5	0.0	0.0	Negligible
R16	B2040 East Street	12.1	12.1	0.0	0.0	Negligible
R17	B2040 East Street	10.9	10.9	0.0	0.0	Negligible

Table D.5: Annual mean predicted PM₁₀ concentrations with Option 2c

Receptor		Annual Mean Concentration of PM ₁₀ (µg.m ⁻³)		Change due to LTN (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without LTN	With LTN			
R1	B2040 South Road	17.0	17.0	0.0	0.0	Negligible
R2	B2040 South Road	17.6	17.6	0.0	0.0	Negligible
R3	Stone Street	17.3	17.3	0.0	0.0	Negligible
R4	Stone Street	17.1	17.1	0.0	0.0	Negligible
R5	Preston Street	17.7	17.7	0.0	0.0	Negligible
R6	Preston Street	18.0	18.0	0.0	0.0	Negligible
R7	Preston Street	16.3	16.2	-0.1	-0.2	Negligible
R8	Market Street	16.2	16.1	-0.1	-0.2	Negligible
R9	Court Street	16.3	16.3	-0.1	-0.2	Negligible
R10	B2040 Crescent Road	17.0	17.0	0.0	0.0	Negligible
R11	B2041 Newton Road	17.5	17.6	0.1	0.3	Negligible
R12	B2041 Newton Road	17.4	17.5	0.1	0.3	Negligible
R13	B2041 Newton Road	17.8	17.9	0.1	0.2	Negligible
R14	B2040 East Street	18.8	18.8	0.0	0.1	Negligible
R15	B2040 Crescent Road	16.9	16.9	0.0	0.1	Negligible
R16	B2040 East Street	17.9	17.9	0.0	0.0	Negligible
R17	B2040 East Street	16.5	16.5	0.0	0.0	Negligible

Table D.6: Annual mean predicted PM_{2.5} concentrations with Option 2c

Receptor		Annual Mean Concentration of PM ₁₀ (µg.m ⁻³)		Change due to LTN (µg.m ⁻³)	Change as a % of the AQS	EPUK & IAQM Impact Descriptor
ID	Road Link	Without LTN	With LTN			
R1	B2040 South Road	11.2	11.2	0.0	0.0	Negligible
R2	B2040 South Road	11.9	11.9	0.0	0.0	Negligible
R3	Stone Street	11.7	11.7	0.0	0.0	Negligible
R4	Stone Street	11.6	11.6	0.0	0.0	Negligible
R5	Preston Street	12.0	12.0	0.0	0.0	Negligible
R6	Preston Street	12.1	12.1	0.0	0.0	Negligible
R7	Preston Street	11.1	11.1	-0.1	-0.2	Negligible
R8	Market Street	11.1	11.0	0.0	-0.2	Negligible
R9	Court Street	11.1	11.1	0.0	-0.2	Negligible
R10	B2040 Crescent Road	11.5	11.5	0.0	0.0	Negligible
R11	B2041 Newton Road	11.4	11.5	0.1	0.3	Negligible
R12	B2041 Newton Road	11.8	11.8	0.1	0.3	Negligible
R13	B2041 Newton Road	12.0	12.1	0.0	0.2	Negligible
R14	B2040 East Street	12.6	12.6	0.0	0.1	Negligible
R15	B2040 Crescent Road	11.5	11.5	0.0	0.1	Negligible
R16	B2040 East Street	12.1	12.1	0.0	0.0	Negligible
R17	B2040 East Street	10.9	10.9	0.0	0.0	Negligible

Phlorum Limited

Head Office & Registered Office:

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Hunns Mere Way
Woodingdean
Brighton
East Sussex
BN2 6AH
T: 01273 307 167

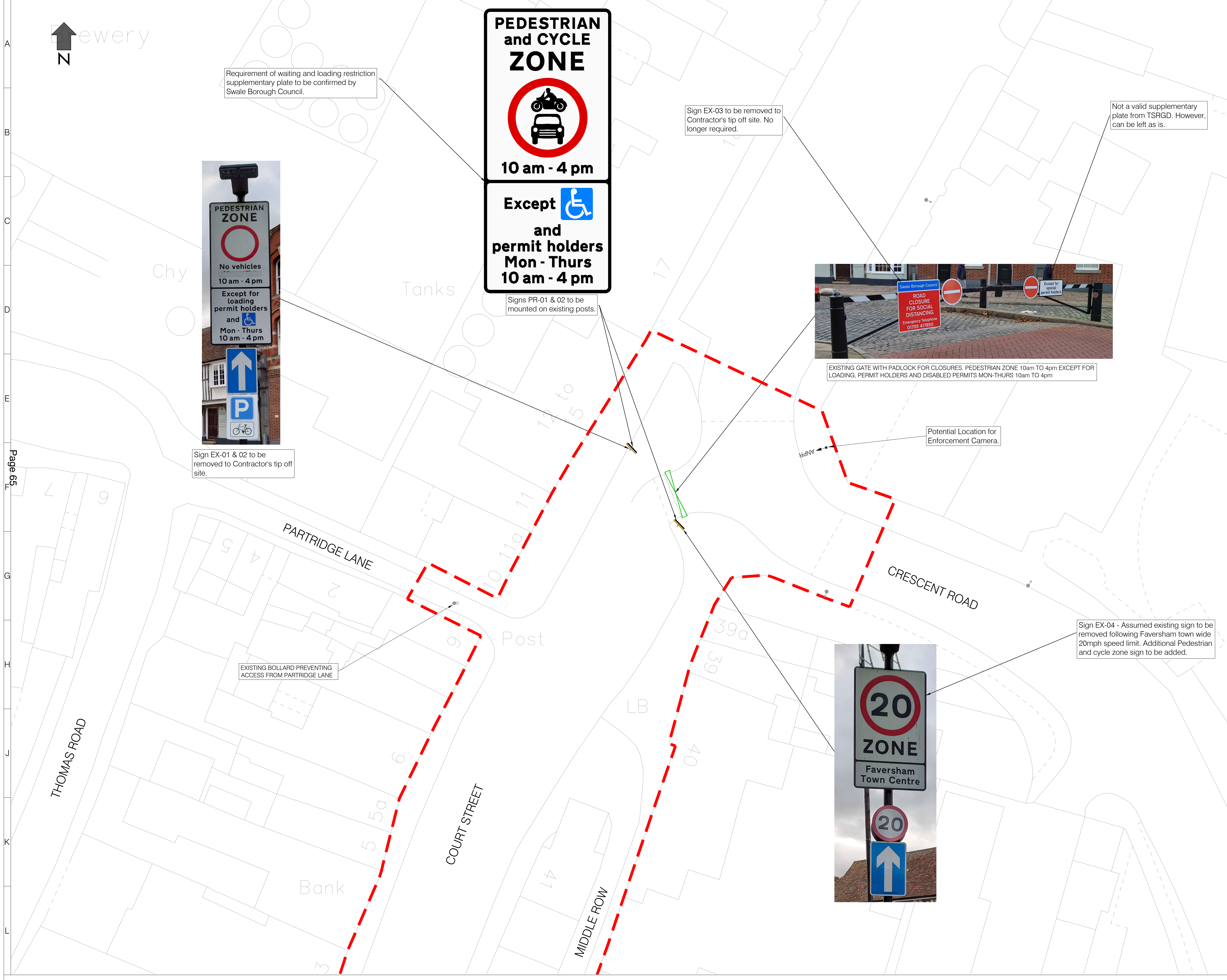
Northern Office:

Ground Floor
Adamson House
Towers Business Park
Wilmslow Road
Didsbury
Manchester
M20 2YY
T: 0161 955 4250

Western Office:


One Caspian Point
Pierhead Street
Cardiff Bay
Cardiff
CF10 4DQ
T: 029 2092 0820

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PEDESTRIAN and CYCLE ZONE

10 am - 4 pm

Except  and permit holders Mon - Thurs 10 am - 4 pm



Requirement of waiting and loading restriction supplementary plate to be confirmed by Swale Borough Council.

Sign EX-03 to be removed to Contractor's tip off site. No longer required.

Not a valid supplementary plate from TSRGD. However, can be left as is.

Signs PR-01 & 02 to be mounted on existing posts.

Sign EX-01 & 02 to be removed to Contractor's tip off site.



EXISTING GATE WITH PADLOCK FOR CLOSURES. PEDESTRIAN ZONE 10am TO 4pm EXCEPT FOR LOADING, PERMIT HOLDERS AND DISABLED PERMITS MON-THURS 10am TO 4pm











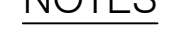
Potential Location for Enforcement Camera.

EXISTING BOLLARD PREVENTING ACCESS FROM PARTRIDGE LANE

Sign EX-04 - Assumed existing sign to be removed following Faversham town wide 20mph speed limit. Additional Pedestrian and cycle zone sign to be added.



LEGEND

-  Scheme Boundary
-  Existing Non-Illuminated sign (Single Post)
-  Existing Illuminated sign (Single Post)
-  Existing Bollard
-  Proposed illuminated sign
-  Proposed sign mounted on existing post
-  Existing Non-Illuminated sign (Double Post)
-  Existing Lighting column (Single)
-  ANPR Proposed ANPR Camera
-  CCTV Existing CCTV
-  Existing gate

- NOTES**
1. All dimensions are in metres unless otherwise specified.
 2. Do not scale from this drawing.
 3. Design is based on OS and site visit notes.
 4. All signing and lining to be in accordance with TSRGD 2016.
 5. Refer to signs schedule and take down schedule for further details. Sign details are shown on drawing 1000007901-120-0300-01.
 6. A minimum offset of 450mm from the kerb face should be provided to any new sign.
 7. A minimum height of 2.1m should be provided to any new signage on the footway and 2.4m on a cycleway.

Rev	Date	Description	Drn	Chk	App
1	24.10.22	ADDITION OF BLUE BADGE EXEMPTION	WMM	JE	NP
0	25.07.22	ORIGINAL ISSUE	WMM	JE	NP

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE
www.marstonholdings.co.uk/projectcentre

Client:  **Swale BOROUGH COUNCIL**
Making Swale a better place

Project: **FAVERSHAM TOWN CENTRE ROAD CLOSURE**

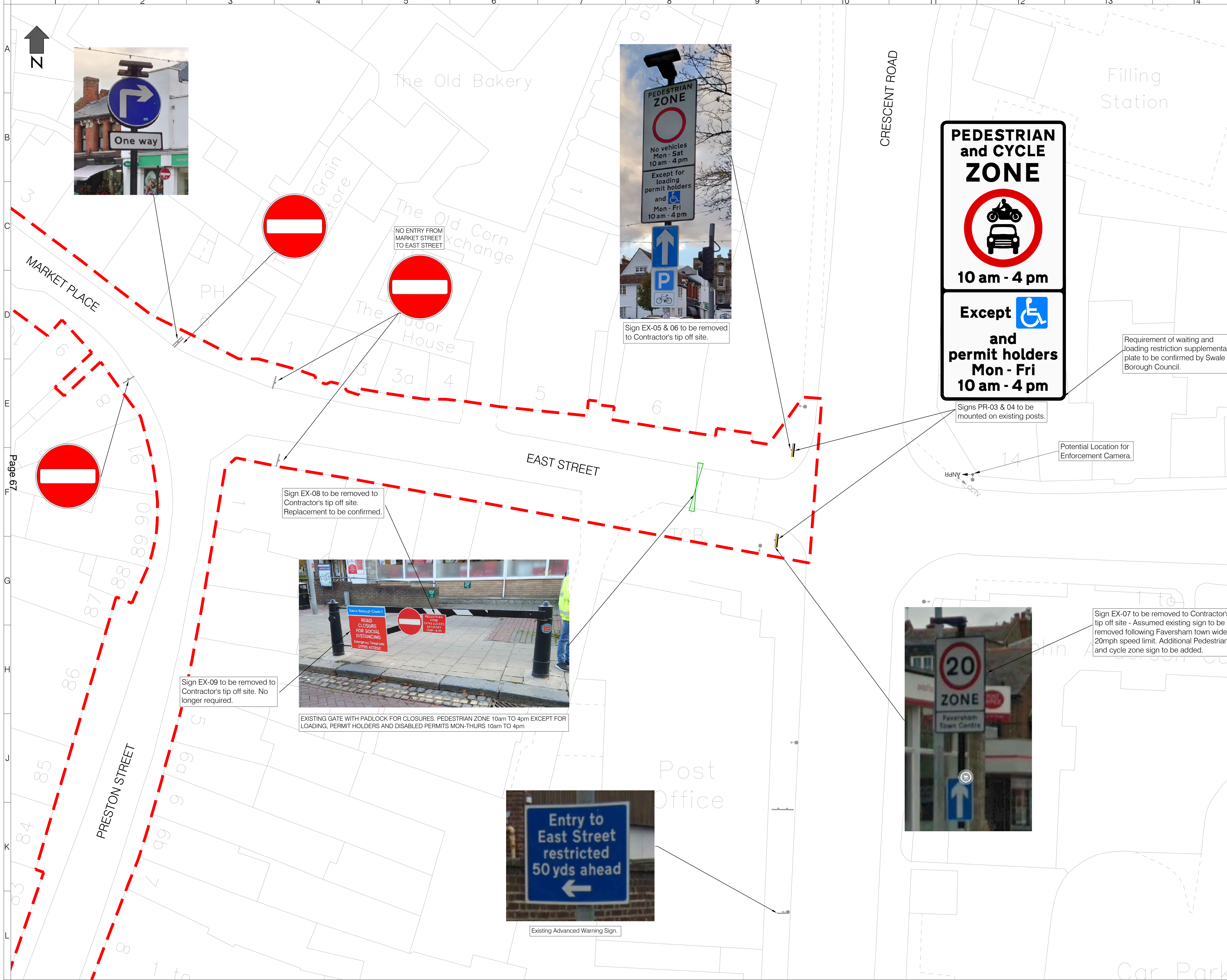
Drawing Title: **GENERAL ARRANGEMENT INTERSECTION OF COURT STR. & CRESCENT RD. SHEET 1 OF 3**

Drawing Status: **FOR APPROVAL**

Drawn	Designed	Date	Scale	Size
WMM	JE	JUN 2022	1:200	A1

Drawing No. 1000007901-3-0100-01 Rev 1

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LEGEND

- Scheme Boundary
- Existing Non-Illuminated sign (Single Post)
- Existing Illuminated sign (Single Post)
- Existing Bollard
- Proposed illuminated sign
- Proposed sign mounted on existing post
- Existing Non-Illuminated sign (Double Post)
- Existing Lighting column (Single)
- ANPR Proposed ANPR Camera
- Existing CCTV
- Existing gate

- NOTES**
1. All dimensions are in metres unless otherwise specified.
 2. Do not scale from this drawing.
 3. Design is based on OS and site visit notes.
 4. All signing and lining to be in accordance with TSRGD 2016.
 5. Refer to signs schedule and take down schedule for further details. Sign details are shown on drawing 1000007901-120-0300-01.
 6. A minimum offset of 450mm from the kerb face should be provided to any new sign.
 7. A minimum height of 2.1m should be provided to any new signage on the footway and 2.4m on a cycleway.

Rev	Date	Description	Drn	Chk	App
1	24.10.22	CLARIFICATION OF BLUE BADGE EXEMPTION	WJM	JE	NP
0	25.07.22	ORIGINAL ISSUE	WJM	JE	NP

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE
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Client: **Swale BOROUGH COUNCIL**
Making Swale a better place

Project: **FAVERSHAM TOWN CENTRE ROAD CLOSURE**

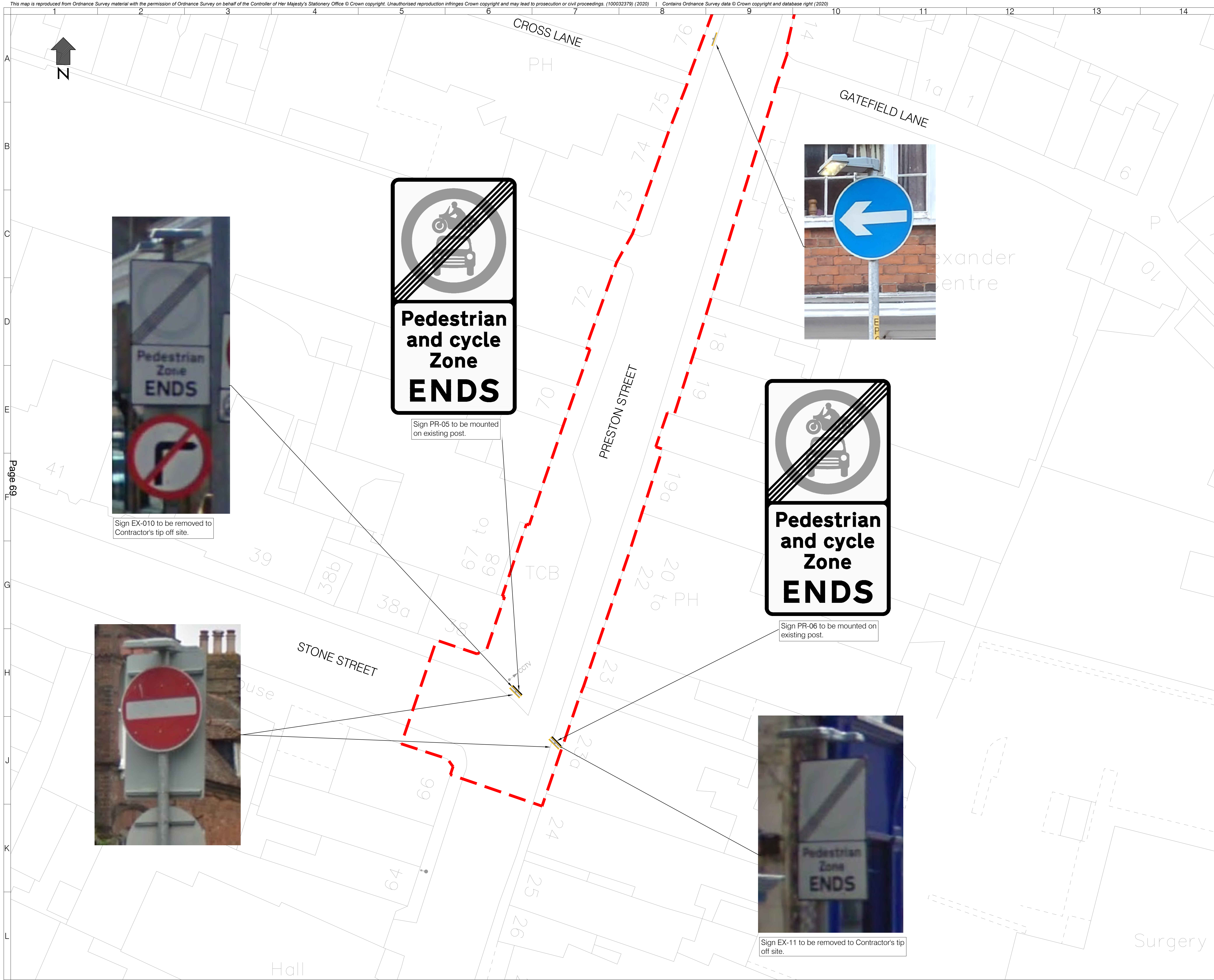
Drawing Title: **GENERAL ARRANGEMENT INTERSECTION OF EAST STR. & CRESCENT RD. SHEET 2 OF 3**

Drawing Status: **FOR APPROVAL**

Drawn	Designed	Date	Scale	Size
WJM	JE	JUN 2022	1:200	A1

Drawing No. 1000007901-3-0100-02

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LEGEND

- Scheme Boundary
- Existing Non-Illuminated sign (Single Post)
- Existing Illuminated sign (Single Post)
- Existing Bollard
- Proposed illuminated sign
- Proposed sign mounted on existing post
- Existing Non-Illuminated sign (Double Post)
- Existing Lighting column (Single)
- ANPR Proposed ANPR Camera
- CCTV Existing CCTV
- Existing gate

- NOTES**
- All dimensions are in metres unless otherwise specified.
 - Do not scale from this drawing.
 - Design is based on OS and site visit notes.
 - All signing and lining to be in accordance with TSRGD 2016.
 - Refer to signs schedule and take down schedule for further details. Sign details are shown on drawing 1000007901-120-0300-01.
 - A minimum offset of 450mm from the kerb face should be provided to any new sign.
 - A minimum height of 2.1m should be provided to any new signage on the footway and 2.4m on a cycleway.

Rev	Date	Description	Drn	Chk	App
0	25.07.22	ORIGINAL ISSUE	WJM	JE	NP

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE
www.marstonholdings.co.uk/projectcentre

Client
Swale BOROUGH COUNCIL
Making Swale a better place

Project
FAVERSHAM TOWN CENTRE
ROAD CLOSURE

Drawing Title
GENERAL ARRANGEMENT
INTERSECTION OF PRESTON STR. & STONE STR.
SHEET 3 OF 3

Drawing Status
FOR APPROVAL

Drawn	Designed	Date	Scale	Size
WJM	JE	JUN 2022	1:200	A1

Drawing No.
1000007901-3-0100-03

Rev
0

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Road Safety Audit Stage 1&2

Faversham Town Centre – Road Closure

Prepared for: Swale Borough Council

Document Reference: 1000007901-RSA1_2

Version: FINAL

Date: 11/10/2022

Prepared by

Nicholas Akintujoye

Nicholas.Akintujoye@projectcentre.co.uk



DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from Swale Borough Council. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Job Number	Issue	Description	Originator	Checked	Authorised
1000007901-RSA1_2	FINAL	Road Safety Audit Stage 1&2	Nicholas Akintujoye 11/10/2022	Ebenezer Harris 11/10/2022	Fadzil Ismail 11/10/2022

File path: G:\Project Centre\Project-BST\1000007901 - SBC Faversham TC RC\2 Project Delivery\12 RSA\RSA Stage 1&2

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1.2 Introduction	2
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2.1 Summary	3
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1. SCHEME DETAILS

1.1 Project Details

Project Title:	Faversham Town Centre – Road Closure
The Overseeing Organisation:	Swale Borough Council Swale House, East Street, Sittingbourne ME10 3HT
The Design Organisation:	Jon East Project Centre Ltd Ashford Office, Lower Ground – Suite 1, Kent House, 81 Station Rd, Ashford, Kent, TN23 1PP

1.2 Introduction

- 1.2.1 This report details the results of a combined Stage 1&2 Road Safety Audit undertaken in September 2022 on the proposed Faversham Town Centre Road Closure scheme in Swale Borough Council.
- 1.2.2 Proposals include the introduction of road closures to restrict vehicular access into the Town Centre.
- 1.2.3 The report has been prepared in response to the Audit Brief provided by the Design Organisation in September 2022.
- 1.2.4 The Road Safety Audit Team consists of:
- Nicholas Akintujoye Team Leader
 - Ebenezer Harris Team Member
- Linda Abuya was involved as a Road Safety Audit Observer in this Stage 1&2 Road Safety Audit.
- 1.2.5 The Audit Brief and Road Safety Audit Team have been approved by the Overseeing Organisation.
- 1.2.6 The Audit took place at the One America Square office of Project Centre in September 2022 and comprised of an examination of the drawings and documents as listed in Appendix A of this report.
- 1.2.7 The Audit Team visited the site on 30 September 2022, between 18.30 and 19.30. The weather was rainy, and the road surface was wet.
- 1.2.8 The terms of reference of the Road Safety Audit are as described in GG119. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.2.9 No details of any departures from standards have been provided.
- 1.2.10 All comments and recommendations are referenced to the A3 location plans in Appendix B of this report.

2. ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDIT(S)

2.1 Summary

2.1.1 No previous Road Safety Audit report was provided to the Audit Team.

3. STAGE 1&2 ROAD SAFETY AUDIT

3.1 GENERAL

No issues identified.

3.2 LOCAL ALIGNMENT

No issues identified.

3.3 JUNCTIONS

No issues identified.

3.4 WALKING, CYCLING AND HORSE RIDING


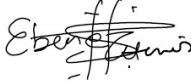
No issues identified.

3.5 TRAFFIC SIGNS, CARRIAGEWAY MARKING AND STREET LIGHTING

No issues identified.

4. **AUDIT TEAM STATEMENT**

We certify that this road safety audit has been carried out in accordance with GG119.

ROAD SAFETY AUDIT TEAM LEADER	
Name:	Nicholas Akintujoye
Signed:	
Organisation:	Project Centre Ltd
Date:	11/10/2022
ROAD SAFETY AUDIT TEAM MEMBER	
Name:	Ebenezer Harris
Signed:	
Organisation:	Project Centre Ltd
Date:	11/10/2022

Appendix A

SCHEDULE OF DOCUMENTS EXAMINED

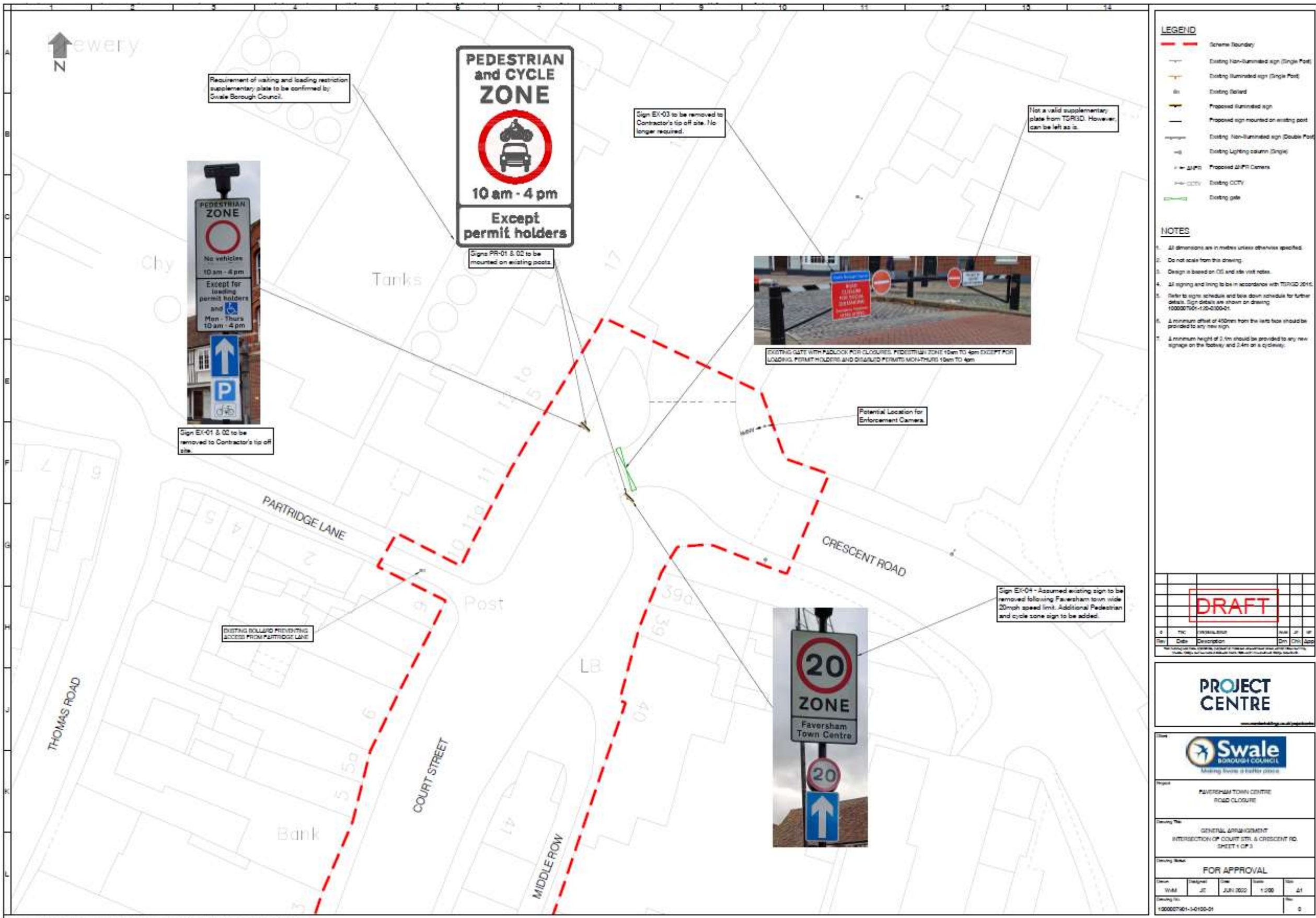
(Documents Forming the Audit Brief)

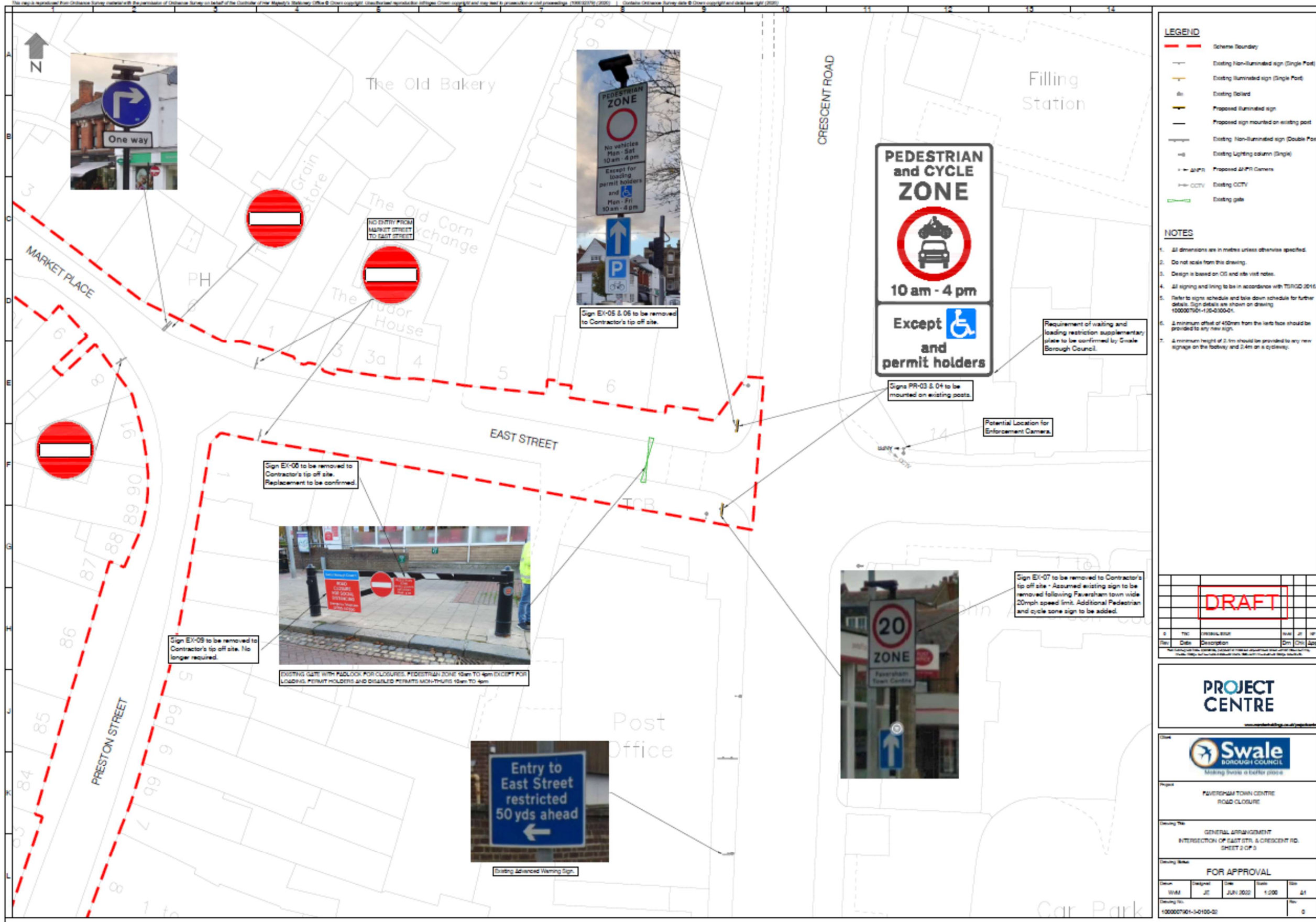
Title	Numbers (s)
General Arrangement: Intersection of Court Str. & Crescent Rd.	1000007901-3-0100-01
General Arrangement: Intersection of East Str. & Crescent Rd.	1000007901-3-0100-02
General Arrangement: Intersection of Preston Str. & Stone Str.	1000007901-3-0100-03

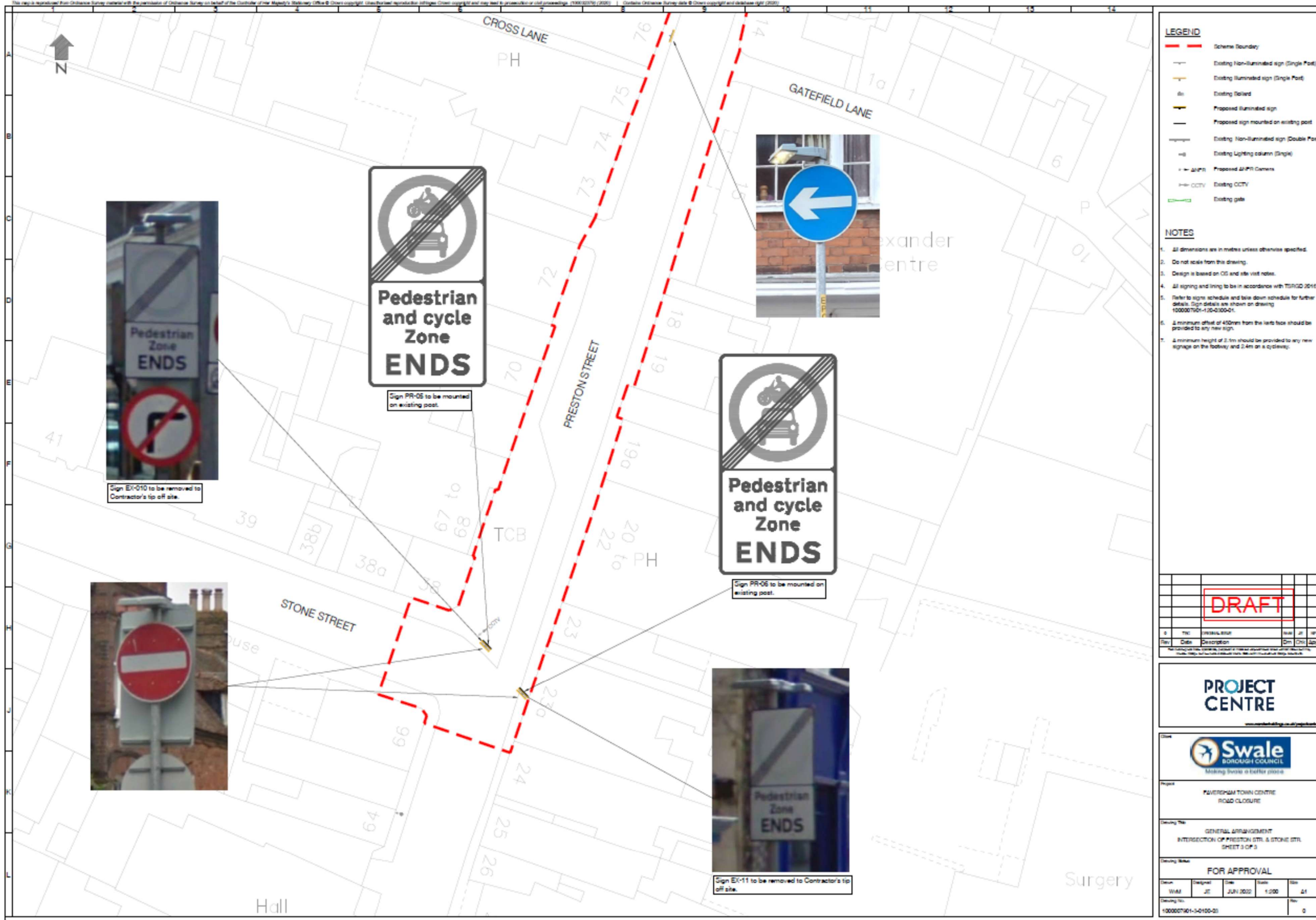
Other documents: -

- RSA Brief

Appendix B







Quality

It is the policy of Project Centre to supply services that meet or exceed our clients' expectations of quality and service. To this end, the company's quality management system (QMS) has been structured to encompass all aspects of the company's activities including such areas as sales, design and client service.

By adopting our QMS on all aspects of the company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements.
- Ensure projects are completed to programme and within budget.
- Improve productivity by having consistent procedures.
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training.
- Continually improve the standard of service we provide internally and externally.
- Achieve continuous and appropriate improvement in all aspects of the company.

Our quality management manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key performance indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the quality management system.



Award Winning



Certifications



Accreditations



Memberships



Contact

London Head Office
12th Floor
One America Square
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Edinburgh, EH3 9NY

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Manchester, M2 3WQ
tel: 0161 914 9300

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Equality Impact Assessment

An Equality Impact Assessment (EIA) is a document that summarises how the council has had due regard to the public sector equality duty (Equality Act 2010) in decision-making.

When to assess

An EIA should be carried out when you are changing, removing or introducing a new service, policy or function. The assessment should be proportionate; a major financial decision will need to be assessed more closely than a minor policy change.

Public sector equality duty

The Equality Act 2010 places a duty on the council, when exercising public functions, to have due regard to the need to:

- 1) Eliminate discrimination, harassment and victimisation;
- 2) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- 3) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

These are known as the three aims of the general equality duty.

Protected characteristics

The Equality Act 2010 sets out nine protected characteristics that apply to the equality duty:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership*
- Pregnancy and maternity
- Ethnicity
- Religion or belief
- Gender
- Sexual orientation

*For marriage and civil partnership, only the first aim of the duty applies in relation to employment.

We also ask you to consider other socially excluded groups, which could include people who are geographically isolated from services, with low literacy skills or living in poverty or low incomes; this may impact on aspirations, health or other areas of their life which are not protected by the Equality Act, but should be considered when delivering services.

Due regard

To 'have due regard' means that in making decisions and in its other day-to-day activities the council must consciously consider the need to do the things set out in the general equality duty: eliminate discrimination, advance equality of opportunity and foster good relations.

How much regard is 'due' will depend on the circumstances and in particular on the relevance of the aims in the general equality duty to the decision or function in question. The greater the relevance and potential impact, the higher the regard required by the duty. The three aims of the duty may be more relevant to some functions than others; or they may be more relevant to some protected characteristics than others.

Collecting and using equality information

The Equalities and Human Rights Commission (EHRC) states that 'Having due regard to the aims of the general equality duty requires public authorities to have an adequate evidence base for their decision making'. We need to make sure that we understand the potential impact of decisions on people with different protected characteristics. This will help us to reduce or remove unhelpful impacts. We need to consider this information before and as decisions are being made.

There are a number of publications and websites that may be useful in understanding the profile of users of a service, or those who may be affected.

- The Office for National Statistics Neighbourhoods website <https://www.ons.gov.uk/>
- Swale in 2016 <https://archive.swale.gov.uk/assets/About-us/Summary-of-Key-Data-for-Swale.pdf>
- Kent County Council Facts and Figures about Kent <http://www.kent.gov.uk/about-the-council/information-and-data/Facts-and-figures-about-Kent>
- Health and Social Care data http://www.kpho.org.uk/search?mode=results&queries_exclude_query=no&queries_excludefromsearch_query=yes&queries_keyword_query=Swale

At this stage you may find that you need further information and will need to undertake engagement or consultation. Identify the gaps in your knowledge and take steps to fill these.

Case law principles

A number of principles have been established by the courts in relation to the equality duty and due regard:

- Decision-makers in public authorities must be aware of their duty to have 'due regard' to the equality duty
- Due regard is fulfilled before and at the time a particular policy is under consideration as well as at the time a decision is taken. Due regard involves a conscious approach and state of mind.
- A public authority cannot satisfy the duty by justifying a decision after it has been taken.
- The duty must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- The duty is a non-delegable one. The duty will always remain the responsibility of the public authority.
- The duty is a continuing one.
- It is good practice for those exercising public functions to keep an accurate record showing that they have actually considered the general duty and pondered relevant questions. Proper record keeping encourages transparency and will discipline those carrying out the relevant function to undertake the duty conscientiously.
- The general equality duty is not a duty to achieve a result, it is a duty to have due regard to the need achieve the aims of the duty.
- A public authority will need to consider whether it has sufficient information to assess the effects of the policy, or the way a function is being carried out, on the aims set out in the general equality duty.
- A public authority cannot avoid complying with the duty by claiming that it does not have enough resources to do so.

Lead officer:	Joanne Johnson – Head of Regeneration, Economic Development and Property
Decision maker:	Emma Wiggins – Director of Neighbourhoods and Regeneration (Executive Management Team)
People involved:	Jonathan East and Olivia Reed (Project Centre Limited) on behalf of Swale Borough Council
Decision: <ul style="list-style-type: none"> • Policy, project, service, contract • Review, change, new, stop 	Faversham Town Centre Pedestrian and Cycle Zone A proposal to make existing temporary road closures in Faversham Town Centre permanent
Date of decision: The date when the final decision is made. The EIA must be complete before this point and inform the final decision.	Joint Transport Board: December 2022
Summary of the decision: <ul style="list-style-type: none"> • Aims and objectives • Key actions • Expected outcomes • Who will be affected and how? • How many people will be affected? 	<p><u>Introduction</u></p> <p>Town Centre Road Closures were introduced in Faversham in June 2020 on a temporary traffic regulation order (ETRO) by the highway authority, Kent County Council (KCC) in order to facilitate safe social distancing during the Covid-19 pandemic. Broadly this involved closing roads in the town centre to motorised vehicles between the hours of 10:00-16:00, Monday-Saturday.</p> <p>Following this, SBC has undertaken informal consultation with the community and stakeholders to gather feedback on the trial scheme and this EqIA has been drafted to support permanent proposals to be taken forward for timed closures to motorised vehicles in the town centre.</p> <p>The permanent proposal seeks to retain the restricted hours to motorised vehicles from 10:00-16:00 and extend the restriction to cover 7 days a week. The closures will encompass the following streets:</p> <ul style="list-style-type: none"> • Court Street (from the junction with Market Place to the junction with Crescent Road) • Market Place (in its entirety) • Middle Row (in its entirety) • West Street (from the junction with Market Place to the boundary of 121 and 122 West Street) • East Street (from the junction with Newton Road to the junction with Preston Street) • Preston Street (from the junction with East Street to the junction with Stone Street) <p>Moving traffic restrictions will be enforced with automatic number plate recognition cameras and signage at the junctions of:</p> <ul style="list-style-type: none"> • Court Street with Crescent Road (where permit holders and blue badge holders will be exempt); and • East Street with Crescent Road (where permit holders and blue badge holders will be exempt). <p><u>What are the aims and objectives?</u></p> <p>The aims of the project include:</p>

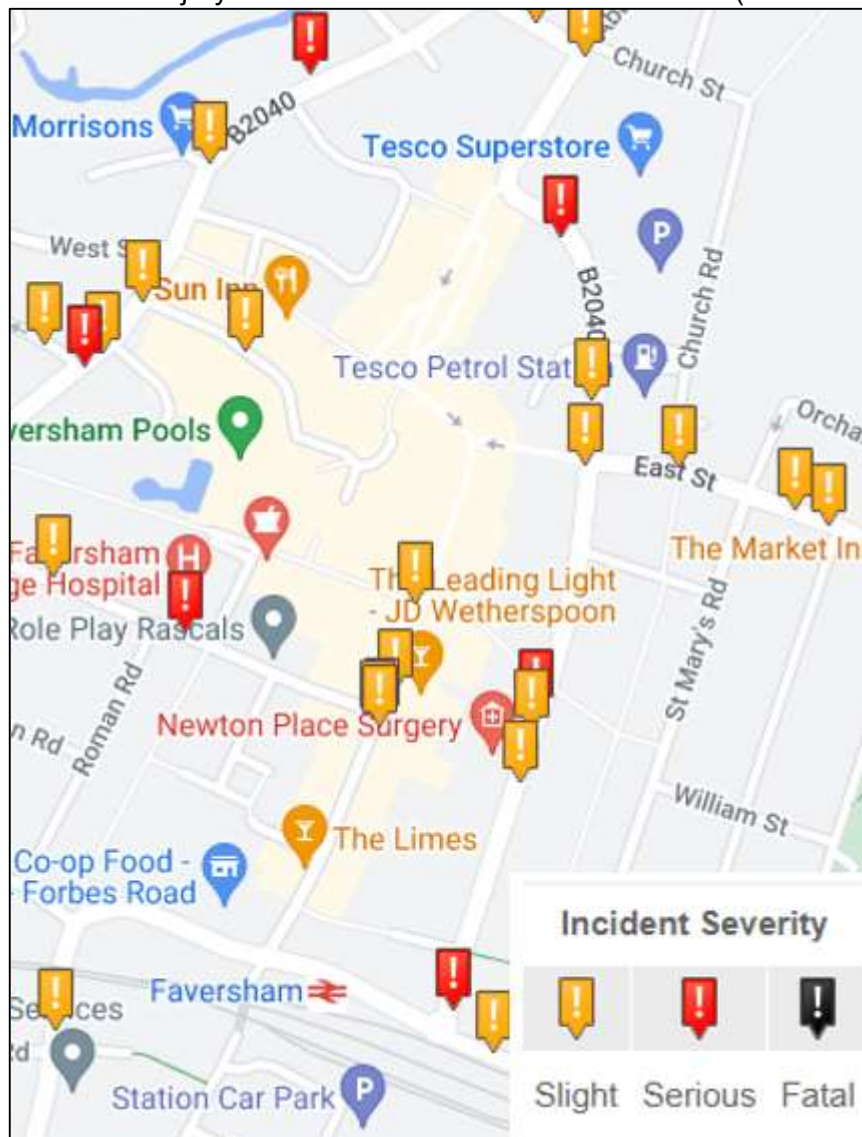
	<ul style="list-style-type: none"> • To ensure the town centre is a vibrant and attractive place to visit and work • To increase footfall and encourage events • To improve conditions for walking and cycling within the town centre • To improve the public realm in the town centre <p><u>What are the key actions?</u></p> <p>To restrict motorised vehicle traffic 7 days a week between the hours of 10:00 and 16:00 in Faversham town centre, permitting access for permit holders only at the junction of Court Street with Crescent Road and for permit holders and blue badge holders at the junction of East Street with Crescent Road.</p> <p><u>What are the expected outcomes?</u></p> <p>These interventions will help SBC in its goals for meeting a target of carbon neutrality by 2030 by improving facilities to make walking and cycling in the town centre safer and easier. It will also promote higher footfall around the shops and market, benefitting the local economy and further reinforce the reputation of Faversham town centre as a destination for shopping and leisure.</p> <p><u>Who will be affected?</u></p> <p>Key groups that could be affected by the proposals include:</p> <ul style="list-style-type: none"> • Shop owners/traders within the immediate vicinity • Residents in the immediate vicinity • Visitors to the area • Elderly people • People with a disability • People delivering goods within the vicinity <p><u>How many people will be affected?</u></p> <p>Population of Swale (2020 estimate): 151,000⁴. No. of addresses within the closure zone and therefore directly affected: 80</p>
<p>Information and research:</p> <ul style="list-style-type: none"> • Outline the information and research that has informed the decision. • Include sources and key findings. • Include information on how the decision will affect people with different 	<p><u>What research have you undertaken during the process of writing the policy/service/project?</u></p> <p>During the lifetime of the project information has been obtained to support the proposal to introduce the road closures as permanent measures.</p> <p><u>Air Quality Monitoring</u></p> <p>Air pollution is a public health concern in the United Kingdom. Road traffic is the biggest threat to air quality levels – as well as releasing NO₂ (a toxic gas), it also contributes to particulate matter from exhaust fumes and brakes and tyre wear which makes its way into the air we breathe. Poor air quality is a huge environmental risk to public health in the UK, as long-term exposure to air pollution is linked to chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, and reduced life expectancy¹. Children, the</p>

¹ <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

protected characteristics.	<p>elderly, and people of colour are at higher risk of health inequalities as a result of poor air quality².</p> <p>Air quality modelling was undertaken on behalf of SBC to assess the potential impact of the road closures in Faversham town centre, by predicting the change in pollutant concentrations before and after the scheme's implementation. Whilst air quality concentrations were predicted to change both within and around the town centre closures, findings of the air quality assessment found that effects of any traffic displacement on air quality to surrounding roads are likely to be negligible and therefore acceptable in air quality terms. Within the pedestrian and cycle only zone the removal of motorised traffic during the hours of 10:00-16:00 daily is likely to improve air quality in the town centre where there is high pedestrian footfall, which is likely to increase further as a result of the reduction in vehicle dominance.</p> <p><u>Road Safety</u></p> <p>Collision data has been obtained from Crashmap.com, which is an online tool that maps road traffic accident data obtained by the police, approved by the National Statistics Authority, and reported on by the Department for Transport (DfT) annually. Figure 1 shows the locations and severity of accidents occurring on the local road network for the latest 5 years available (2017-2021 inclusive). During the study period, 5 slight accidents occurred on Preston Street where the town centre road closure is proposed to be operational between 10:00-16:00, 7 days a week.</p>
----------------------------	--

² <https://friendsoftheearth.uk/sustainable-living/people-colour-far-likelier-live-very-high-air-pollution-areas>

Figure 1: Personal Injury Accidents in Faversham Town Centre (2017-2021)



A stage 1 and 2 Road Safety Audit (RSA) was undertaken in September 2022. The outcome of an RSA is to assess any road safety implications of the proposed scheme. The audit concluded that there were no issues identified by the road safety auditors.

