

Sittingbourne Permanent Town Centre Road Closures

Questionnaire Summary Report

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Quality information

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1. Introduction

In early July 2020 a Temporary Traffic Regulation Order (TTRO) was arranged for Sittingbourne Town Centre by Kent County Council (KCC), the highway and traffic authority, to assist with the necessary social distancing measures necessary as a result of Covid-19. This was introduced after the initial Experimental Traffic Regulation Order (ETRO) was raised by KCC in June 2020 which restricted access to all vehicular traffic between the hours of 10:00-16:00, Monday - Saturday on the following street:

- High Street from the existing gate near the junction with Station Street to the junction with Central Avenue

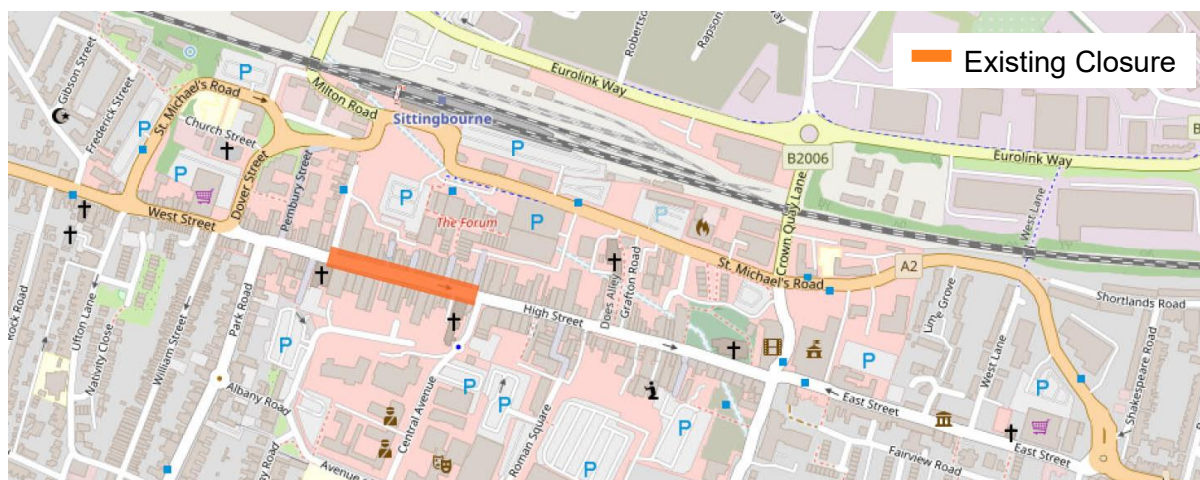


Figure 1 - Existing TTRO closure in Sittingbourne Town Centre (source: OpenStreetMap)

The TTRO was then extended for a further year by KCC on 6th January 2021.

To date SBC has already collected some initial feedback on the closures, including:

- Disability focus group telephone interviews regarding the disabled access concerns
- Feedback from businesses and the public via SBC's Marshalls and High Street Ambassadors
- Footfall data collection

Based on the data collected from these, the orders were largely welcomed by many, however, there have been concerns raised regarding disabled access, the impact on businesses and access for deliveries and courier services.

With the end of the Temporary Traffic Regulation Order (TTRO) approaching in January 2022 Swale Borough Council (SBC) wish to gauge stakeholder feedback, via informal consultation, to ascertain views on whether the road closures should be continued after the current order expires.

This report has been produced to provide an overview, methodology and summary of the results of the informal consultation for the proposed permanent town centre closures. The aim of this report is to enable SBC to bring a fully informed decision to the Joint Transportation Board about the next steps.

The SBC aspirations for the Sittingbourne Town Centre to be a lively and accessible town centre which maintains its good offer of local businesses and shops for the community. A town centre that maximizes the potential of its rich heritage, with a range of attractions.

Potential opportunities that could arise from implementation of permanent TRO's include improved safety, lower levels of noise and air pollution, an increase sense of community within the town centre and improved business.