Demographics

Demographic information has been obtained via a desk study for the Swale authority and the Abbey ward (in which the pedestrian and cycle only zone sits).

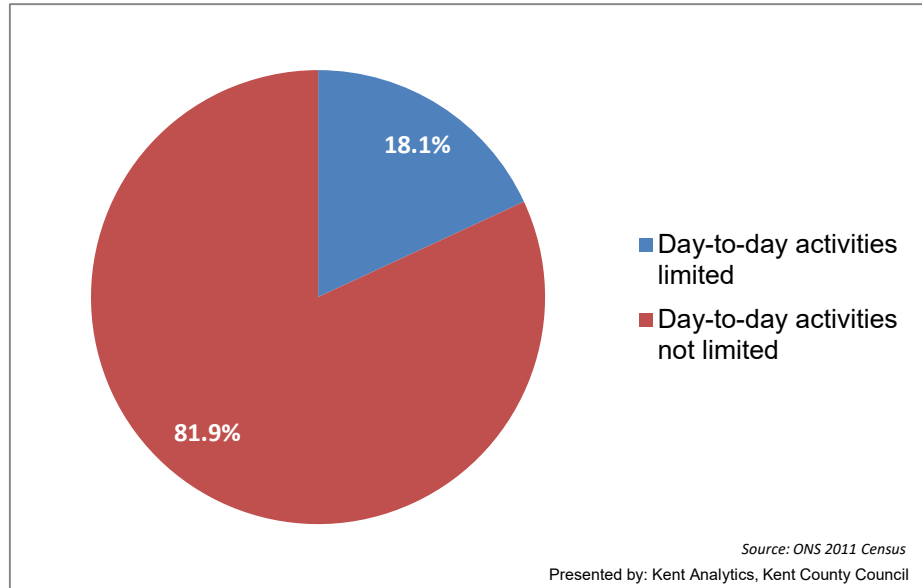
Swale’s population is overwhelmingly white. White people account for 96.6% of the population. The borough has the second lowest proportion of residents from a non-white background in Kent, with black and minority ethnic people making up 3.4% of the total population³.

63% of people in the borough of Swale consider themselves to be Christian, and 28.8% of residents consider themselves to be Atheist/have no religion³.

Gender is broadly equal in Abbey Ward, Swale and KCC as is expected⁴.

18.1% of residents in Swale have a limiting long-term illness, as shown in Figure 2- this is above the Kent average of 17.6%. At the 2011 census (which is the last census data available at the time of writing), Swale had the fourth highest number of people with a long-term health problem or disability out of all districts in Kent⁴.

Figure 2: Long Term Health Problem or Disability, Swale 2011

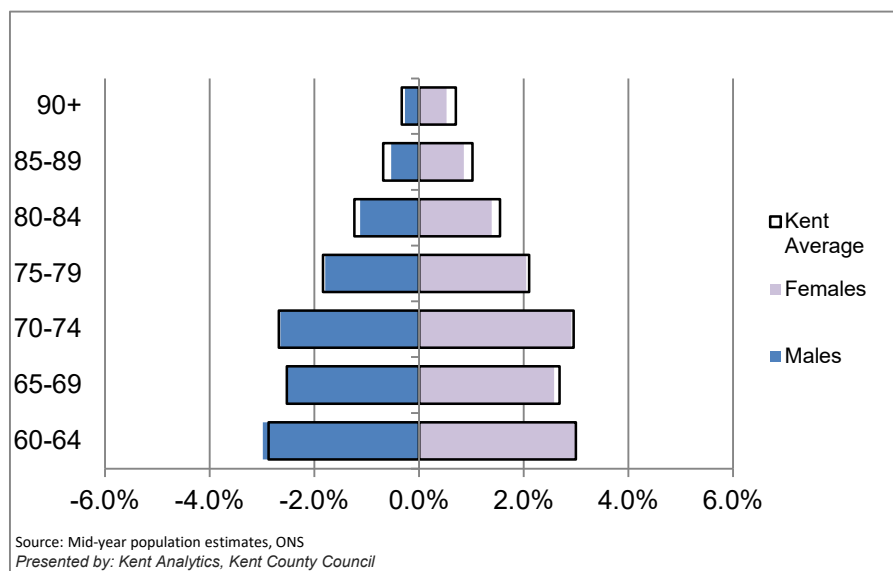


Locally, in Faversham, data shows that 36% of the Abbey ward population who are over 50 years of age have a long-term health problem or disability⁵.

Swale’s population is aging. Population forecasts suggest that in the next twenty years, the number of people aged over 65 living in the borough of Swale will have risen by around 30%, from 29,700 in 2021 to 41,600 in 2041⁵. The proportion of people aged over 60 in Swale is presented in

Figure 3. As shown, these figures are broadly comparable with the rest of Kent.

Figure 3: People aged 60+, Swale



More locally in the Abbey Ward of Faversham, the percentage of residents aged

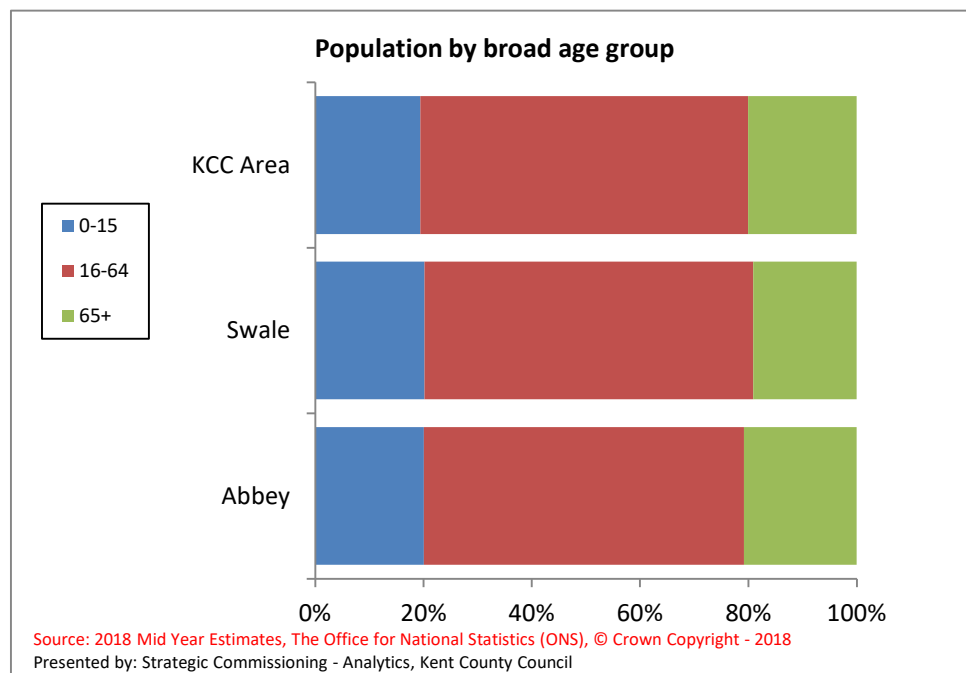
³ <https://services.swale.gov.uk/assets/Consultations/Corporate-Equality-Scheme-2016.pdf>

⁴ <https://www.ons.gov.uk/census/2011census>

⁵ <https://www.kent.gov.uk/about-the-council/information-and-data/facts-and-figures-about-Kent/area-profiles>

65 and over is also broadly comparable with Swale and the rest of Kent as shown in Figure 4.

Figure 4: Population by broad age group - Abbey Ward, Swale and KCC



Research by Age UK suggests that older people may find it harder to reach amenities and services than younger people with a significant minority not finding it easy to make essential trips⁶. They note that travel for this group is likely to be made easier by car use. The research paper also found that increased mobility for older populations is linked to better health outcomes, including physical health and mental wellbeing. Furthermore older people more likely to walk slowly⁵ meaning and less likely to be able to run, and are classified as vulnerable road users⁷.

Outcomes

The above information has been considered in the design of the Faversham Town centre timed closures. It has been deemed that generally, the town centre closures offer a broad range of positives for residents and visitors to Faversham, through creating a timed traffic free route in the town centre, making it easier for pedestrians to navigate the public highway in the commercial centre of town. The closures will also contribute to three key outcomes for transport within the Council's Local Transport Plan 4 (LTP4)⁸, namely:

- Safer travel: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks;
- Enhanced environment: Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment; and

⁶ https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf

⁷ <https://www.gov.uk/guidance/the-highway-code/road-users-requiring-extra-care-204-to-225>

⁸ https://www.kent.gov.uk/_data/assets/pdf_file/0011/72668/Local-transport-plan-4.pdf

- Better health and wellbeing: Provide and promote active travel choices for all members of the community to encourage good health and wellbeing and implement measures to improve local air quality.

People with the following protected characteristics could be affected by the implementation of the scheme:

Age	Positive	Negative
	<p>Elderly people and children are both considered by the Highway Code as vulnerable road users⁶. The scheme is likely to have a positive impact on road safety as traffic dominance is reduced within the pedestrian and cycle zone, during the restricted times. This is likely to improve road safety outcomes for the vulnerable users on foot within the zone.</p>	<p>Elderly people may be more dependent on their car than younger people, as they are more likely to encounter mobility issues. Restricting vehicular access to the main section of the town centre may affect older people disproportionately. Older people using the town centre will therefore be required to travel by foot within the zone during the restricted times, however, those who need to drive are able to use Partridge Lane and Central car parks to access the town centre. Both of these are approximately 2-minutes walking distance from the junction of Market Street with Market Place which, for this exercise, has been used as the centre point of the closures.</p>
Disability	<p>Disabled people are categorised as vulnerable road users⁶. This specifically includes blind or partially sighted people who may not see vehicles approaching, people with hearing impairments who may not hear vehicles approaching, people with mobility issues or walking difficulties, who may need more time. The traffic restriction in the town centre will improve road safety for the above vulnerable road users who experience difficulty with their mobility amongst vehicle dominance. The removal of through-traffic will enable disabled pedestrians or those using a mobility aid to do so without the fear of vehicle speeds or bad driver behaviour. This will improve the pedestrian experience of disabled road users.</p>	<p>People who experience physical mobility issues or are less able to walk may be more reliant on the use of a motorised vehicle to get them around. Motorised vehicles will be restricted in the zone between 10:00-16:00 7 days a week.</p> <p>At the junction of Court Street and Crescent Road, permit holders only will be exempt. This means that disabled Blue Badge holders will not be exempted from the restriction at this location and during the restricted times, will have to access Court Street, Market Place and Middle Row by other means. The approximate length inaccessible by vehicle to disabled road users is 200 metres (from the junction of Court Street/Crescent Road to the junction of East Street/Preston Street). Disabled Blue Badge holders will have to use either the Partridge Lane car park, as per all other road users, or make use of their rights to park on any single or</p>

			<p>double yellow line for up to 3 hours outside of the town centre closure zone.</p> <p>Because the town centre road closures are proposed to be enforced with automatic number plate recognition (ANPR) cameras, it is therefore possible to exempt certain road users. This includes disabled drivers whose vehicle is registered under the government's Blue Badge scheme⁹. The Council have therefore introduced the following mitigation for disabled Blue Badge holders:</p> <p>The southern portion of the town centre closures will be accessible to Blue Badge holding disabled drivers, as their vehicles are exempt from the ANPR restriction. This means, during the restricted times, access is retained for Blue Badge holders on East Street from the junction with Crescent Road, and Preston Street from the junction with Market Place to the junction with Stone Street, where the timed closures end. The length of street accessible to Blue Badge holders in the zone equates to approximately 277 metres.</p>
<p>Consultation:</p> <ul style="list-style-type: none"> • Has there been specific consultation on this decision? • What were the results of the consultation? • Did the consultation analysis reveal any difference in views across the protected characteristics? • Can any conclusions be drawn from the analysis on how the decision will affect people 	<p>Informal consultation thus far has included:</p> <ul style="list-style-type: none"> • A disability focus group regarding disabled access concerns • Feedback from businesses, stakeholders (including Age UK) and public via SBC marshals and high street ambassadors on site • Informal consultation <p>The informal consultation took place as a posted, online and on-street survey, and SBC marshals also conducted on street surveys to capture those users of the town centre who either may not be able to go online, or who had not seen any publicity about the surveys. The survey was conducted between 21st May-14th June 2021. There was a total of 468 responses, of which 396 were online responses, 53 mail responses and 19 on-street responses.</p> <p>Some high-level statistics from the informal consultation are included below, with a full breakdown of the methodology and analysis found in Appendix A of this document.</p> <ul style="list-style-type: none"> • 51% of respondents travel into town on foot, 34% travel by car/van and 9% cycle 		

⁹ <https://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england/the-blue-badge-scheme-rights-and-responsibilities-in-england>

with different protected characteristics?	<ul style="list-style-type: none"> • 70% of respondents stated they do not have a disability, 14% are disabled Blue Badge holders, 11% are disabled and not Blue Badge holders, and 8% preferred not to say • The most common disability listed was a Physical/Mobility issue, a total of 68% of the people who chose to disclose their disability/impairment • Respondents were asked if they wish to make comments about the temporary road closures. The top three positive themed responses were: <ul style="list-style-type: none"> ○ It's safer; ○ Safer due to removal of traffic; and ○ More pleasant environment due to more space • Top three negative themed responses were: <ul style="list-style-type: none"> ○ Impact on access for delivery drivers; ○ Lack of disabled access; and ○ No negative impacts • When asked about what could be changed if the scheme was made permanent, the most popular answers were: <ul style="list-style-type: none"> ○ Disabled Access (8%) ○ Change day / time / area of closures (8%) ○ Deliveries access (6%) ○ Man the gate / automatic bollards/ lockbox for key (5%) ○ Emergency access (5%) <p>Notably, the impact identified in the informal consultation relating to the protected characteristic groups is on disabled users. As a result, the permanent proposal has included a mitigation measure of Blue Badge access at both entry locations to the pedestrian and cycle only zone, meaning those with a blue badge can access the zone either as a driver or a passenger. Informal consultation and engagement has shaped the council's policy on this issue, and the necessary mitigations have been put in place to ensure the scheme is entirely accessible to blue badge holders.</p>
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Is the decision relevant to the aims of the equality duty?	
Guidance on the aims can be found in the EHRC's PSED Technical Guidance - https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-technical-guidance	
Aim	Yes/No
1) Eliminate discrimination, harassment and victimisation	Yes
2) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it	Yes
3) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it	No

Assess the relevance of the decision to people with different protected characteristics and assess the impact of the decision on people with different protected characteristics.		
When assessing relevance and impact, make it clear who the assessment applies to within the protected characteristic category. For example, a decision may have high relevance for young people but low relevance for older people; it may have a positive impact on women but a neutral impact on men.		
Characteristic	Relevance to decision High/Medium/Low/None	Impact of decision Positive/Negative/Neutral
Age	High	Neutral
Disability	High	Neutral –Blue Badge holder exemptions to the pedestrian

		zone has been put in place to mitigate negative impact
Gender reassignment	None	Neutral
Marriage and civil partnership	None	Neutral
Pregnancy and maternity	None	Neutral
Ethnicity	Low	Neutral
Religion or belief	None	Neutral
Gender	None	Neutral
Sexual orientation	None	Neutral
Other socially excluded groups ¹⁰	None	Neutral

<p>Conclusion:</p> <ul style="list-style-type: none"> Consider how due regard has been had to the equality duty, from start to finish. There should be no unlawful discrimination arising from the decision (see <u>PSED Technical Guidance</u>). <p>Advise on the overall equality implications that should be taken into account in the final decision, considering relevance and impact.</p>	<p>Summarise this conclusion in the body of your report</p> <p>This scheme will overall improve the walking environment for residents and visitors of Faversham Town centre, bringing extra footfall and improving outcomes for businesses, having positive impacts on air quality levels within the zone, encouraging active lifestyles which are linked to mental and physical wellbeing, and improving road safety (particularly for vulnerable road users, which might include children, elderly people, and those with a mobility impairment). During the restricted hours, it will be easier for anyone walking, wheeling, and cycling to get around within the zone. As traffic is removed, the pedestrian environment, as well as road safety outcomes, will be improved.</p> <p>Positive and negative impacts have been identified for two protected characteristic groups in particular – these are age and disability, as listed in this report. It is largely deemed that the overall benefits of the scheme listed above outweigh the negatives, and that the scheme should therefore be approved with necessary mitigations made in order to ensure that concerns raised over access for people with physical disabilities are addressed. Blue badge holders will be exempted through the restriction at:</p> <ul style="list-style-type: none"> The junction of East Street and Crescent Road; and The junction of Court Street with Crescent Road. <p>This means people with a Blue Badge will be able to traverse the pedestrian and cycle zone in its entirety within the restricted hours. Blue Badges can be used by drivers or passengers. Those who consider themselves to have a physical disability but do not have a Blue Badge may check their eligibility, and apply here: Who can get a Blue Badge? - GOV.UK (www.gov.uk).</p>
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Timing

- Having ‘due regard’ is a state of mind. It should be considered at the inception of any decision.
- Due regard should be considered throughout the development of the decision. Notes should be taken on how due regard to the equality duty has been considered through research, meetings, project teams, committees and consultations.

¹⁰ Other socially excluded groups could include those with literacy issues, people living in poverty or on low incomes or people who are geographically isolated from services

- The completion of the EIA is a way of effectively summarising the due regard shown to the equality duty throughout the development of the decision. The completed EIA must inform the final decision-making process. The decision-maker must be aware of the duty and the completed EIA.

Full technical guidance on the public sector equality duty can be found at:

<https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-technical-guidance>

Please send the EIA in draft to Bob Pullen in the Policy and Performance Team

(bobpullen@swale.gov.uk – 01795 417187) who will refer it on to the EIA Group who will peer review it and let you have any comments or suggested changes.

This Equality Impact Assessment should form an appendix to any SMT or committee (e.g. Cabinet or Council) report relating to the decision and a summary should be included in the ‘Equality and Diversity’ section of the standard committee report template under ‘Section 6 – Implications’.

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 5 th December 2022
Report Title	Formal Objections to Traffic Regulation Order – Swale Amendment 39 2022
EMT Lead	Emma Wiggins, Director of Regeneration and Neighbourhoods
Head of Service	Martyn Cassell, Head of Environment and Leisure
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	<p>Members are asked to note the formal objections, indications of support and comments received to the advertised Traffic Regulation Order and recommend that:-</p> <p>(1) the proposed double yellow lines in Monks Close, Faversham, be abandoned;</p> <p>(2) the proposed double yellow lines in Recreation Way, Kemsley be removed from the current Traffic Regulation Order and an informal consultation be undertaken with residents on revised proposals following comments received;</p> <p>(3) the proposed double yellow lines in Bramley Avenue, Faversham <u>either</u> be progressed <u>or</u> abandoned;</p> <p>(4) the proposed formalising of the disabled persons' parking bay outside 18 Jubilee Crescent, Queenborough, be abandoned and the blue badge holder currently using the bay be asked to apply for a bay outside of their property.</p>
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of objections, comments and indications of support received in relation to the recently advertised Traffic Regulation Order, Swale Amendment 39 2022, which covers various amendments to on-street waiting restrictions in the Swale area. The proposals detailed in this report have been requested by Ward and County Members, to be funded through the County Members' Grant Scheme, with the exception of the proposed formalising of a disabled persons' parking bay in Queenborough.

2. Background

- 2.1 A Traffic Regulation Order has been drafted for various proposed amendments to on-street waiting restrictions in Swale, and the formal consultation took place between 2nd September 2022 and 23rd September 2022. Extracts from this Order where objections and comments have been received can be found in Annex A. A Statement of Reason summarising the relevant contents of the Order can be found in Annex B. A number of formal objections, comments and indications of support, have been received to some of the proposals in the Traffic Order, and these are discussed below.

3. Issue for Decision

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

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

- 3.2 A Ward Member for the area has requested the installation of double yellow lines outside Nos.4 to 6 Monks Close in Faversham. This follows reported issues with refuse freighters and other larger vehicles having to drive over the corner of the grassed verge to negotiate access past parked vehicles near the narrow entrance to the close. The proposed double yellow lines are supported by the County Member and are being funded through the County Members' Highway Grant Scheme.
- 3.3 During the formal consultation process, we received 18 formal objections and 2 indications of support, one with a comment requesting the extension of the proposals should they be progressed. The main theme of objections was the lack of on-street parking and the need for elderly residents to be able to park close to their properties, with one objection coming from a Support Officer of Hanover Court. 14 of the formal objections received were in the form of a generic letter, signed and sent individually by residents.
- 3.4 Ward & County Member Comments: The Ward Member who requested the proposed restrictions has commented as follows: *"My initial reaction is that it needs to be abandoned, but I would like to talk to the resident who put it forward initially."* Having spoken to the resident who requested the restrictions, the Ward Member

stated they were accepting, if not happy about the abandonment of the proposals and still identified a problem. The County Member who is funding the Traffic Regulation Order through the County Members' Grant has commented that "*I am in agreement with [the Ward Member] that in light of the responses this probably cannot be progressed.*"

(2) Proposed Double Yellow Lines – Recreation Way, Kemsley

- 3.5 The County Member for the area has requested the installation of double yellow lines on the corner outside 62 Recreation Way in Kemsley following issues with vehicles parking close to corner, hindering the safe movement of vehicles.
- 3.6 During the formal consultation, we received 2 formal objections and 1 comment supporting the proposals but stating that the proposals should be extended to prevent the problem being displaced into nearby areas. One objector stated that the proposed double yellow lines would displace the vehicles to the opposite side of the road, and the other objector felt that waiting restrictions would increase traffic speeds.
- 3.7 Ward & County Member Comments: A Ward Member for the area has stated that he is "*in total agreement with the yellow lines on the corner of 62 Recreation Way in Kemsley*" and added that he uses the road regularly and it can be dangerous with all the parked cars. The County Member for the area feels that in light of the comments and objections received, rather than progressing the current proposals included in the Traffic Regulation Order, we should undertake informal consultation with residents on all three sets of suggested double yellow lines and seek further comments/objections when residents can see all three proposals together.

(3) Proposed Double Yellow Lines – Bramley Avenue, Faversham

- 3.8 A request was received from a Ward Member for a section of double yellow lines to be installed in Bramley Avenue, Faversham. The proposals were supported by the County Member for the area, to be funded through the County Members' Grant Scheme.
- 3.9 An initial informal consultation on the proposals took place with residents in May 2022 when 7 responses were received, 3 supporting the proposals, 2 objecting and 2 providing comments both for and against the proposals. The results were reported to the Swale Joint Transportation Board in June 2022, and the recommendation was to include the proposals in our next Traffic Regulation Order which has now been drafted and formally consulted on.
- 3.10 During the formal consultation, 4 formal objections were received, 2 indications of support and 4 comments requesting that the proposed lines be extended further. The main subject of the objections was around traffic speeds and the preference for traffic calming to be introduced, which would be something for the County Council to consider.
- 3.11 Ward & County Member Comments: One of the Ward Members has provided the following comments in response to the formal responses received during the

consultation: *“My comment as Ward Member is that the reason for this proposal is to reduce the potential risk of a head on collision on the blind bend between Preston Avenue and Bramley Avenue. On walking this section of road it was clear to me that some on street parking actually assists in traffic calming, hence why only a short stretch of double yellows is proposed. The purpose of this short stretch of double yellow lines is to provide a safe passing point for drivers on what is a blind bend. I believe that this proposal tackles the concerns of speeding, need for parking and the potential hazard of parking on a blind bend currently without a passing point.”*

(4) Proposed Formalising of Disabled Persons’ Parking Bay – 18 Jubilee Crescent, Queenborough

- 3.12 A request was received from a blue badge holder in Queenborough for the existing disabled persons’ parking bay outside of 18 Jubilee Crescent to be formalised and added to the Traffic Regulation Order to enable enforcement against non-blue badge holders parking in the bay.
- 3.13 During the formal consultation, 4 formal objections were received to the proposals. The objections related to the fact that the original applicant for the bay had sadly passed away, and the blue badge holder who had requested the formalising of the bay did not live in the immediate vicinity of the bay and frequently parked outside of their own property.
- 3.14 This particular situation has highlighted a potential anomaly in the process for applying for an existing disabled persons’ parking bay to be formalised. Previously, any objections to the formalising of a bay have not been reported to the Swale JTB for consideration, as if the applicant meets the necessary criteria stated by Kent County Council, we are not in a position to turn down the application.
- 3.15 However, in this instance, the blue badge holder requesting the bay formalisation is not the original applicant but another resident who currently uses the bay, which is not located outside of their property. As they were not the original applicant, they are not required to submit evidence that they meet the KCC criteria for a bay application, and the bay is located outside of the original applicant’s former property.
- 3.16 Members are therefore asked to note the contents of the objections, and recommend that the blue badge holder be requested to apply for a disabled persons’ parking bay outside of their property, and that the current bay be left in position for a period of 3 months but not be formalised in the current Traffic Regulation Order.
- 3.17 An indication of support has also been received for proposed double yellow lines on the junction of Windsor Drive and Hill Brow in Sittingbourne, but as there were no formal objections received this will not require a recommendation from the Board and has been included for completeness.

4. Recommendation

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

(1) the proposed double yellow lines in Monks Close, Faversham, be abandoned;

(2) the proposed double yellow lines in Recreation Way, Kemsley be removed from the current Traffic Regulation Order and an informal consultation be undertaken with residents on revised proposals following comments received;

(3) the proposed double yellow lines in Bramley Avenue, Faversham **either** be progressed **or** abandoned;

(4) the proposed formalising of the disabled persons' parking bay outside 18 Jubilee Crescent, Queenborough, be abandoned and the blue badge holder currently using the bay be asked to apply for a bay outside of their property.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Advertising Made Order, Cost of Installing Lines and Signs on site. Charge from Kent County Council for Sealing or Traffic 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	<p>The introduction of double yellow lines to improve sightlines and vehicle movements could have a positive impact on the mental health of drivers by reducing stress levels and potential incidents of road rage.</p> <p>However, where on street parking capacity is limited there may be some negative mental health effects on residents who may be forced to park further away from their properties, potentially increasing the distance to walk at night.</p> <p>In the case of the disabled persons' parking bay, there could be a negative impact on the person requesting the bay to be formalised as they would need to apply for a bay closer to their property and may not meet the KCC criteria, but by formalising the bay at the current location this could negatively impact on the nearby residents who would have to find alternative parking.</p>
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6. Appendices

- 6.1 Annex A – Extract from Traffic Regulation Order Swale Amendment 39 2022
- Annex B – Extract of Statement of Reason
- Annex C – Copy of Formal Objections, Indications of Support & Comments
- Annex D – Plans of Proposals Receiving Objections and Support

7. Background Papers

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No.39) ORDER 2022**

OBJECTIONS AND INDICATIONS OF SUPPORT RECEIVED

4 OBJECTIONS – DOUBLE YELLOW LINES - BRAMLEY AVENUE, FAVERSHAM
18 OBJECTIONS – DOUBLE YELLOW LINES - MONKS CLOSE, FAVERSHAM
2 OBJECTIONS – DOUBLE YELLOW LINES - RECREATION WAY, KEMSLEY
4 OBJECTIONS – DISABLED BAY - 18 JUBILEE CRESCENT, QUEENBOROUGH

2 SUPPORT – DOUBLE YELLOW LINES - BRAMLEY AVENUE, FAVERSHAM
2 SUPPORT – DOUBLE YELLOW LINES - MONKS CLOSE, FAVERSHAM

4 COMMENTS – DOUBLE YELLOW LINES - BRAMLEY AVENUE, FAVERSHAM
1 COMMENT – DOUBLE YELLOW LINES - RECREATION WAY, SITTINGBOURNE

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

A - This Order may be cited as "The Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) Amendment No.39 Order 2022" ('this Order') and shall come into force on the xx day of xxxxx 2022.

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

In the Schedules to the 2019 Order

FIRST SCHEDULE

Roads in Faversham

Bramley Avenue

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

BRAMLEY AVENUE (1) On the southern side from the Junction with Preston Avenue to a point 8 metres east of the eastern boundary of 2 Bramley Avenue.

(2) On the northern side from a point 5 metres northwest of the boundary of 2/4 Bramley Avenue for a distance of 19 metres in a northwesterly direction.

4 OBJECTIONS
2 SUPPORT
4 COMMENTS

Monks Close

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

MONKS CLOSE On the southern side, from a point in line with the western building line of 4 Monks Close to a point in line with the eastern building line of 6 Monks Close.

18 OBJECTIONS

2 SUPPORT

Roads in Sittingbourne and Milton

Recreation Way

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

RECREATION WAY (1) On the southern side adjacent to No.62 Recreation Way, from a point in line with the eastern kerblines of Recreation Way, for a distance of 15 metres in an easterly direction.

(2) On the eastern side adjacent to the frontage of No.62 Recreation Way, from a point in line with the southern kerblines of Recreation Way, for a distance of 10 metres in a southerly direction.

2 OBJECTIONS

1 COMMENT

SEVENTH SCHEDULE

The following shall be inserted in the Seventh Schedule of the 2019 Order (*Parking Places for Disabled Persons Vehicles*) in place of the existing entry or in the correct alphabetical sequence:

Roads on the Isle of Sheppey		
JUBILEE CRESCENT	QUEENBOROUGH	(1) On the eastern side from a point 27 metres north of the Junction with North Road for a distance of 6.6 metres in a northerly direction. (2) On the northern side of North Road, across the frontage of 18 Jubilee Crescent. 4 OBJECTIONS

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STATEMENT of REASON



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF
SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT NO.39) ORDER 2022
Road Traffic Regulation Act 1984**

To facilitate the safe passage of vehicles, it is proposed to install a section of double yellow lines in Bramley Avenue, Faversham, on the corner near the junction of Preston Avenue, and outside Nos.4 to 6 Monks Close, Faversham.

Also to facilitate the safe passage of vehicles, it is proposed to install a short section of double yellow lines on the junction of Hill Brow and Windsor Drive, on the corner adjacent to 62 Recreation Way, in Sittingbourne.

It is proposed to formalise the existing disabled persons' parking bay outside 18 Jubilee Crescent in North Road, Queenborough

For the following purposes:

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

Dated 2nd August 2022
MIKE KNOWLES

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Traffic Regulation Order – Swale Amendment 39 2022 – Summary of Formal Objections, Support & Comments

Proposed Double Yellow Lines – Monks Close, Faversham – 2 Support, 1 plus comment, 18 Objections

Support & Comment 1

This is a good idea in theory as I have watched lorries and vans trying to get to the flats. I have seen them going over the paths. Another reason for this is there are cars/vans parked outside 4-6 also my property which also makes things difficult, I would also like the double yellow lines outside my property as it makes hard work for me and my family members to park on my drive, this one day will cause an accident. If cars are stopped parking outside 4-6 they are going to park across my property.

Support 2

I am writing to support the above proposal. We have often witnessed refuse lorries, large removal vans and other large vehicles driving over the council green churning up the grass and in wet weather turning the road into a mud bath. This happens because cars and sometimes large vans park outside numbers 4 and 5 making it impossible for other large vehicles to pass on the narrow access road. The corner is now an eyesore.

Objection 1

I live in sheltered housing in Hanover Court, Monks Place, Faversham ME13 7SU. There is a notice advising that double yellow lines are planned to restrict parking in Monks Close. As you can imagine there are many elderly people, besides my wife and I, both with blue badges, in Hanover Court. There are also a number of occupants that have cars and are visited by families with vehicles thus putting a strain on the limited space available now, without the introduction of new double yellow lines. There are other occupants with blue badges who would still park on the yellow lines, so what is the point of this exercise. The bungalow occupants all have long driveways and it is a public highway and not part of their land. We strongly object to this action and feel that instead of painting yellow lines the grassed area could be converted to provide more parking

Objection 2

Double yellow lines outside 4 & 6 Monks Close would make my life very difficult if I couldn't park outside my flat or 4 & 6 Monks Close. I have Barrets and Bronchiectesis which is a lung condition and I get short of breath having to walk even a short distance. The average age of residents in Hanover Close is mid seventies to late eighties with various health conditions such as severe muscle weakness and COPD. There is 3 flats and between them they have 7 cars. Some cars don't move for weeks and even months. So if there was double yellow lines I would feel trapped in my flat as I would worry I wouldn't be able to park when I come home.

Objection 3

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 4

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 5

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 6

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 7

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 8

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 9

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 10

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 11

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Objection 12

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 13

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 14

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 15

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 16

I/we object to the above proposal on the grounds that parking in Monks Close is very limited the majority of the time and as Hanover Court is strictly for the over 55 year olds, this would cause hardship on those with mobility problems. In addition, to the best of my knowledge, there has never been an accident due to vehicles parking on the road outside numbers 4 & 6 Monks Close.

Objection 17

I work as a Support Officer for Anchor & we have a site called Hanover Court, Monks Close, Faversham, Kent. ME13 7SU.

Several of my residents at that site drew my attention to the bungalows opposite them, from 2 – 6 Hanover Court, who have put in a request to Swale Borough Council to insert parking restrictions to prevent those who live at this site, parking their cars there. I have also been informed that the local Ward Councillor, as I understand it, is looking to pay these lines from their local council grant.

I appreciate that there is a bottleneck at the top of Monks Close, caused by a narrow entrance into the cul de sac & that the refuse lorry struggles to get around the turning into Monks Close, when cars are parked up at the top by the entrance. This then causes the truck driver to run over the grass verge there.

I had suggested that maybe the council could make the entrance wider therefor taking out some of the green area including the roots of the old willow tree that crashed to its death a few years ago. This would then make the entrance wider so a few cars could park in that area, safely.

Several of my residents have Motability cars & blue badges, but find it difficult to park anywhere near the properties they live at which also causes them issues but they, until now have never complained about this.

By adding a restriction for the cars parking there will cause them even more stress & anxiety.

If it's a case that losing green space impacts on the environment with all these cars, could the council look into providing electric car charging points at the top of the junction once widening work has taken place? By installing these charging points the cars will not be parked long term but only for charging up periods.

This would also provide a revenue for the council.

So as you can see I have submitted an objection but also come up with a solution that may be more costly but would work for all in that area who have cars –

with many of us still needing two cars per household due to having to work until we are approaching our 70's.

Page 11
Objection 18

We are writing to object to the proposal of adding double yellow lines outside these 2 bungalows. There are a great number of reasons and these are some of the issues which we feel need to be considered.

. There is very little parking in this small cul de sac.

. One of the reasons which has been cited in favour of the proposal is that lorries go over the grass opposite the bungalows. We did see when this happened and it was an issue but it was not bad driving or the fact that there were cars parked outside the bungalows. It was more that the lorries had to negotiate the unusual layout of the Close and pavements and this is very difficult at times, even with a car.

. There are 28 properties in this Close. All residents should have been spoken to before an application was made. None of us were aware of this until the notice was posted in the cul de sac.

. The residents in the Close were not given written notice of this application.

. Of the 28 properties, 2 are the applicants, and residents of the other 26 properties are very unhappy with this proposal. We are aware that many of them have written to you and/or made telephone contact with you. This is a very high percentage of objectors against the applicants.

. If there are lines outside those 2 bungalows, where are their visitors going to park? Are they going to expect to park in the other limited spaces in the close? This will then cause more congestion.

. Numbers 4 and 6 do have their own 3 vehicle spaces on their drives so they do not have a parking dilemma every day.

. One of the reasons given in favour of the proposal is that cars parked outside their properties restrict their view. Unfortunately that is not a valid reason for causing further parking difficulties for other people.

We do strongly object to the installation of double yellow lines outside those 2 bungalows and hope that our views will be taken into account. However, there is an issue with the vehicle parking here, and we would request that a site meeting is arranged to discuss a satisfactory solution for everyone. There is a very unusual pavement design, and at times there is not sufficient space for emergency vehicles to get to the flats or bungalows at the bottom of the cul de sac.

There is a large grassed area, which would be a really good place to create some more parking spaces. This is opposite Numbers 4 and 6, but it would be a far better solution. We also believe that if there are going to be parking restrictions here that they should encompass the bottleneck part and not be outside 2 properties. The proposal as it is now would not benefit anyone whatsoever.

Proposed Double Yellow Lines – Recreation Way, Sittingbourne – 2 Objections, 1 Comment

Objection 1

I have today received your notification of the proposed double yellow lines to be placed at the corner of 62 Recreation Way. Unfortunately, the parking around this particular part of Recreation Way has been a problem for a number of years and continues to be so. There seems to be a monopoly from two/three households with number of cars (+four/five per household) taking up a large portion of this part of the road and further down. I object to you putting double yellow lines on only one side of the road and potentially what you are doing removing the problem from that side of the road to the opposite side, thus, making it very hard and impossible for me as it has been at times to get out of my drive (** Recreation Way). You will be effectively pushing the problem from one side of the road to the opposite side! If need be yellow lines on both sides of the street should be an option to make it safe and fair.

Objection 2

We have lived at ** Recreation Way for 15 years there has never been a problem or accident in these 15 years

Your proposal of double yellow lines will cover my front door and rear garden gate. There has been a high influx of traffic within the last 6-9 months due to massive building works which has created a major problem with builders vehicles and other tradesmen parking.

The problem we have got with this roundabout is opposite ** recreation way we have people who do park directly onto the round about itself (photo included) this road is a 20mph speed limit children play on these roads all the time I personally think if you start putting yellow lines here people will increase there speed running the risk of children being run over because the roundabout is a 90 degree turn either way people wont see down the road before turning the way the cars are currently parked now forces the traffic to slow down and I don't understand why only one part of recreation way is having yellow lines when there are so many other areas of recreation way that are far more dangerous

We feel that the problem is not along ** recreation way the problem is opposite the picture included *****

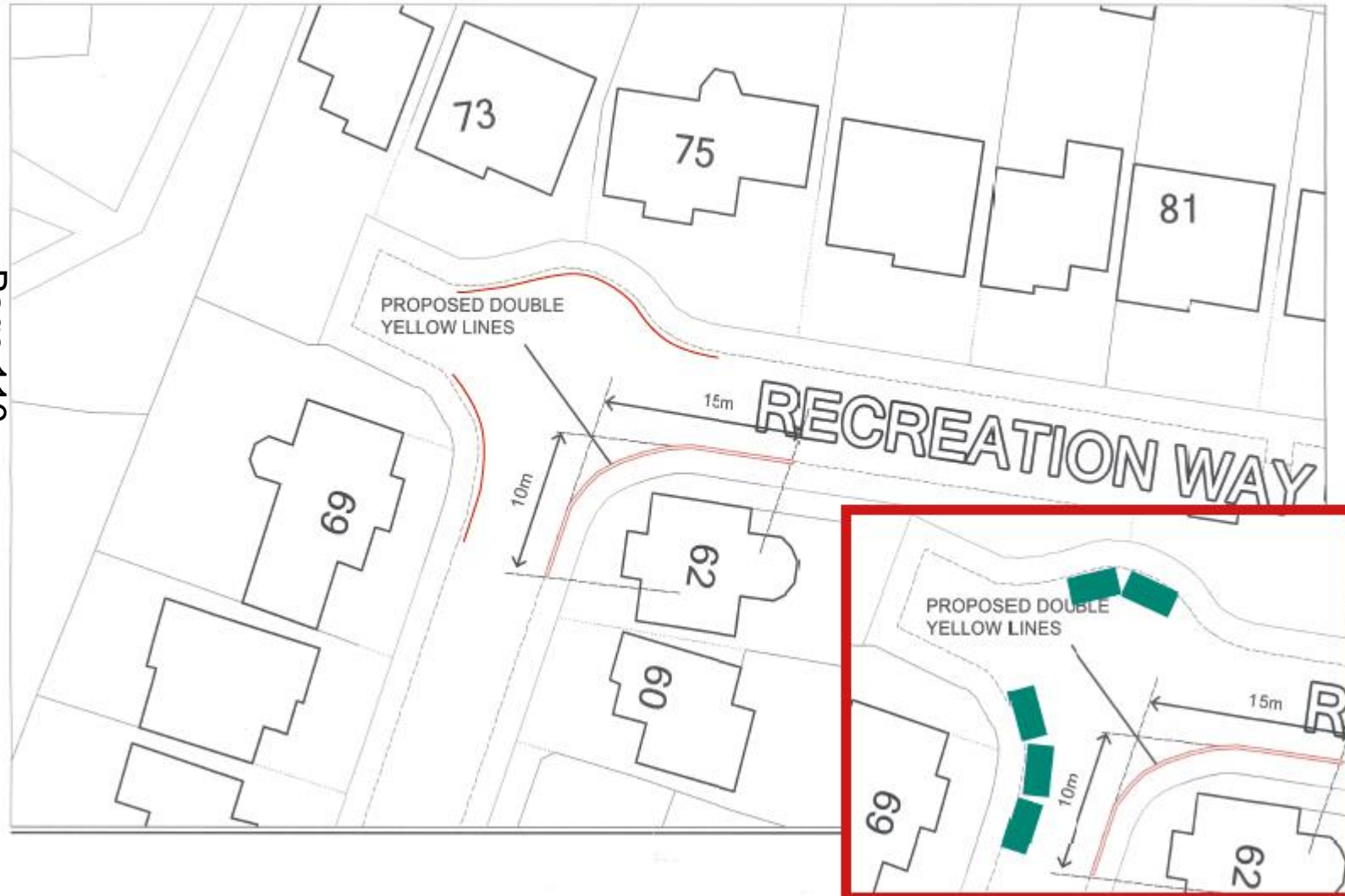


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Comment 1

In response to the letter received this week with reference to proposed double yellow lines around the corner of Recreation Way outside number 62. Whilst I am in favour of the lines I believe all it will do is move the problem to the opposite sides of the mini roundabout. Maybe yellow lines as added to the attached pdf would be required to stop vehicles parking on the roundabout as per bottom right hand corner.

Near No.62 Recreation Way, Sittingbourne – Proposed Double Yellow Lines



Proposed Double Yellow Lines – Bramley Avenue, Faversham – 4 Objections, 2 Indications of Support, 4 Comments

Objection 1

I would like to voice my objection to the yellow lines on Preston and Bramley avenue. Whilst I understand the sentiment behind it I have the following issues and concerns.

- 1. Speed will be greatly increased around the corner day and night. Cars already come around at huge speeds. 20mph is not adhered to and this will only get worse. There is a walkway between the houses and it is always in use. Cars being able to speed round will at the least hurt peoples pets at worst case a person or child. I can guarantee it.*
- 2. There are around 8/9 cars that use that stretch for parking (myself included) and this will only cause additional issue further up and down the roads with there not being enough spaces as there is.*
- 3. I have approached the council twice as per the attached to assist in rectifying the camber in the road which would enable me to park both cars on my driveway. You haven't been forthcoming with this and therefore I cannot park my car on my drive. You could assist with this rather than further making my parking more difficult than it already is. Its been closed out with no action twice.*

I don't see why this is needed now. What you are doing is taking an already difficult road to park on and turning it into more hassle for the residents. I don't honestly rather see a parking permit system come in. At least then the people who live here would actually be able to park here. Your council vehicles and the railway security vehicles also park here several times a week. I would like to make it clear that should they do it when double yellows are down we will be making objections.

Really why should I damage my car due to your road camber by trying to park on my driveway. If this was fixed it would go a long way to helping the situation. If your going to force this permitted area through can you at least say you will actually have a go at assisting with this?

I know what you have to go through, I go through the same thing day in and out at my work so I understand what you are doing and trying to do. A little bit of assistance would go a long way though if you can. Its an absolute nightmare down here and in trying to make it better, which I understand, you are going to make it worse for quite a few people unfortunately. You will have got a lot of people say they are happy with it. They are the ones that have drives further round in Bramley Avenue.

Lastly if I can be so brutal, you wont be sending anyone round to keep an eye on it. How many roads have this system where it is simply not adhered to. Ospringe Road, St Johns Road, all of these places have the lines and they aren't followed. All have long passing routes. All are slightly hard work. We haven't had any RTAs or even any near misses there, unless you can furnish me with the examples please. You will be creating more of an issue.

Please can you confirm receipt of this email and let me know next steps please. Anything such as a town hall on this and I would like to get an invite please.

Objection 2

I have received your second letter about the proposed yellow lines as above your ref H4. 1/TRO AM 39. I have sent in my opinion on this. I agreed there should be double yellow lines across the road from my property. However, the proposed placing of the lines does and will make it worse for me to get onto my drive and off my drive as the lines stop at the start of my drive looking from the left. This will only make people park dead opposite my drive all the time as said in my past email to you. I suggest these lines go up to the other side of the sub as seen the map you have provided with your letter. I hope this can be looked at as I would not want to have any lines at all if it stays as proposed on your letter.

Objection 3

*As a resident of Bramley Avenue (No**) I feel obliged to comment on the proposal to apply permanent parking restrictions on the North side of Bramley Avenue adjacent to the railway sidings.*

Whilst I agree that the corner has far from ideal driving conditions due to parked vehicles, parking restrictions is not addressing the root cause of the problem which is speeding. Currently the parked vehicles act as a traffic calming measure and the enforcement of further parking restrictions in the area will only result in increasing the speed of the traffic further.

Current parking restrictions on the South side allows ample room for all types of traffic, including emergency vehicles, to access and egress the estate and as stated previously provides some degree of traffic calming.

There are far more 'deserving' areas in the town that need parking restrictions applied to allow safe access of emergency vehicles before any council tax money is spent on areas such as this

Objection 4

I am writing with regards to the Traffic Regulation Order - Swale Amendment 39 2022 Ref: H4.1/TRO AM 39. The proposed double yellow lines on Bramley Avenue, Faversham.

*While I acknowledge that **some** cars come around the corner from Bramley Avenue onto Preston Avenue at speed and in the middle of the road ~~Subject~~ to the proposed double yellow lines being painted on Bramley Avenue.*

Both local residents (without driveways or with more than one car) and people accessing the Recreation Ground and train station (from the ~~Foot~~ path over the railway lines) require space to park and use this bend as there are no houses/driveways on the railway side of the road. Most of the time, particularly in the evenings, there are cars parked on the bend from the garages all the way to the first house, without any other place to park on Preston Avenue. Railway workers and maintenance teams also regularly park their works vans there while working on the railway lines over night.

I would prefer to see speed bumps put on the bend to reduce the speed of cars. This will allowing local residents etc. to park safely on the bend and reduce the risk of accidents from cars speeding around the corner. This will also maximize available parking in the area which will be important in the future as more households get more than one car.

I hope you will take these comments into consideration.

Support 1

*I am emailing to express my support for the proposed double yellow lines in Bramley Avenue, Faversham. I live at ** Bramley Avenue, unfortunately there have been many occasions when I have nearly collided head on. This is due to the parked cars reducing visibility*

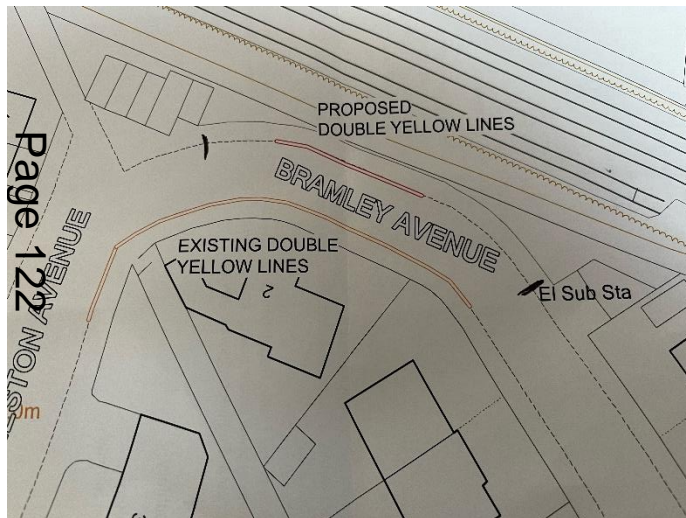
Support 2

I support the proposed double yellow lines Bramley Avenue Faversham

Comment 1

I am all in support for the double yellow lines. After living here for over 10 years the yellow lines are needed as there will be an accident at some point .

However am not sure why you are only doing a small section. The double yellow lines on the other side go a lot further. Please see pic attached. I think this would be better suited. As a resident who drives down here every day I believe this would be more safe for all. I have marked in biro the start and finish. All you are doing is moving the cars that park there up further on the bend.



Comment 2

I am writing to you in regards to the double yellow lines on the corner of Preston avenue and Bramley avenue. However I do feel as if the lines should be extended beyond the proposed lines. Increasing the lines would then prevent the whole corner having cars parked. Being a resident I feel double yellow lines are needed and welcome this decision but as previously mentioned needs to be extended. Be best if it's matched the other side of road.

Comment 3

Emailing you regarding the double yellow lines. I support the fact yellow lines are needed. However I think they need to go all the way round the corner up to the substation. Where you are originally proposing it's not sorting the problem as people park all the way up to substation . Please note I am supporting yellow lines just think they need to be extended .

Comment 4

I think yellow lines should be up to el sub station . Because it's like brands hatch in bramley avenue.a lot of drivers don't take notice of twenty miles speed limit. Trying to reverse out of my driveway is getting harder every day.

Proposed Formalising of Disabled Persons' Parking Bay – 18 Jubilee Crescent, Queenborough – 4 Objections

Objection 1

*I have just received a letter about formalising disabled parking bay at 18 jubilee crescent queenbrough. I would like to disagree with this I live at no ** jubilee crescent and cannot understand why you would leave this outside someone house who is not disabled , parking is bad enough with out something that's not used-my occupants of that house , surely if one is needed in this area it should be outside there own house not someone else .please rethink this situation*

Objection 2

*I object to SBC wanting to keep the disabled bay at the above address, why are you not removing it??? The person who originally paid for the bay was my neighbour ***** who died in 2020 and no one has bothered since then. There is now a new owner of property no. **. If someone wants a disabled bay why do they not apply for one outside their own homes if being disabled is a issue?*

Objection 3

*This email is to voice a formal objection to the proposed formalisation of the disabled parking bay outside the property of 18 Jubilee Crescent. I am the property owner of ** Jubilee Crescent and have spoken a few times over the phone with yourselves to press my concerns about this bay. I did apply earlier this year to have the bay removed completely as it was originally installed for the previous owners of 18 Jubilee Crescent who have both since passed away.*

*Myself, and my neighbours at both ** and ** Jubilee Crescent are all in agreement that the formalisation of this bay should not go ahead for a number of reasons. Both myself and number ** have no usable access to our driveways at present and so rely on the use of the road where the bay is. I have actively used this space since my purchase back in February of this year and wish it at the very least to remain an advisory bay if not removed altogether.*

*It is my long term plan to have driveway access to this property, just like my neighbours at number **. I would need the bay removed altogether for me to go ahead and install a drop curve and driveway access so that I can park my vehicle off the main road.*

*I also object on the grounds that this bay has very seldom been used by the only car that has a blue badge disability in the area which I believe is number * on the other side of a very wide and busy road. They have not used this space at all in the last few months, not on one single occasion have I come home from*

work and seen them actively using the bay. They park outside of the own house on the other side of the road. May I suggest that if they feel they need access to a disability bay that it is instead placed outside of their own property at number *, in the space where they already park their car anyway.

It is still my wish to have this bay removed completely, and it is my hope that you agree with my reasoning behind and will at the very least keep this bay as advisory, or better yet to either remove or move the location of the entirely.

Objection 4

I feel I must object to such an action. Before I elaborate further, and before any riposte is used, please allow me to point out that I am aware of hidden disabilities - indeed I have Anxiety, PTSD, Asthma and a permanent back injury which severely affects my mobility!

However, those whom we believe are the applicants for the formalisation of this space have at least three vehicles (*****, *****, *****) which they have been seen regularly driving and parking in the on-street parking; at least one of these vehicles parks outside their house. This is much closer than parking outside number 18. As they are able to park outside their house they are already able to "park close to their destination" and it is therefore, illogical and against the guidelines to request to formalise a space a distance from it. This implies that they are only requesting this to park their additional vehicles and is not a genuine need. A blue badge is not there to enable the holder or their household to have a personal private parking space.

In addition, it is concerning that the guidelines of having a blue badge are not being fulfilled correctly. The badge is often not displayed in the car(s) correctly. In addition, from what we have seen the person entitled to the blue badge has not been in the car(s) on all the occasions the badge is being used or on all the occasions when it is parked in disabled bays.

I am sure you are more than aware of the following but if I may for ease of reference quote from:

<https://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england/the-blue-badge-scheme-rights-and-responsibilities-in-england>

"You must never give the badge to friends or family to allow them to have the benefit of the parking concessions. You must never use a copied badge to park or try to change the details on a badge. The badge remains the property of the issuing local council. They can ask for the badge to be returned if it is being misused.

Who can use the badge?

The badge is for your use and benefit only. It must only be displayed if you are travelling in the vehicle as a driver or passenger, or if someone is collecting you or dropping you off and needs to park at the place where you are being collected or dropped.

Don't allow other people to use the badge to do something on your behalf, such as shopping or collecting something for you.

You must never give the badge to friends or family to allow them to park for free, even if they are visiting you.

You should not use the badge to allow non-disabled people to take advantage of the benefits while you sit in the car.

It's a criminal offence to misuse a badge. This includes people other than the badge holder taking advantage of the parking concessions provided under the scheme."

"A Blue Badge will help you to park close to your destination, either as a passenger or driver."

Therefore, we feel it would be wrong to formalise this parking bay.

Proposed Double Yellow Lines – Windsor Drive/Hill Brow, Sittingbourne – 1 Indication of Support

Support 1

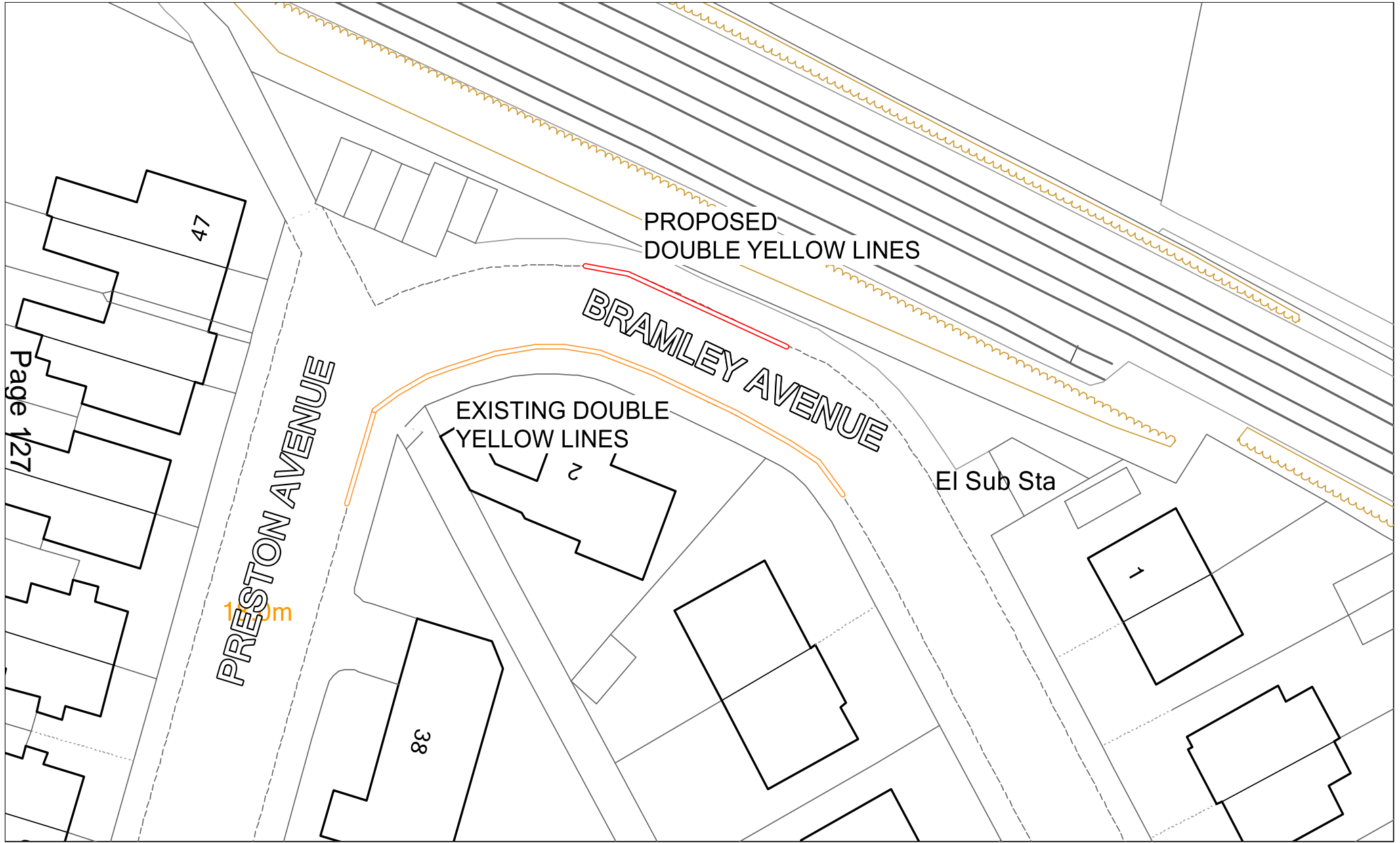
I think the above proposal is an excellent one. My only concern is that unfortunately several of the parents of Minterne School children will not take a blind of notice of them and continue to park exactly as they think fit, i.e. on double yellow lines, on pavements, across corners and opposite cars that are already parked. How an emergency vehicle would get down the road during school pickup/drop off heaven only knows!

I have lived here for seven years and cannot believe there has not yet been a serious accident and children hurt, I have seen several near misses. I understand these problems are outside every school but until there is a very strong enforcement presence, and tickets/fines actually issued it will not change.

I also feel very strongly there should be double yellow lines at the junction of Windsor Drive and Minterne Avenue, an even more dangerous junction than where you are currently proposing yellow lines, also at the junction of Windsor Drive and West Ridge. Until more parents walk their children to school the daily dangerous, illegal and inconsiderate parking will continue.

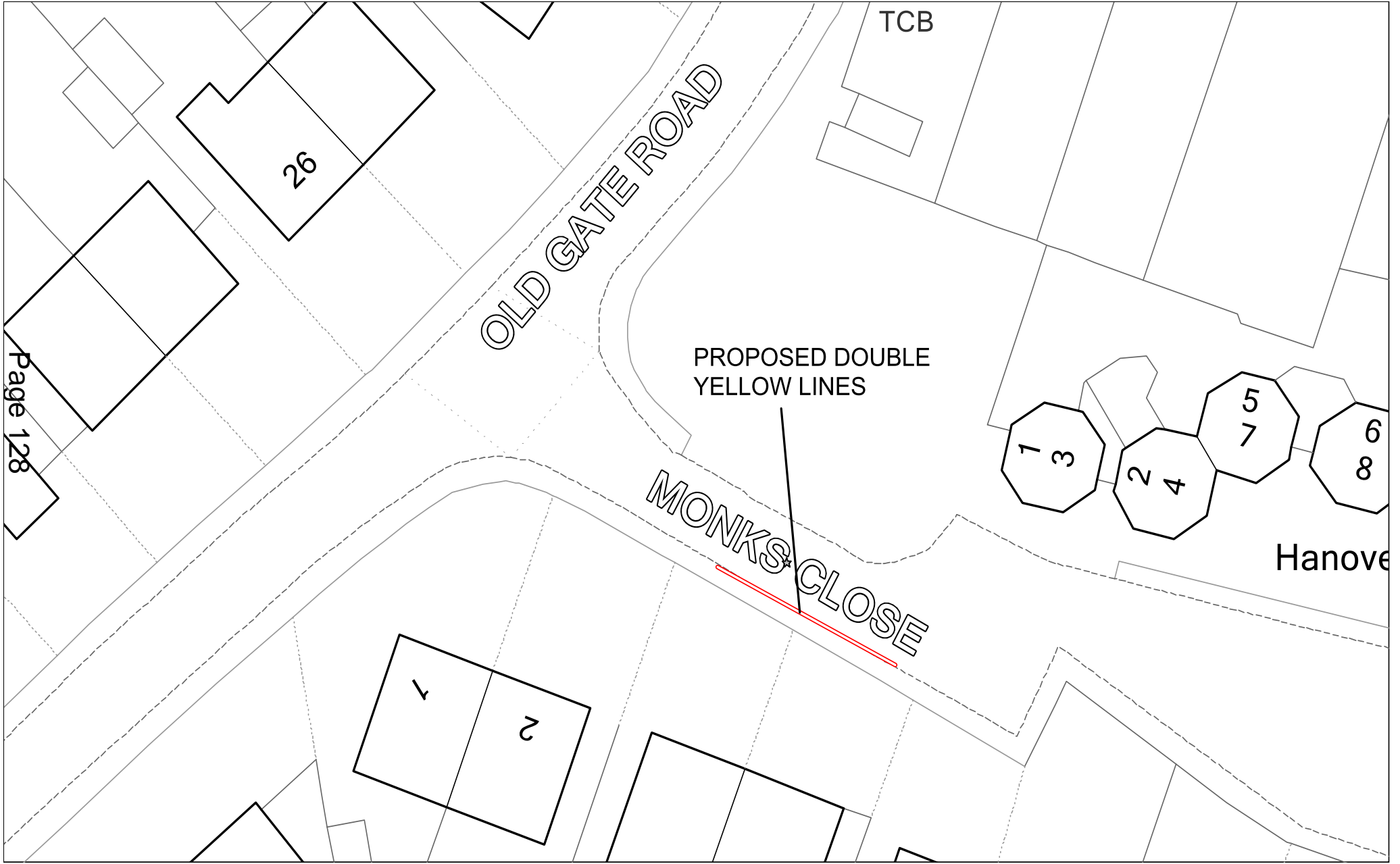
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Bramley Avenue, Faversham – Proposed Double Yellow Lines

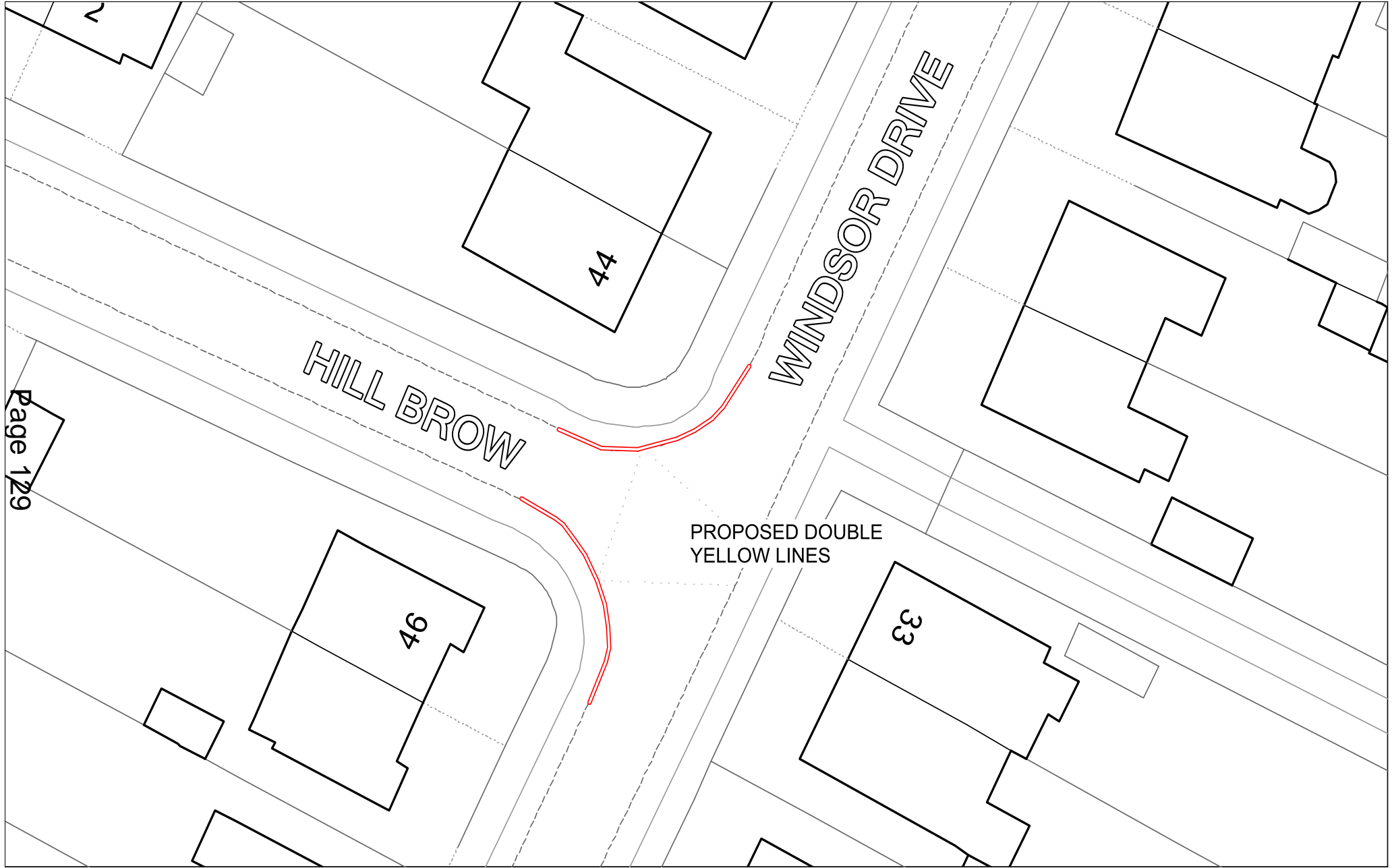


Outside No.4 & 6 Monks Close, Faversham – Proposed Double Yellow Lines

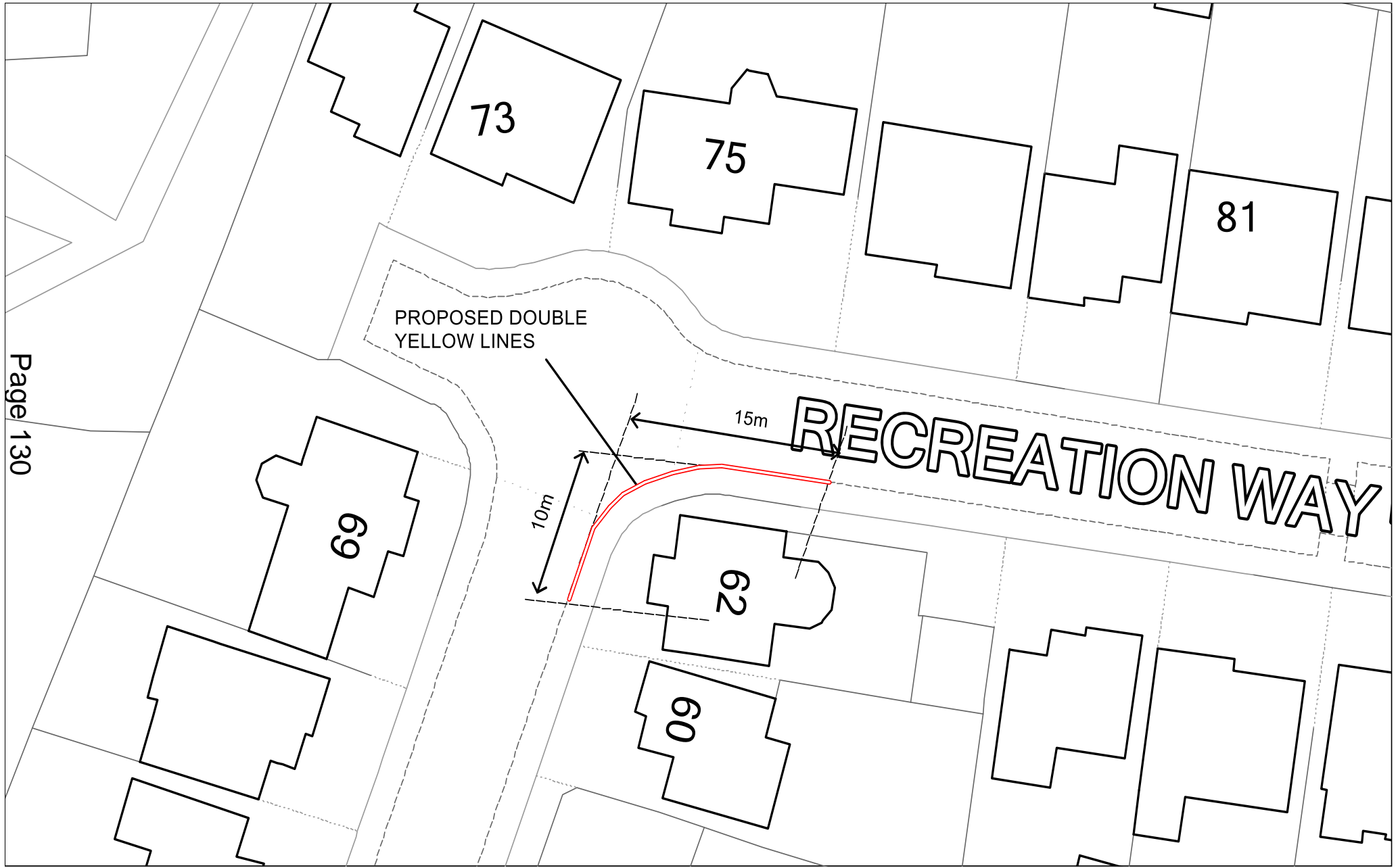
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Hill Brow/Windsor Drive Junction, Sittingbourne – Proposed Double Yellow Lines



Corner Near 62 Recreation Way, Sittingbourne – Proposed Double Yellow Lines



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SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 5 th December 2022
Report Title	Results of Informal Consultation – Proposed Amendments to Waiting Restrictions
EMT Lead	Emma Wiggins, Director of Regeneration and Neighbourhoods
Head of Service	Martyn Cassell, Head of Environment and Leisure
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	<p>Members are asked to note the results of the recent informal consultations and recommend that:-</p> <p>(1) the proposed amendments to the parking bays, and installation of double yellow lines, in Tanners Street, Faversham either be progressed to a Traffic Regulation Order or be abandoned;</p> <p>(2) the proposed installation of new Residents’ Parking Bays and double yellow lines in Forbes Road, Faversham, be investigated further through liaison with KCC Officers and a possible further informal consultation.</p>
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of recent informal consultations which have taken place with residents and statutory consultees on proposed amendments to on-street waiting restrictions in the Faversham area. The proposals detailed in this report have been requested by either the Ward Member for the area or by residents.

2. Background

- 2.1 The informal consultation on two proposals, one for the slight amendment to existing parking bays and the installation of a short section of double yellow lines in Tanners

Street, and the other for the proposed installation of parking bays and double yellow lines in Forbes Road, took place between 5th and 28th October 2022.

3. Issue for Decision

3.1 A copy of the consultation material can be found in Annex A, and a summary of the feedback received can be found in Annex B.

(1) Amendments to Parking Bays and Double Yellow Lines – Tanners Street

3.2 A resident of Tanners Street in Faversham contacted the Engineering Team with suggestions for minor amendments to a couple of the residents' parking bays in the road. This follows reports of refuse freighters being unable to access the road at times due to parked vehicles, resulting in abortive bin collections.

3.3 As the vehicles causing the obstruction were legally parked in designated parking bays, the proposals from the resident were to reduce the length of this bay and to extend a bay further along Tanners Street to compensate for the reduced parking capacity. As part of the proposals, we also included replacing an existing white bar marking near one of the bays with double yellow lines to ensure that vehicles did not park on this line and create an obstruction to the highway.

3.4 Of the 24 residents consulted a total of 7 responses were received, 4 supporting the proposals, 1 objecting and 2 providing comments. One of the comments received was that the option of a smaller refuse freighter for the collections in Tanners Street should be debated before serious consideration to the proposed amendments is given, and these comments were echoed in the objection received. These comments have been forwarded to the Environmental Contract Manager, who has responded by saying that we currently only have one narrow access vehicle for refuse collections, and it is already at maximum capacity so if there are alternative solutions we have, to avoid putting any more pressure on that crew and vehicle, these would be welcomed. The officer has also confirmed that they are able to access Tanners Street with the normal freighters as long as that one parking bay is not occupied.

3.5 Another comment provided by a resident was that they have no objection to the proposals as long as the change does not reduce the size of the overall parking spaces available along that section of Tanners Street.

3.6 Ward & County Member Comments: One Ward Member has stated *"I am happy to support the proposal. It seems to maintain the volume of parking in the street and resolve the problem related to waste collection. I would presume the alternative solution of a smaller truck being used would be more expensive in the longer term than the re-lining required."*

(2) Proposed Parking Bays and Double Yellow Lines – Forbes Road

3.7 A Ward Member has requested the installation of three sections of resident parking bays to replace existing single yellow lines in Forbes Road, Faversham. *"The rationale behind this is dual purpose – (1) residents have requested more bays due*

to the demand in the nearby Victorian streets, and (2) Forbes Road is now 20mph and the width of Forbes Road encourages excessive speeds. These three strips of residents parking bays would contribute to our aim of a more self-enforcing nature of the 20mph speed limit leading to more Active Travel.”

- 3.8 Prior to developing the proposals and undertaking an informal consultation, we contacted Kent County Council’s Highways Team to obtain their views on the proposals. A response was received from the Road Safety Engineering Project Manager confirming that there appeared to be sufficient width to enable vehicles to pass each other where parking is to be allowed and confirmed that the existing double yellow lines near junctions should remain to stop dangerous or obstructive parking.
- 3.9 Following this response, plans were prepared including installing some sections of additional double yellow lines to replace some single yellow lining, to ensure vehicles did not park opposite the proposed parking bays.
- 3.10 Of the 35 residents consulted a total of 20 responses were received, 9 supporting the proposals and 11 objecting. Many of the indications of support received included additional requests and suggestions. The main theme around the objections received related to concerns around traffic negotiating parked vehicles, particularly during peak times when vehicles travelling towards the A2 backed up along Forbes Road.
- 3.11 Bus Operator Objections: Objections have also been received from the bus operator in the area, and these comments can be found in the separate table at the end of Annex B. These objections are around negotiating parked vehicles along a road which can already present issues for bus movements.
- 3.12 Ward Member Comments: A Ward Member for the area has stated that the proposed recommendation sounds sensible, as does reviewing the length of the sections of the bays and has added that the key point is that the proposed bays should cause traffic to slow.

4. Recommendation

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

(1) the proposed amendments to the parking bays, and installation of double yellow lines, in Tanners Street, Faversham either be progressed to a Traffic Regulation Order or be abandoned;

(2) the proposed installation of new Residents' Parking Bays and double yellow lines in Forbes Road, Faversham, be investigated further through liaison with KCC Officers and a possible further informal consultation.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost and Resource for Drafting Traffic Regulation Order, including Formal Consultation. Cost and resource for further investigations, design and informal consultations. Cost of Installing Lines and Signs on site. Cost of £55 for Kent County Council to arrange Sealing of Traffic Regulation Order.
Legal and Statutory	Formal Consultation of Traffic Regulation Order, and 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	For Tanners Street, the health implications will be minor as the proposed changes are minimal, although several residents may have to walk further from their parked vehicles. For Forbes Road, the wellbeing of residents could be improved through increased on-street parking capacity and a natural reduction in traffic speeds. However, several disabled residents have expressed concern that they will no longer be able to park outside of their properties which could impact on their wellbeing and mobility. Whilst these residents could apply for a disabled persons' parking bay, this would be subject to the layout of the new parking bays, their eligibility to meet the KCC criteria for bay applications and the maximum permitted disabled bay classification of 5% of total on-street parking capacity. Any addition congestion or impediment of vehicle movements could also result in a negative impact on drivers' mental wellbeing through incidents of road rage.

6. Appendices

- 6.1 Annex A – Copy of Informal Consultation Documents
- Annex B – Summary of Responses to Informal Consultation
- Annex C – Additional Documents Submitted with Consultation Responses

7. Background Papers

- 7.1 None

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IMPORTANT – NOT A CIRCULAR

Possible Amendments to Parking Bays Tanners Street, Faversham

Following a request from a local resident, options have been put together for the possible slight amendment to parking bays in Tanners Street in Faversham, as shown on the plans overleaf.

It has been reported that on occasions the refuse freighter has been unable to access Tanners Street due to parked vehicles, resulting in bin collections being missed. These vehicles are parked legally within the designated parking bays, and a suggestion has been made for one of the parking bays to be reduced slightly, and for a bay further along Tanners Street to be extended to compensate for the reduced on-street parking. As part of the suggestions, we are also looking to replace an existing white bar marking with double yellow lines to ensure vehicles do not park at this location, potentially causing obstruction issues.

We would be most grateful to receive your views as to whether you support or object to the possible changes, and the responses received will be reported to the Swale Joint Transportation Board to consider at their next meeting. Please note that direct, individual responses will not be sent out in response to each questionnaire. At the end of the consultation a report on feedback will be compiled and this will be available on request.

Please e-mail your comments to us at engineers@swale.gov.uk or alternatively complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, by **Friday 28th October 2022**. A space has also been provided to allow you to add any further comments you may have. Thank you for taking the time to respond.

Possible Amendments to Parking Bays – Tanners Street, Faversham

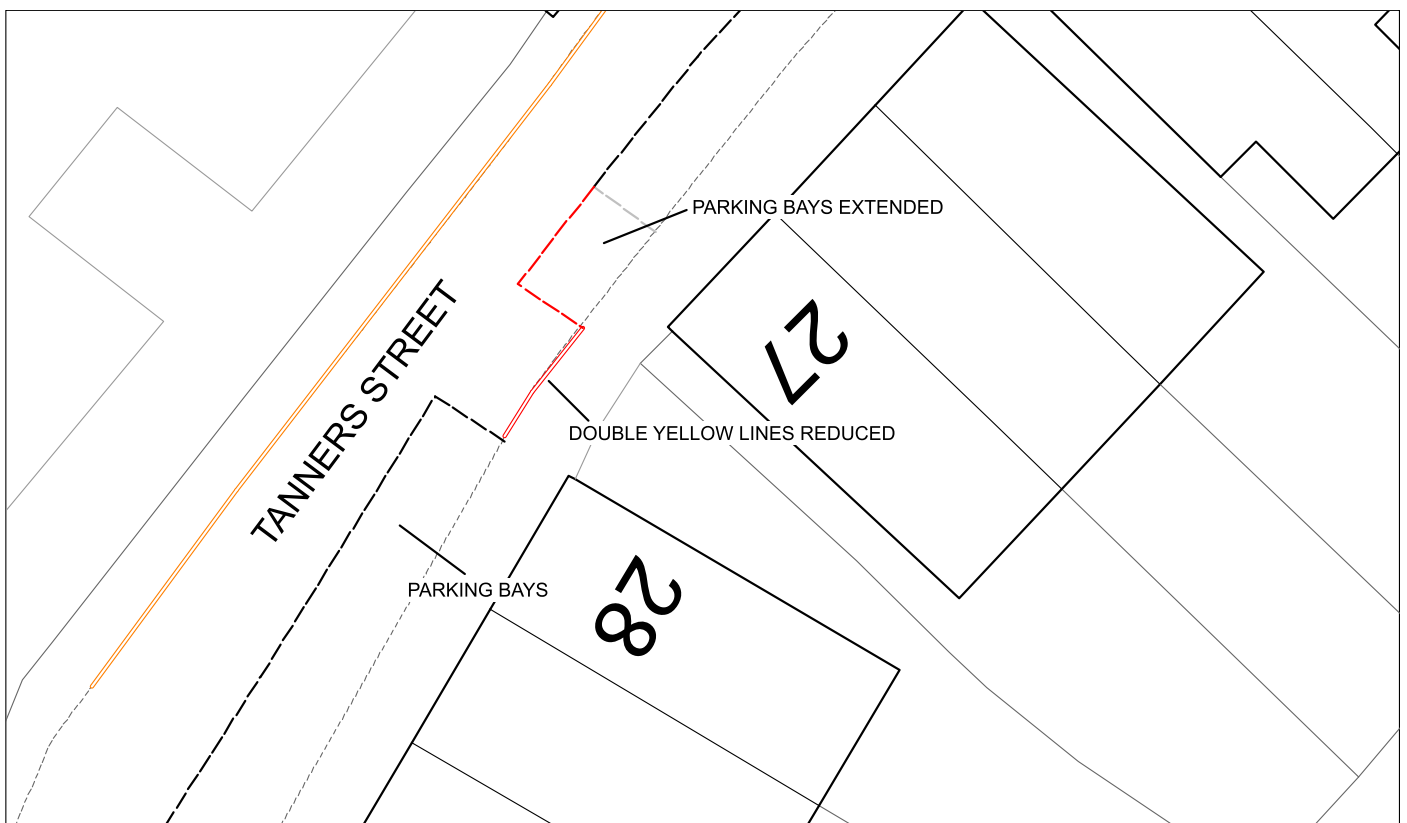
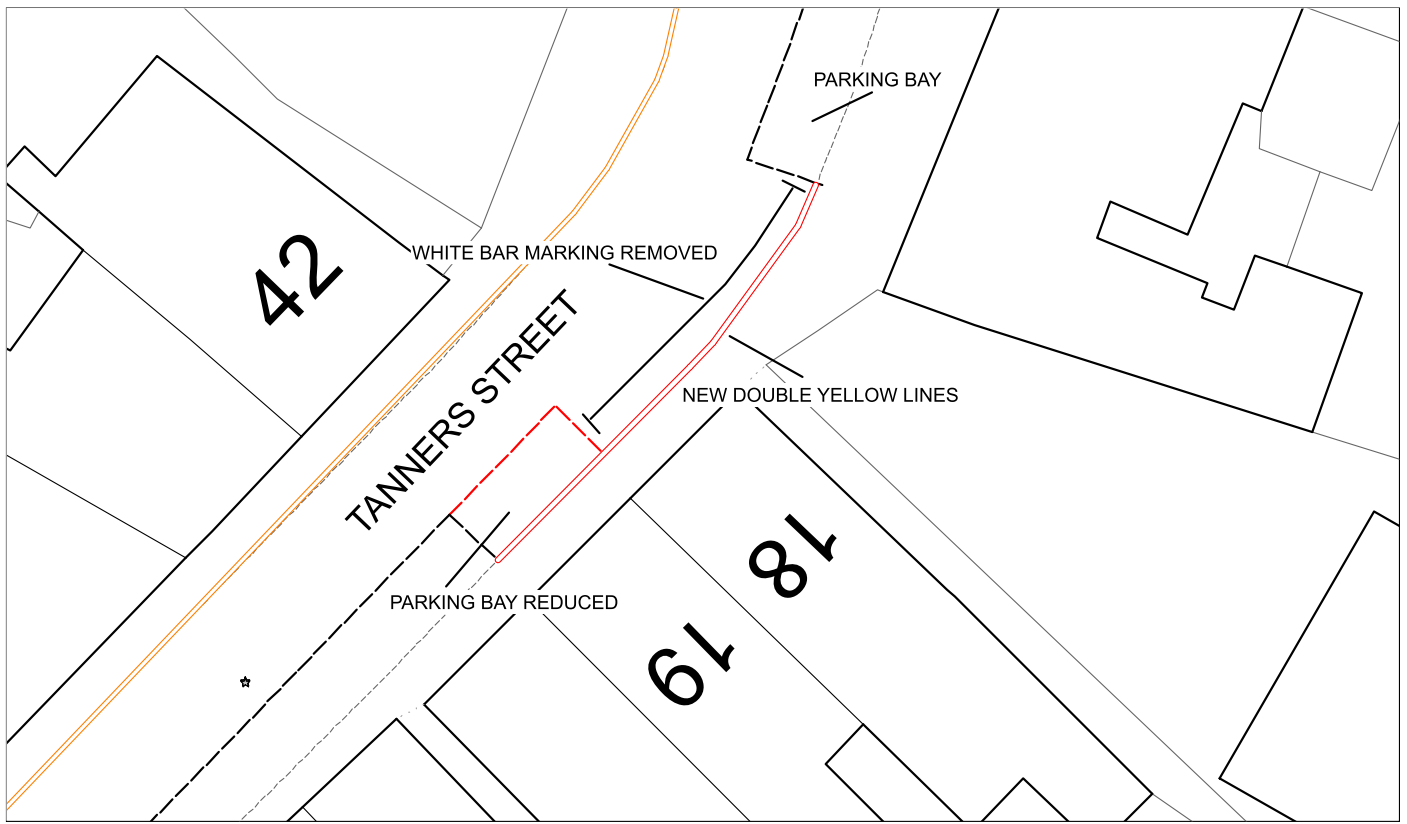
Please tick one of the following boxes

I Support the possible changes to the parking bay layout.
 I Object to the proposals.

Name & Address	Comments

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

Plans of Possible Amendments to Parking Bays – Tanners Street, Faversham



IMPORTANT – NOT A CIRCULAR

Proposed Parking Bays Forbes Road, Faversham

Following a request from a Ward Member, options have been put together for the possible installation of three sections of Residents' Parking Bays to be installed in Forbes Road, Faversham, replacing existing single yellow lines. A plan showing the proposals can be found overleaf.

With the reduced speed limit in Forbes Road and the increasing demand for on-street parking, the proposed bays should help to control traffic speeds whilst providing some additional parking capacity to the current Residents' Parking Scheme, and the proposed bays will have the same permit restrictions as surrounding roads, operating Monday to Saturday 8.30am to 5.30pm, with a 2 hour waiting limit for non-permit holders during these hours. To ensure adequate carriageway width is maintained for through traffic, the proposals also include some new double yellow lines.

We would be most grateful to receive your views as to whether you support or object to the possible changes, and the responses received will be reported to the Swale Joint Transportation Board to consider at their next meeting. Please note that direct, individual responses will not be sent out in response to each questionnaire. At the end of the consultation a report on feedback will be compiled and this will be available on request.

Please e-mail your comments to us at engineers@swale.gov.uk or alternatively complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, by **Friday 28th October 2022**. A space has also been provided to allow you to add any further comments you may have. Thank you for taking the time to respond.

Proposed Parking Bays – Forbes Road, Faversham

Please tick one of the following boxes

I Support the proposed parking bays. I Object to the proposals.

Name & Address	Comments

Proposed Amendments to Parking Bays - Tanners Street, Faversham

Response	Support	Object	Comment	Comments
1	1			I own ***. This is where you propose to remove the white bar marking and replace with double yellow lines across my drive entrance. I often report non collection of bins. This would be very helpful so I support the proposal. Please ensure that the double yellow lines allow me enough space when I reverse out of my drive as the safety bollards on the opposite side of the road inhibit the turning capacity in the yellow line/white marking is too short. Thank you so much.
2	1			I support the possible changed to the parking bay layout.
3			1	I have been in residence in Tanners Street for over 30 years. The request for a smaller refuse freighter to collect from the upper part of Tanners Street has consistently been ignored. There are several similar streets around Tanners (e.g. Fielding Street) where the smaller refuse freighter is used. There is very much a parking concern here in Faversham and with the sale of two houses , (where the owners were not car drivers) it is anticipated that there could be 4 more parking permits issued. I understand that 1 household can have 2 permits, but I am wondering how well this is monitored? Tanners Street is not full of just young people. There are several older & vulnerable people in the street. Before serious consideration is give to this amendment, I would like the option of a smaller refuse freighter, picking up on what ever day is appropriate for the organisation, to be given urgent debate. The work involved in the amending of the bays will, no doubt be expensive, so another reason to negotiate with the Refuse Company to save money.
4			1	I recently received a notification regarding a proposed change to the parking bays in Tanners St. Specifically reducing the bay o/s No 19 and extending the one o/s No 27. I have no objection to this proposal, as long as the change does not reduce the size of the overall parking spaces available along that section.
5		1		Biffa should use a small dustcart as it is a narrow street. In the years we have lived in Tanners St the Council have already taken one of the parking bays out, it is hard enough now to find a parking space without having more removed, let alone the cost to the Council doing this. Surely the <u>best</u> solution would be to use the smaller dustcart that picks up rubbish from just round the corner in Harch & Beckett St and do this the same days for Tanners or Hatch St which makes more sense and won't cost so much.

6	1			Just a very quick email to say I support the possible changes to the parking bay layout at Tanners Street.
7	1			Great idea. Fully support the change.
Total	4	1	2	

		24	Properties Consulted
% Returned	29	7	No. Returned
% Support	57	4	No. Support
% Object	14	1	No. Object
% Comments Only	29	2	No. Comments Only

ANNEX B

Proposed Parking Bays - Forbes Road, Faversham

Response	Support	Object	Comment	Comments
1	1			<p>I would like to register my SUPPORT for the proposal. I agree that the proposed bays will:</p> <p>A) provide additional daytime on street parking capacity for residents B) not impact on existing parking arrangements outside of the restricted hours - ie non permit holders and visitors in the evenings and Sundays C) aid the safe flow of traffic and further impede speeding and dangerous driving along this stretch of road.</p> <p>Additionally I would like to see improved road crossing facilities/arrangements at the junction of Forbes Road and The Mall, a route used by many pupils heading to The Abbey school from the station area. In particular, the effective narrowing of the road resulting from the introduction of new bays on Forbes Road outside 14 The Mall, potentially allows for a physical extension to the pavement or bollard (or hatched painting) to narrow the road at this point.</p>

2	1			<p>I've just received the consultation request through for the proposed parking bays on Forbes Road. I'd be broadly in favour of this. While we don't have a problem with finding a space (there is ample space on The Mall and in Aldred Road, albeit appreciate it this may be too far for elderly residents to park and walk), I'd support it potentially helping to reduce speeds with the following caveat that it would be great to have signs asking people not to leave their cars idling and potential enforcement for this. Currently, outside of the single yellow restriction periods (evenings after 6:30 and Sundays) there are often cars sitting directly outside idling, which means that we don't want to have our windows open due to noise and pollution, and can be frustrating even with the windows closed at times due to noise. Alternatively, a tunnel/bridge should be installed in The Mall to allow cars to pass under the train line connecting The Mall directly to Preston Street, which would reduce traffic down Forbes Road and mean parking could be placed on both sides of the roads, further helping to reduce speed, much like in St Mary's Road ;).</p>
3		1		<p>I live at ** Forbes Road. I cannot object strongly enough to the proposed parking bays in Forbes Road. Most days, 8.00-9.30 ish, and 3.30-5ish, there is a considerable build up of traffic (due to the recent introduction of traffic lights in the Mall) which leads to long tail backs along Forbes Road. If the parking bays were in place this would increase the congestion due to traffic having to negotiate the bays. A number of households have more than one car and so the bays would be in constant use, particularly as they are going to be open to non permit holders. I am a holder of a disabled badge due to ***** and so find it difficult at times to walk any distance particularly when carrying anything. When I have been unable to park in any parking bays near my house I have used the badge to park near my house. These parking bays would likely make that option impossible. I can only see these parking bays making the congestion worse.</p>
4	1			<p>I am writing to confirm we support the proposed bays on Forbes Road, Faversham.</p>
5		1		<p>I object to these proposals. The reduced speed limit in town is a joke, as not many motorists (Forbes Road in particular) adhere to it and placing parking bays there is to cause accidents waiting to happen. The proposed bay on the north west, adjacent to Athelstan Road is particularly dangerous on the approach to the pedestrian crossing- been several near misses there. Very often there is a build up of traffic here from the A2, down The Mall onto Forbes Road, and these bays will cause bottlenecks particularly with buses and HGV's which have to use this major route into and out of town.</p>
6	1			<p>As residents and owners of ** Forbes Road, Faversham we would like to express our support for the proposed scheme of parking bays and double yellow lines in Forbes Road.</p>
7		1		<p>I object to the proposals communicated to me for Forbes Road for the following reason: I have a drive on the front of my property, for which I had planning permission. To enable safe access and exit my family reverse onto the drive to avoid reversing into traffic. The planned bays opposite would make this a hazardous and dangerous exercise and likely lead to us having to reverse into busy traffic to exit our drive. I also believe the bays would be situated too close to the Athelstan Road entrance and the bend of Forbes Road, thus push passing cars into oncoming traffic. This is already a problem on the Forbes Road corner and so I am concerned this would worsen an issue that already exists.</p>

8		1		<p>We are residents at ** Forbes Road Faversham Kent ME13 (for the last 50+ years). We strongly object to the proposed parking bays for the following reasons: 1.The road is main entrance to the town and has a large number of articulated lorries. There is more commercial traffic than private. Large lorries will find the bays treacherous and will have to move into oncoming traffic in order to negotiate Forbes Road. 2.A number of houses no 26-30 have off road parking (some have not gained planning permission) this poses a danger to traffic flow and visibility. 3.The blind corner of Forbes Road is already dangerous, this proposal would increase this danger. The junction at Athelstan Road in to Forbes Road is a huge problem; daily 'near misses' are observable from our front window. More complex road layout in Forbes Rd would add to the already dangerous junction. 4.A pedestrian crossing is situated too close to the proposed bays. We have witnessed numerous accidents on the crossing and one recent fatality on the pedestrian crossing. There are already enough distractions in the road to add more confusion. 5.20MPH signs are ignored. This would make a weaving road with more bays more of a 'challenge' for the drivers who frequently exceed 50MPH.</p>
9	1			<p>We recently received a letter asking us for our opinion on the proposed parking bays in forbes road. I want to hereby notify you we are supporting the idea. and hope this will be implemented soon. As you are looking at Forbes Road, there have been multiple discussions in the last 18 months about a pedestrian crossing near the Elephant pub, helping the School children across the road from the station into the Mall towards the Abbey School. Is this something that is looked at separately? or can you do this at the same time?</p>
10		1		<p>I am a disabled blue badge person - I have to get out of my car in front of my house, there needs to be a space for me to do that.</p>
11	1			<p>I support the proposed parking bays at Forbes Road. I would also request that the side road from Forbes Road into Belmont Road (side of No 1 Forbes Road) also be made into Parking bays. This is always full of inconsiderate and bad parking by commuters rushing to catch their train.</p>

12		1		<p>We're objecting to certain parts of your current proposal, as we are more concerned about speeding in this stretch of road rather than trying to park, which I've currently been in contact with the council about, (case ref; 31099591 response from Jamie Watson,) which mentioned about changing the current layout, with the road junction from Forbes road to Athelstan road and installing anti slip surfaces either side of zebra crossing,(apparently due to start early next year 2023) I do believe there needs to be more accessible parking for residents in our road, the parking bay along Forbes road just off the mall looks ok, and then just around the corner between no35 and no40 Forbes road also look ok, but the suggestion of a parking bay between 1&15 Forbes road and double yellow lines our side, is the one we totally object with, for a couple of reasons it would blindside drivers approaching currently dangerous Forbes road level crossing and we have to young children and a disabled mother in law which would be inconvenient for us not being able too park directly outside our house, there is also other family members with young children our side also, I believe it also would be totally inconvenient for the traffic flow as the road wouldn't flow smoothly, I would quite happily have accepted a parking bay proposal our side of the road from 25to32 Forbes road as it would make traffic run more smoothly, but it would be inconvenient for you to push forward, as you know residents are parking on there fronts with no drop kerbs as for some reason they keep getting rejected from there drop kerb applications, which I believe would help slow traffic and reduce car parking space's required.</p>
13	1			<p>I fully support the proposed parking bays. I believe this will have a sufficient effort in reducing the traffic speed in the local area, as my house was almost damaged by some reckless driving and breaking the speed limit and resulted in them crashing into our neighbours garage. The parking will be greatly warranted. The surrounding roads are consistently occupied by commuters and has been even more evident since the new estates have been occupied. In addition, I'm not sure if this possible but the parking area adjacent to my house (** Forbes Road) could this possibly be permit as well? We are constantly having issues with commuters that leave their cars for long periods of time and park inconsiderately.</p>
14		1		<p>I object to the proposals - too dangerous. All this road needs is the parking restrictions altered to 5.30pm (not 6.30pm) to 8.30am. 20mph is a joke. People (well most) ignore it, except lorries.</p>
15		1		<p>As at ** The Mall sightlines to cross the road could be obscured. Existing [lining at side of 12 The Mall] is a single yellow line not double Was wrongly painted many moons ago. Maybe best to put [bays proposed at side of 14 The Mall] on other side [of Forbes Road]. Reduce bays [side of 14 The Mall] so as not to obscure vision for pedestrians, especially children crossing road (accident waiting to happen). Could be a high topped van parked here [side of 14 The Mall].</p>
16	1			

17		1	<p>Further to the letter regarding the Proposed Parking Bays Forbes Road, Faversham I hereby <u>object to the proposals</u>. The parking bay outlined in the north would block my driveway parking access. Please see photo 'Photo 1' attached for your reference. This access was granted on 12 June 1962 under reference NK/2/62/42. Please find also attached your proposed plan <i>marked up</i> 'Parking Proposal 07 Oct 2022'. I have detailed a proposed adjustment to allow access to my property ** Forbes Road, Faversham ME13 8QF. If the parking bay is moved south it will allow access to my drive. Also moving the bay south will allow for a safer splay distance. The new bay will compromise the existing splay distance turning south out of the busy Athelstan Road junction onto Forbes Road. As an improvement I would suggest extending the double yellow lines on the west side of Forbes Road south of the Athelstan Road Junction so that a safe splay distance can be maintained (note – I have never observed a car parked on the single yellow in this area and this has probably never been an issue in the past but would be if made a parking bay). I would expect the splay distance for the busy Athelstan and Forbes junction to be demonstrated as safe using real life road speeds especially at busy times ie rush hour and school drop offs with a speed of at least 25mph, or greater. In summary I object to the current proposals for the reasons stated above.</p>
18		1	<p>I object to the proposals for parking bays in Forbes Road. For the following reasons: (1) Forbes Road has a reduced speed of 20mph. (2) If there is concern about the speed on Forbes Road. Has a speed survey been carried out? Where is the evidence of speeding? (3) If speed is of a concern for the council. Have they considered speed cameras? (4) If safety is a concern, surely having cars stopping in the middle of one of the main roads into Faversham and reversing into a space is a hazard. Also, cars pulling out into the traffic is a hazard on a main 'B' road. (5) The planned parking bays will result in unacceptable harm to highway safety and convenience. Two of the proposed parking bays are on sharp corners and will cause significant bottle necks with rush hour traffic. (6) These bottle necks will include idling traffic and raised carbon monoxide levels in the vicinity. (7) During morning and evening rush hour, the traffic queue is from the A2, down The Mall and along Forbes Road, almost to Aldred Road. The Parking bays will only increase this congestion as traffic stop to wait for a gap in traffic to pull out. (8) In several planning applications for Forbes Road, Faversham's own Planning officers have referred to Forbes Road as a busy road with two sharp bends and have raised concerns regarding vehicles reversing on the road. Parallel parking requires reversing into a space. Planning officers have stated that any reversing on this road would be a "hazard to safety". This has been stated by the Head of Planning Services at Swale Borough Council. As such, any application that will likely lead to a reduction in safety is not to be encouraged. (9) As a resident of Forbes Road we able to park from 18:30 to 08:30 Monday to Saturday and all-day Sunday. This is the peak difficult time to find a parking space in road with permit parking. I am always able to park on Forbes Road during these times. (10) The single yellow line allows for unloading and loading of a vehicle of shopping. Also dropping off family or friends. This is adequate during the day. If a double yellow line is</p>

19		1		I object to the proposals. Comments: Whilst I would appreciate some parking being available on Forbes Road, I feel that the proposed bays are not right for the following reasons. Additional traffic calming measures need to be put in place to slow traffic down. Hardly any vehicles adhere to the 20mph speed limit that was put in place. Without these additional measures, people will still speed up and down the road making the parking bays dangerous. The bays as proposed will reduce visibility of the zebra crossing and on the sharp right angle bend. Wide/large vehicles will not be able to navigate the bays easily without driving onto the opposite side of the road, this will cause standing traffic and increased pollution. Traffic regularly backs up from the junction at the top of The Mall, this would make navigating the parking bays impossible and disrupt traffic flow on the other side of the road. In addition to this, the extension of double yellow lines would make it very difficult for deliveries and loading to take place directly outside my property which is already tricky.
20	1			I support the proposed parking bays.
Total	9	11	0	

		35	Properties Consulted
% Returned	57	20	No. Returned
% Support	45	9	No. Support
% Object	55	11	No. Object
% Comments Only	0	0	No. Comments Only

Response	Support	Object	Comments
A1		1	Looking at these proposed parking bay implementations, this is something [Bus Operator} do not support. Negotiating this stretch of road can be bad at times without the need to also have to negotiate 3 stretches of parked cars. Please feel free to reply if you have any further questions. This will turn the whole part of the road into a parked car chicane that will result in a 'me first' mentality. Operating out from Faversham under the bridge passing a line of parked cars, you would then need to negotiate the parked cars on your carriageway by operating on the opposite side of the road whilst going round a blind bend, if there were to something coming in the opposite direction, you would be in dead lock as they themselves have just negotiated a line of parked cars in the same manner whilst travelling in the opposite direction.I can not see the logic of safe thinking behind this.
Total	0	1	

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Additional Documents Submitted with Informal Consultations

Forbes Road

Response 17

'Photo 1'



'Parking Proposal 07 Oct 2022'



Quiet Lanes

To: Swale Joint Transportation Board, 5 December 2022

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

Classification: For Information

Summary

The Swale JTB requested an information item on Quiet Lanes.

The objectives of Quiet Lanes are to preserve the character of country lanes, to reduce traffic dominance and vehicle speeds, to encourage drivers to look out for and be more mindful of non-motorised road users and, thereby, to encourage more journeys on foot, by bike or by horse.

1.0 Introduction & Background

- 1.1 The aim of Quiet Lanes is to help preserve the character and tranquillity of rural areas and encouraging an increase in non-motorised users, whilst maintaining vehicular access. The idea is to make motorists more aware of non-motorised users and, over time, to reduce the number and speed of motor vehicles by changing attitudes ('hearts and minds' of local residents and other road users) rather than lowering the speed limit or using physical measures for enforcement. Ideally Quiet Lanes link homes with shops, bus routes, schools, workplaces, village halls, pubs and other local amenities, allowing people to use non-motorised modes of transport in preference to cars for short journeys. There can be quiet lanes in urban areas and sometimes referred to as Quiet mixed traffic streets, Quiet streets, Home Zones, Low Traffic Neighbourhoods (LTN) and Quiet ways.
- 1.2 Generally a Quiet Lane in urban areas will have a speed limit of 20mph and daily traffic flows less than 2,500 traffic flows and in rural areas a speed limit of 40mph and daily traffic flows of less than 1,000. They will have good visibility for all users and include traffic signs and road markings. Drivers of vehicles should be expecting to see walkers, cyclists and horse riders. Local Transport Note 1/20 Cycle Infrastructure Design suggests that most people, especially with younger children, will not feel comfortable on mixed traffic streets and lanes if the above criteria is not in place.
- 1.3 Between 1998 and 2002 Kent County Council was involved in a national demonstration project with the Countryside Agency and Tonbridge & Malling

District Council to trial a new traffic management intervention for rural roads called Quiet Lanes.

- 1.4 The scheme, implemented in 2000/01, principally involved modifying signing (fingerpost destinations were removed so through traffic would not be encouraged), entry treatments (a simple post and Quiet Lane sign at the entry and exit of the network). The scheme involved extensive engagement with local people and interest groups. It was viewed as a partial success and any future schemes should be seen as long-term projects which need continued attitude changes brought about by regular road safety messaging and continued local community input.
- 1.5 A report was produced by TRL Ltd for the Countryside Agency back in 2003 following the implementation of the above trial (40km in total). The summary of the report concluded:
 - No change in measured traffic on Quiet Lanes, despite large increases on adjacent roads
 - No significant change in measured vehicle speeds on Quiet Lanes
 - Observed increase in pedestrians but numbers remain low
 - Sustained strong support for the scheme but about half say it is not working in practice
 - Small, declared increase in non-motorised use
 - Small, declared decrease in motorised use
 - Declared increase in careful driving
 - There remain some concerns over safety
 - There remain perceived problems with quiet lanes
- 1.6 Active Travel England (an executive agency of The Department for Transport) released their strategic framework in July 2021 with a commitment for half of all short journeys to be walked or cycled in towns and cities by 2030. It is still to produce a "Rural Guidance" document for local authorities however it is imminent. This document will have additional information and guidance for local authorities on Quiet Lanes.
- 1.7 Local Cycling and Walking Plans (LCWIP) should highlight routes that may be suitable for Quiet Lanes.
- 1.8 Sustrans is working to develop a network of Quiet Lanes both in rural and urban locations primarily along National Cycle Routes and involving KCC and other local authorities and stakeholders.

2.0 Procedures for progressing Quiet Lanes

- 2.1 Implementing a Quiet Lane or series of Quiet Lanes must be progressed using The Quiet Lanes & Home Zones (England) Regulations 2006 which set

the procedures the local traffic authorities must follow for designating, varying and revoking roads as Quiet Lanes or Home Zones.

- 2.2 The Traffic Signs Regulations and General Directions 2016 prescribe the signs to mark entry and exit points of a road designated as a Quiet Lane. See examples below:

	
DfT approved sign	Non prescribed signs with words

- 2.3 Before developing a proposal, a comprehensive public consultation, including at least one local public meeting is required along with publishing the intention in a local newspaper and allowing at least 21 days for formal replies.

- 2.4 Monitoring and evaluation of the project requires data to be collected to understand existing speeds and traffic volumes. This will help to decide what measures are required to implement the scheme to aid compliance and then determine the effectiveness of any measures implemented.

- 2.5 Local buy-in for the idea is essential as is a robust and continued road safety campaign to highlight to all traffic the purpose of the Quiet Lane.

- 2.6 The speed limits within Quiet Lanes should not rely on enforcement by Kent Police. 20mph speed limits should be self-enforcing and therefore suitably designed so all users are aware.

3.0 Finances

- 3.1 There is no specific KCC budget for identifying and implementing Quiet Lanes.

- 3.2 The cost of implementing Quiet Lanes will vary depending on the measures required to aid compliance as they can range from just simple entry/exit signs on wooden posts to vertical and horizontal treatments, surface treatments and road markings. Quite often on rural lanes, this can detract from the rural nature of the road and so needs careful and sympathetic designs. The advertising and road safety campaigns can add a significant amount to the costs. The Greensand Ridge Quiet Lane scheme (40km) costs £200,000 in 1991 and comprised £135,000 of engineering measures, £15,000 for monitoring, £2,000 for leaflets and publicity and £50,000 staff costs.

4.0 Conclusions

- 4.1 A community-based approach to Quiet Lanes is required to develop a consensus and to encourage a change in road user behaviour of local people in a rural context. Quiet Lanes can be resource intensive to develop and deliver and an ongoing programme of engagement and publicity is needed to maintain the benefits in the long term.

5.0 Contact details

Contact Officer:	Jamie Watson, Programme Manager, Schemes Planning and Delivery Team, Kent County Council 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council 03000 418181

Background Documents

Department for Transport Circular 02/2006 – The Quiet Lanes and Home Zones (England) Regulations 2006 - [The Quiet Lanes & Home Zones Regulations 2006.pdf](#)

Explanatory Memorandum to The Quiet Lanes and Home Zones (England) Regulations 2006 and The Traffic Signs 9 Amendment) Regulations 2006 – [EXPLANATORY MEMORANDUM TO THE THE QUIET LANES AND HOME ZONES \(ENGLAND\) REGULATIONS 2006 NO. 2082 \(legislation.gov.uk\)](#)

The Quiet Lanes and Home Zones 9England) Regulations 2006 - [The Quiet Lanes and Home Zones \(England\) Regulations 2006 \(legislation.gov.uk\)](#)

Campaign to Protect Rural England – CPRE's guide to Quiet Lanes - [CPRE's Guide to Quiet Lanes - CPRE](#)

The Countryside Agency June 2004 Traffic Advisory Unit - [\[ARCHIVED CONTENT\] \(nationalarchives.gov.uk\)](#)

Cycle Infrastructure Design Local Transport Note 1/20 July 2020 - [Cycle Infrastructure Design \(publishing.service.gov.uk\)](#)

The Traffic Signs Regulations and General Directions 2016 - [The Traffic Signs Regulations and General Directions 2016 \(tsrgd.co.uk\)](#)

To: Swale Joint Transportation Board
By: KCC Highways and Transportation
Date: 5th December 2022
Subject: Highways Forward Works Programme: 2022/23 and 2023/24
Classification: Information Only

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

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2022/23 and 2023/24.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. This reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2022/23 - 2023/24. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too is in need of revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be 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, inflationary pressures such as material price increases, conflicting works, 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 – Appendix I

Conclusion

1. This report is for Members' information.

Contact Officers:

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

Richard Emmett	Senior Highway Manager West Kent
Alan Blackburn	Swale Highway Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Helen Rowe	Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic Operations and Technology Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Road Safety and Active Travel Group 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.

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
Canterbury Road (Boughton Hill)	Dunkirk	<u>Sheet Piling Stabilisation Works</u> East of Staplestreet Road	Design work ongoing. Currently with KCC Structures Technical Approval and awaiting prices Estimate start date: Spring 2023
B2008 Minster Road	Minster-On-Sea	Between Halfway Crossroads to Barton Hill Drive	Completed
High Street / West Street	Sittingbourne	From Park Avenue to Central Avenue	Completed
A251 Stone Street	Faversham	Between South Road and Preston Street	Completed
A249 Key Street Roundabout	Sittingbourne	Circulatory of Roundabout	Completed
A2 Keycol Hill	Bobbing	100m approach and exit with roundabout with A249 Key Street roundabout	Completed
A2 London Road	Tonge	Dully Road to Panteny Lane	Completed
Borden Lane	Sittingbourne	Homewood Avenue to Riddles Road	Programmed 15 th December 2022
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
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	Completed.

Frensham Close	Sittingbourne	<u>Footway Reconstruction</u> Sections within Frensham Close and the "inner footway" within the court.	Completed
London Road	Sittingbourne	<u>Footway Reconstruction</u> Sections to be identified at design stage in the vicinity of Chalkwell Road and Borden Lane.	To be designed and programmed
Minster Road	Minster-on-Sea	<u>Footway Protection Treatment</u> Barton Hill Drive to Scrapsgate.	Postponed until 2023
Canterbury Road	Faversham	<u>Footway Protection Treatment</u> From the junction of Love Lane to Preston Avenue	Postponed until 2023 due to M2 closures

Surface Treatments - Contact Officer Jonathan Dean

Road Name	Parish	Extent of Works	Current Status
CHALKWELL ROAD	Sittingbourne	From A2 London Road to B2006 Roundabout	Complete
THE STREET	Lower Halstow	Vicarage Road to 30mph Gateway	Complete
B2231 SHEPPEY WAY	Minister	A2500 Lower Road to Old Ferry Road (Not including Bridge)	Complete
B2008 CHEQUERS ROAD	Minster-On-Sea	Back Lane to Plough Road	Complete
BORDEN LANE (INC THE STREET)	Borden	A2 to Bottom Pond Road	Postponed until 2023
STAPLE STREET	Boughton Under Blean	Staple Street Road to Church Hill	Complete
TUNSTALL ROAD	Tunstall	From Cranbrook Drive to Hearts Delight Road	Postponed until 2023

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Earl Bournier			
Road Name	Parish	Description of Works	Current Status
A2 Canterbury Road	Snipeshill, Sittingbourne	Flood and Water Management Team and Highways Joint assessment of existing drainage system at open space by Greenways.	KCC FWM Team progressing design and applications for external funding - ongoing
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.	Works Completed 22 nd October 2022.
Tanner Street	Faversham	Investigation into alleviation of flooding issues near junction with West Street in heavy rainfall.	Joint working with Southern Water. Site Surveys Survey completed. Site meeting held 20 th October – Design work progressing
Whitstable Road	Faversham	Investigation into alleviation of flooding issues near Park Row in heavy rainfall.	Joint working with Southern Water and SBC. Ground investigations programmed 5 th December 2022 for up to 3 days.
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.	All works complete.

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.	Drainage design completed – awaiting feedback from landowner regarding access for works. Expecting to hear early November.
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.	Ground investigations completed. Design in progress.
Tonge Road	Murston	Joint working with schemes team to alleviate flooding issues alongside proposed highway safety improvements.	Job progressed to attempt excavation buried soakaway manholes to allow cleaning / inspection.
Highstreet Road	Hernhill	Works to alleviate long running flooding issue. Highway gully and pipework repairs required. Main issue is silted ditches under third party responsibility requiring digging out.	Works Completed 27 th July 2022.
Gore Court Road	Sittingbourne	Repair of damaged drainage pipe.	Works Completed 8 th June 2022.
Fisher Street Road	Baddlesmere	Investigation of highway flooding near Beanys Lane due to blocked drainage	Works Completed 23 rd August 2022.
Rushenden Road	Queenborough	Repairs to existing drainage pipe	Works complete

The Street	Selling	Repairs to existing drainage pipe	Works Programmed to start 18 th November 2022
Brenley Lane	Boughton	Repairs to existing drainage pipe and new gully installation	Works started 10 th November 2022
Canterbury Road	Sittingbourne	Repairs to existing drainage pipe	Works in progress, planned to complete 17 th November 2022
Church Street	Sittingbourne	Investigation into culverted watercourse surcharging.	Works Programmed 17 th November 2022
Maidstone Road	Borden	Investigation into flooding at Westfield Gardens. Existing drainage inspected further investigation required using CCTV and jetting.	Job passed to contractor, awaiting programmed date

Appendix C – Street Lighting

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Location	Description of Works	Status
Chiltern Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Fern Walk	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Lower Road	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
New Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
All Saints Avenue	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2023
Bonham Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Southsea Avenue	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Halfway Road	Minster	Replacement of 1 no street light complete with LED Lantern	Completed
Tanners Street	Faversham	Replacement of 2 no street lights complete with LED Lanterns	Completed
Sheppey Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
High Street	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Scarborough Drive	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
South Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Otterham Quay Lane	Upchurch	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023

Miller Close	Sittingbourne	Replacement of 6 no street lights complete with LED Lanterns	Completed
Keycol Hill	Bobbing	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Mill Hill	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Brook Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Grovehurst Avenue	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2023
Highested Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Victory Street	Sheerness	Replacement of 1 no street light complete with LED Lantern	Completed
Trinity Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Completed
Briton Court	Sheerness	Replacement of 1 no street light complete with LED Lantern	Completed
School Lane	Bapchild	Replacement of 1 no street light complete with LED Lantern	Completed
ST Michaels Road	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Completed
Brenchley Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Cremers Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Tribune Drive	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Completed
Hinde Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Hazebrook Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Completed
Harold Court	Faversham	Replacement of 1 no street light complete with LED Lantern	Completed
Ferry View	Queenborough	Replacement of 1 no street light complete with LED Lantern	Completed

College Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Barge Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Mountview	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2023
Hilton Close	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2023
Periwinkle Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Bramley Avenue	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Goldfinch Court	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Ostend Court	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023
Todd Crescent	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2023

Appendix D – Transportation and Safety schemes

The Road Safety and Active Travel Group is implementing schemes within the Swale District, to meet Kent County Council’s strategic targets (for example, addressing traffic congestion, or improving road safety).

CASUALTY REDUCTION MEASURES			
Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
Sheppey Way Bobbing Apple Svc/McDonalds	Bobbing	New Roundabout Junction to replace existing right turn lane which is currently a priority junction	The outline design is complete and has had its Stage 1 Road safety Audit. Topographical and Utility Surveys underway have been completed and detailed design has commenced. Construction is currently expected during summer 2023

INTEGRATED TRANSPORT SCHEMES			
Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
Tonge Road, Murston	Sittingbourne	Traffic calming scheme	Work has completed on Phase 1 which excludes the raised tables but includes 4 no. speed cushion on Tonge Road. Phase 2 to implement the raised tables will depend on funding being available in 23/24.
Dark Hill/ Stonebridge Pond	Faversham	Footway widening, crossing improvements	Scheme handed over to contractor for delivery. Works on site.
Ospringe Road B2040	Faversham	Footway and dropped crossing improvements at pathway to Faversham Strike Force Football Club	Currently at Detailed design stage. Requires a road safety audit. Scheme to be delivered in 2023/24 financial year.
Forbes Road B2041JW Athelstan Road	Faversham	Zebra Crossing improvements and Junction alterations at Athelstan Road	Currently at outline design stage

Appendix E – Developer Funded Works

Key:

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

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. No response from developer RE remedials. KCC commencing Default Proceedings.
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 required.
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. Stage 3 RSA undertaken. Awaiting date for agreed remedial works by developer.
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 from developer of date for these. H&S File and As-built drawing provided Oct 2022. As-Built amendments required.
SW/003041	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.

SW/003043	34-40 Rushenden Road	Queenborough	Reconstruction of existing lay-by as new Footway	Confirmation of final remedial items having been actioned required from developer. RSA3/H&S File/As-Built Drawings required following completion of remedials.
SW/003046	Power Station Road, Halfway, Sheppey	Minster-on-Sea	Provision of Private Housing development Junction and Traffic Calming	Road Safety Audit Stage 3 undertaken. Remedial works agreed. Awaiting confirmation of date from developer for remedial works to be carried out prior to Certificate 1.
SW/003048	School Lane, Newington (Parsonage Farm) LoA	Newington	Provision of New Access to Housing site and Traffic Calmed footway crossing	Remedial works carried out satisfactorily. TRO progressed. Deed of Dedication being progressed by Legal. Material Testing Results, H&S file and As-Built Drawings req'd to progress adoption.
SW/003051	Spirit of Sittingbourne SECTION 3 Milton Rd, St Michaels Rd - Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts For New Cinema -M/S Car Park-	Drainage remedial works completed. Certificate 2 issued; road adopted 13 September 2022.
SW/003061	Swale Way/Reams Way, Kemsley, Sittingbourne	NCP	Temporary Access Crossings across Footways for Soil Removal Works	Minor remedial items to be carried out. Date TBC for remedials by developer prior to Cert 2.
SW/003067	Old Brickworks, Western Link, Faversham	Faversham	Provision of New Roundabout Access for Housing Development	Awaiting start date for remedial works.
SW/003068	CRL, Canterbury Road, Sittingbourne	Sittingbourne	Revision of existing footways to proposed Retirement Home frontage	Outstanding remedial works completed acceptably by developer. H&S File & As-Built Drawings received October 2022. Certificate 1 issued October 2022. Serving Maintenance Period.
SW/003069	Rushenden Road, Queenborough, Sheppey	Queenborough	Provision of New Access for Housing Development	Footway remedials and street lighting syphers required. Minor resurfacing remedials required following RSA3 prior to Certificate 1. H&S File & As-Built Drawings received
SW/003071	Spirit of Sittingbourne SECTION 5 West St, Station St - Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts For New Cinema -M/S Car Park	Drainage remedial works completed. Certificate 2 issued; road adopted 25 August 2022.

SW/003074	School Lane, Bapchild	Bapchild	Provision of Vehicle access and new footway connection for small housing development	End of Maintenance Inspection undertaken. Minor remedial items outstanding. Awaiting confirmation from developer of date for these works prior to issuing Certificate 2.
SW/003077	Spirit of Sittingbourne SECTION 4 Station St, St Michaels Rd - Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts For New Cinema -M/S Car Park-Access Works	Drainage remedial works completed. Certificate 2 issued; road adopted 25 August 2022.
SW/003081	Ham Road, Oare Road, Faversham	Faversham	Provision of Access Road to new Housing Development and Revision of Ham Road from Junction	S278 Certificate 1 issued. Street Lighting remedial works, H&S File and As-Built Drawings and minor remedial items still outstanding prior to Certificate 2.
SW/003082	Brogdale Road, Ospringe	Ospringe	Provision of Access Road to new Housing Development	Agreement in place. Works underway.
SW/003084	Eurolink Way, Sittingbourne	NCP	Site access Letter of Agreement plus new Puffin crossing scheme	S278 Certificate 2 issued 27 July 2020 for bellmouth access into Site. Agreement in place for Signal Crossing. Works underway.
SW/003086	Lower Road 3, Teynham	Teynham	Provision of Frontage Footway to small housing development	S278 Certificate 1 issued. Serving Maintenance Period.
SW/003088	Leysdown Road, Eastchurch, Sheppey	Eastchurch	Provision of revised access for Wind Farm	End of Maintenance Inspection carried out. H&S File, As-Built Drawings req'd prior to issue of Cert 1.
SW/003090	Minster Road, Minster, Sheppey	Minster-on-Sea	Provision of Access for new small Housing Development	Outstanding remedial works provisionally booked for October 2022. Date TBC by developer.
SW/003092	Castle Road, Sittingbourne	Sittingbourne	New Access and footway to Industrial Units	Letter of Agreement in place. Significant remedial works agreed to be carried out. Date for remedials TBC by developer.
SW/003094	Nova, Graveney Road, Faversham	Faversham	Provision of Private Housing development Junction and Pedestrian Crossing	S278 Certificate 2 paperwork being progressed. Adoption imminent.
SW/003097	Crown Quay Lane, Sittingbourne	NCP	New Bell mouth access into Redrow Eurolink Way Site	Agreement in place. Works underway

SW/003100	Love Lane & Graveney Road, Faversham	Faversham	Two new bell mouth accesses - Graveney Road & Love Lane, Faversham	Minor remedial works completed. S278 Certificate 1 issued November 2022. Serving Maintenance Period.
SW/003101	Lower Road, Teynham	Teynham	Provision of Footway for small Housing Development	Technical approval given. Agreement not progressed by developer.
SW/003103	Oak Lane, Upchurch	Upchurch	Traffic Calming/Footway Access to Small Housing Development	Design Technical Submission to be Re-Submitted by the developer's consultant. KCC still awaiting. Technical Acceptance not yet issued.
SW/003108	Chequers Road, Minster, Sheppey	Minster-on-Sea	Frontage Footway and Access for Small Housing development	SUPERSEDED BY SW003337 - S278 Certificate 1 issued September 2022. Serving Maintenance Period.
SW/003117	North Street, Milton Regis	Sittingbourne	Permanent School Drop-off facility and Zebra crossing	Majority of planned remedial works completed. Minor remedial works outstanding. As-Built Drawings, H&S File, RSA Stage 3 all still required prior to Certificate 1. Awaiting confirmation of date from developer for RSA Stage 3.
SW/003118	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 of date from developer for these works.
SW/003141	Stones Farm, Canterbury Road, Bapchild	Bapchild	Traffic Signal Junction and Access for Private Housing Development	S278 Certificate 1 issued 28 March 2022. Serving Maintenance Period.
SW/003196	Church Road, Sittingbourne Golf Centre - Material Movements	Sittingbourne	Addition of passing places on Lomas Road, Church Road for Golf Centre Material Movements	S278 Certificate 1 issued. 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.
SW/003199	Swale Way, Great Easthall, Sittingbourne – Toucan	Sittingbourne	Provision of a Toucan Crossing for the Eurolink 5 Industrial Estate development	Technical Vetting underway.
SW/003202	Tylman Place, Graveney Road - LOA	Faversham	Formation of new entrance to development	Agreement in place. Works underway.

SW/003204	Spirit of Sittingbourne SECTION 9 Rear St. Michaels Road (rear of Kwik Fit) LoA	NCP	Re-kerbing and surfacing of link footpath/access drive between Roundabout and Network Rail Car Park	Remedial works completed. S278 Certificate 2 issued; road adopted 17 October 2022.
SW/003260	Leaveland Corner, Faversham	Leaveland	Minor road widening and access for small housing development	H&S File received. S278 Certificate issued; road adopted 11 October 2022.
SW/003266	Station Road, Teynham	Teynham	New bellmouth on to station road, footway works, new lining and a build out.	Physical works completed. Awaiting installation of TRO lining. RSA 3/ As-Builts/H&S File required prior to Certificate 1.
SW/003267	Wises Lane, Sittingbourne	Borden	Amended alignment to Wises Lane for new housing developer and creating new bell mouth for Wises Lane	Agreement in place. Works commencement TBC by developer.
SW/003294	Quinton Road, Sittingbourne	NCP	Mini roundabouts on Quinton Road access to site.	Agreement in place. RSA3 Remedial works required prior to Cert 1
SW/003314	Belgrave Road, Minster-on-Sea	Minster-on-Sea	Widening to existing Belgrave Road prior to proposed S38 highway works relating to access arrangements to new development 146 no. housing development and associated highway works.	S278 Agreement in place. Widening works underway.
SW/003315	Belgrave Road, Minster-on-Sea	Minster-on-Sea	Temporary sales access	Letter of Agreement in place. Works completed. Access incorporated within SW003314 Agreement.
SW/003316	The Crescent Signalling, Belgrave Road, Minster-on-Sea	Minster-on-Sea	Signalling and junction improvements	Technical Acceptance issued. Agreement being drafted.
SW/003318	Cooks Lane, Sittingbourne	Milton Regis	Access arrangements for new private housing development.	Carriageway resurfacing remedial works required prior to issue of Certificate 1.
SW/003327	Love Lane Commercial Access, Faversham	Faversham	New commercial access bellmouth	Agreement in place. Date of works commencement TBC by developer.
SW/003337	Chequers Road, Minster, Sheppey	Minster-on-Sea	Frontage Footway for Small Housing development	RSA3 remedials carried out. As-Builts/H&S File received. S278 Certificate 1 issued September 2022. Serving Maintenance Period.

SW/003366	Ham Road, Faversham	Faversham	New bell mouth into development	Agreement in place. Works underway.
SW/003416	The Old School, London Road, Dunkirk	Dunkirk	Bellmouth highway works for proposed Residential Development of 6no. units with associated parking and external works.	S278 Letter of Agreement in place. Awaiting confirmation from developer of date works to commence.
SW/003418	Lydbrook Close, Sittingbourne (junction with London Road/A2)	Sittingbourne	Footway improvement works at the junction of London Road (A2) including footway resurfacing, new kerbing, pedestrian crossing point and minor kerb realignment on the Lydbrook Close nearside approach to London Road.	Signed S278 Letter of Agreement in place. Physical works completed. Minor remedial items outstanding/RSA3/H&S File/As-Built Drawing prior to Certificate 1.
SW/003419	The Thanet Way/Dargate Interchange, Hernhill, ME13 9EN	Hernhill	Bellmouth and frontage footway works to facilitate proposed development of 34 commercial units at The Thanet Way/Dargate Interchange, ME13 9EN	Technical Acceptance granted. Awaiting cost of works estimate from developer. Letter of Agreement being drafted.
SW/003420	Aldi, Queenborough Road, Sheppey	Queenborough	Temporary Construction Access for new Aldi Store	Technical Acceptance granted & Letter of Agreement drafting underway. Planning Permission subsequently quashed by Secretary of State – awaiting validated permission from LPA. Awaiting resubmission subject to planning permission being granted.
SW/003422	Staple Street, Hernhill, Faversham	Hernhill	New bell mouth access to 8 dwellings - road to remain private	S278 Certificate 1 issued November 2022. Serving Maintenance Period.
SW/003423	The Slips, Scocles Road_Elm Lane, Minster-on-Sea	Minster-on-Sea	New footways, carriageway widening, gateway feature and 2no. bellmouth accesses on Scocles Road to facilitate access to new development of 62 no. residential dwellings.	S278 Agreement in place. Works underway by developer.

SW/003426	Oare Road, Faversham	Faversham	New footway/cycleway link to Oare Road - by traffic signals	Agreement in place. Works underway.
SW/003427	A2 Canterbury Rd J/W Love Lane, Faversham	Faversham	New traffic signal controlled junction	Technical Acceptance granted. Agreement being drafted.
SW/003428	Whitstable Rd, Faversham - Zebra	Faversham	New zebra crossing	Civils approved. Awaiting Street Lighting sign-off. Agreement being drafted.
SW/003429	Love Lane, Faversham - Zebra	Faversham	New zebra crossing	S278 Agreement in place. Zebra crossing installed. H&S/As-built/RSA3 required prior to issue of Certificate 1.
SW/003430	Love Lane, Faversham – Bus Stop	Faversham	New Bus Stop layby	S278 Agreement in place. Works commencement TBC.
SW/003432	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. S278 Letter of Agreement due to be signed imminently. Awaiting confirmation from developer of date works to commence.
SW/003433	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), works due to commence imminently. NB Southern Zebra Crossing to be included in separate S278 Agreement which is currently under review. Technical acceptance granted for Southern Zebra Crossing. Now full S278 Agreement. S278 Agreement in place (August 2022). Works commencement TBC by developer.
SW/003435	ATS Site, Crown Quay Lane, Sittingbourne	NCP	New Footway/cycleway	Technical Vetting on-going. Awaiting Street Lighting Team sign-off of the design prior to issuing formal Technical Acceptance.
SW/003436	Chestnut Street, Sittingbourne	Borden	New bellmouth access	Technical Acceptance granted. Agreement sent to developer for signing.

SW/003441	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 on-going.
SW/003442	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.	S278 Agreement in place. Works underway at Southsea Avenue.
SW/003446	London Road, Faversham	Faversham	Bus Stop Amendments on A2	Technical Acceptance granted. Agreement in place. Works commencement TBC by developer.
SW/003453	Chestnut Street, Sittingbourne	Borden	New four arm roundabout - access to A249 and Borden/Wises Lane Development	Civils approved. Technical acceptance granted. Street Lighting approval granted. Agreement being drafted.
SW/003457	Crown Quay Lane, Sittingbourne	NCP	New Bellmouth access to new housing development	Civils approved. Awaiting Street Lighting sign-off. Agreement being drafted.

SW/003459	Land adjoining Faversham Showground. Staple Street, Hernhill	Graveney with Goodnestone & Boughton under Blean	Construction of a new crematorium, associated car park, access road and gardens of remembrance.	Technical Acceptance granted. Agreement being drafted.
SW/003461	Former Regis Medical Centre, Saffron Way, Sittingbourne	NCP	Change of use from temporary doctor's surgery (use now discontinued and building removed) to a restaurant/cafe and hot food takeaway uses, including the erection of 2no. single storey buildings, comprising of 3no. units, and associated car parking, servicing and landscaping. Creation of access to Milton Creek Country Park.	Technical Vetting on-going.
SW/003462	Land at Hill Farm, Rook Lane, Keycol Hill, Bobbing	Bobbing	Erection of a nurse accommodation building, car park and outdoor event space for Demelza. Erection of 30 private residential dwellings, together with associated access, parking, highway works, drainage and landscaping. Proposed realignment of Rook Lane.	Technical Vetting on-going.
SW/003464	Lower Road, Teynham	Teynham	Provision of footway, layby and 4 vehicle crossings on the north side of Lower Road to the east of Froggnal Lane	Technical Vetting on-going.
SW/003468	Lydbrook Close, Sittingbourne [Development Tie-in]	Sittingbourne	Highway tie-in works to existing carriageway from new development access	Technical Acceptance granted. Agreement sent to developer for signing.

SW/003471	Land adjacent to 127 High Street, Eastchurch, Sheerness	Eastchurch	Provision of new road access and minor pedestrian crossing works to facilitate development of 15 dwellings with associated parking.	Technical Vetting underway.
SW/003472	Rookery Nook, Scocles Road, Minster-on-Sea	Minster-on-Sea	New vehicle crossings and footway	Technical Acceptance granted. Agreement in place. Works commencement TBC by developer.
SW/003473	Woodcombe Sports Hall, Church Road, Murston	NCP	New bell mouth access into development	Technical Vetting underway.
SW/003474	Sheppey Way, Bobbing (Halfway Egg Farm)	Bobbing	New bell mouth access	Technical Vetting underway.
SW/003476	Wises Lane/Maylam Gardens	Borden	Mini roundabout refresh and footway/cycle link - via old Wises Lane	Technical Vetting underway.
SW/003478	Queenborough Road, Halfway, Sheppey	NCP	New bell mouth access and footway/cycle works	Technical Vetting underway.

Appendix F- Bridge Works

Bridge Works – Contact Officer Helen Rowe			
Road Name	Parish	Description of Works	Current Status
Swale Way	Sittingbourne	Sittingbourne & KL Railway Bridge (1161) Replacement of expansion joints	Completed

Appendix G – Traffic Systems

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

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
A2 London Road near Chalkwell Road, Sittingbourne (05-0193)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Completed May 2022
B2005 Grovehurst Road near Newman Drive, Sittingbourne (05-0707)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Completed May 2022
A250 Millennium Way near Rose Street, Sheerness (05-0941)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Completed June 2022

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Swale District Council

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. 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 15/11/22

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 Highway Manager.

There are no reports of this type

Appendix I – Public Rights of Way

Public Rights of Way – Contact Officer – Matthew Fox			
Path No	Parish	Description of Works	Current Status
ZU1	Sittingbourne	Repair rutted path with new stone surface	Seeking EA Permission for Works
ZR33 – Just off of The Street	Lower Halstow	Repair existing tarmac surface	Works completed
ZR239 – Bale Green	Teynham	New stone surface	Works scheduled
ZR536 – Between Old Vicarage Farm and Dunkirk Road North	Dunkirk	New Stone Surface	Works scheduled

Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Richard Emmett / Alan Blackburn 03000 418181

SWALE JOINT TRANSPORTATION BOARD (JTB)

Updates are in italics

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
112/06/22	Edith Road, Faversham – Traffic Regulation Order	SBC	(1) That the report be noted and the extension of the existing Residents' Parking Scheme to include Edith Road, Faversham be progressed	<i>Traffic Order to be sealed by Kent County Council on 19th August 2022, to come into effect on 2nd September 2022 – all consultees advised.</i>
113/06/22	Power Station Road, William Rigby Drive, Halfway and Sheerness Working Men's Club in Queenborough Road, Halfway – Traffic Regulation Order	SBC	(1) That the proposed double yellow lines on the junction of Power Station Road and William Rigby Drive, Halfway be progressed. (2) That the proposed double yellow lines outside Sheerness Working Men's Club in Queenborough Road, Halfway, be progressed	<i>Traffic Order to be sealed by Kent County Council on 26th August 2022, to come into effect on 9th September 2022 – all consultees advised.</i>
114/06/22	Bramley Avenue, Faversham – Traffic Regulation Order	SBC	(1) That the results of the recent informal consultation be noted and that the proposed double yellow lines in Bramley Avenue, Faversham be progressed through the drafting of a Traffic Regulation Order	<i>Traffic Regulation Order (Swale Amendment 29 2022) drafted. Formal consultation runs from 2nd September 2022 to 23rd September 2022. Any formal objections received will be reported to Swale JTB in December.</i>
115/06/22	Waiting Restrictions Church Road and Tonge Road, Murston	KCC	(1) That the proposed traffic calming measures be implemented	<i>Construction started late July and is completed.</i>
116/06/22	Update report on M2 Junction 5 Improvements	KCC	(1) That the Chair of the Swale Joint Transportation Board wrote to the Secretary of State for Transport requesting that a vehicular crossing over the A249 at Stockbury be provided.	

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			(2) That the update be noted.	

Requests made by Councillors and Members of the Swale Joint Transportation Board

Request	Response
Parking issues – Sunnyfields Drive, Isle of Sheppey	To be logged via the online reporting tool on the KCC website. Officers to advise whether it has been successful.
Residents complaining of inappropriate parking, and blocking. Police informed. Question – can we yellow line? Splay notices?	Request to be logged via the online report tool on KCC website to be assessed.
Plans to resurface A2500	Passed to the Resurfacing Team to answer.
I'd like reduced speed limit speed limit through the Rodmersham Church Street conservation area added to the agenda. Reduction from national speed limit to ideally 30mph or max 40mph.	Passed to the Community and Engagement Team Leader (East) to meet and discuss with the Councillor. Request would need to be included in the Parish Council's HIP for discussion with the C&E Team.
I think it would be helpful to have a presentation from KCC in the near future about how decisions are made about developer funded highway 'improvements' and how parishes and borough councillors can be more engaged in these decisions and ensure that they support local improvement objectives. There have been a number of developer funded highways projects in the Faversham area in the last period which haven't supported the town council's objectives of slowing traffic and creating a safer environment for cyclists and pedestrians and I am keen to see a more joined up and consultative approach in the future.	Information on this to be included within the Highways Work Programme.
There is currently a 30mph speed limit on Dunkirk Hill between Boughton and Dunkirk. This originally appeared as a temporary	Advised that extensive works are planned for the area in 2023. The suggestion of a change of speed limit after the works are

<p>measure while the surface was unsafe and roadworks were being done but appears to be more permanent now as new roundels have been painted on the road, and new signs attached to the posts. However, work is still being done on the hill, and I was not clear whether there was a plan for a permanent change, or whether it is intended only to be in place for the duration of the work. However, both Dunkirk and Boughton Parish councils have discussed this issue, and we are all in agreement that it would be preferable if the limit were to stay in place. Vehicles going up the hill tend to be accelerating hard to go up it , and then do not slow down when they reach the limit , and then are going too fast as they go round the blind corner at the top of the hill. Vehicles going down are often going too fast as they gain momentum, and there have been accidents where cars have left the road as a result.</p>	<p>completed should be within the Parish Councils Highway Improvement Plan (HIP).</p>
<p>Could an item please be added to the meeting agenda on the issue of large lorries and vehicles using small rural/country lanes. Our experience in Bapchild is that large vehicles use Panteny Lane either coming from the direction of Rodmersham down Church Street into Panteny Lane then on to the A2, or in the opposite direction accessing Panteny Lane from the A2 when the traffic is backed up going in to Sittingbourne. We have guidance road signs saying 'Unsuitable for HGVs' but is there a policy or discussion to be had about weight restrictions on these narrow country roads which are totally unsuitable for large vehicles.</p>	<p>Advised that the request needed to go on the Parish Council's HIP.</p>