AECOM has been commissioned to undergo an informal consultation to ensure that the process is independent, follows procedure and is open, fair and transparent.

Methodology

To deliver the informal consultation the following process was implemented:

Consultation - Preparation and Consultation Activities

- Inception (meetings, consultation workshop, site visit)
- Data Collection and review (of existing TTRO and initial community feedback provided by SBC)
- Stakeholder identification
- Development of consultation material, and agreement with SBC
- Undertake Informal Consultation

Feedback Analysis

- Response collection
- Response analysis
- Reporting to SBC and KCC

As a result of this informal consultation and analysis of the stakeholder feedback as summarised in this report, it is expected that SBC will be in a position to determine the next steps of the delivering the aspirations for the Town Centre.

To support any decisions, the following has also been undertaken and summarised in Chapter 4 of this report:

- Review of potential economic and environmental benefits of pedestrianisation
- Development of outline proposals and cost estimates of any required mitigation measures, where applicable and where design elements have been included within the proposed layout

2. Informal Consultation

Data Collection and review

Existing TTRO's including extents and times were collected and reviewed to get a good understanding of the current closures. Initial community feedback provided from SBC was analysed, using key themes obtained from and categorised directly from the feedback received. Initial community feedback included:

- Disability focus group / telephone interviews regarding the disabled access problems
- Feedback from businesses and the public via SBC's Marshalls and High Street Ambassadors

Stakeholder Identification

Stakeholders identified for the informal consultation included people who lived or worked within the closure area as well as users of the town centre. This was done as to create a survey pool that was indicative of all views relating to the potential closure of the town centre.

Stakeholders within the closure area were included as they are directly affected by the proposed permanent closure and included all residents and businesses. These stakeholders were mailed letters in the post as to provide information and improve likelihood of a response.

Uses of the town centre were included via an online survey, on the SBC consultation website. On-street surveys were also carried out by a town centre ambassador to capture those who may not be able to go online or may not have seen the publicity on the online surveys. This data aided to get some general input from users.

Collated together the information will help confirm if the initial concerns raised, regarding disabled access, the impact on businesses and access for deliveries and courier services were accurate for all town centre businesses and users and to understand if a permanent road closure would be supported in Sittingbourne.

Consultation Material

Questionnaire

The questions were developed with SBC to gauge stakeholder feedback on the Sittingbourne Town Centre closure.

Although there have been discussions with SBC regarding the potential additional public realm measures and improvements which could be provided in the town centre, for the purpose of this consultation, the consultation material and feedback form was developed on the basis of the current closures only, in order to understand stakeholders views on the current closure and avoid any confusion on what was being asked or provided in addition to the closure.

This was done with the understanding that if the permanent closure is to go ahead it will be in a form different to the current closure and would include feedback provided by the informal consultation.

A copy of the questions can be found in the posted questionnaire in Appendix A. Final questions included:

1. *What is your reason for coming to the town centre?*

2. *How do you travel to the current town centre road closure area?*
3. *How often do you visit the town centre?*
4. *Do you consider that you have a disability?*
5. *What comments positive or negative, do you wish to make about the current temporary road closures within the town centre?*
6. *Do you think there is a noticeable improvement to air quality, noise reduction and / or personal safety during the road closures?*
7. *When thinking about the core town centre area what is important to you?*
8. *What impacts positive or negative, do you feel the permanent town centre road closures will have on local businesses?*
9. *If we were to consider implementing permanent road closures within the town centre which of the following additional controls would you support?*
10. *If we were to consider implementing permanent road closures within the town centre what measures would you like to see introduced?*
11. *Would you support permanent town centre road closures being implemented in the future? If yes, would making these changes encourage you to walk and cycle into the town centre if a suitable scheme was brought forward?*

Questions were created focusing on asking direct, easy to understand, neutral and unbiased questions which were closed ended as much as possible while still allowing respondents space to voice their opinions and feel effectively consulted. All answers were optional and included other / please specify options to encourage all respondents to answer.

The first 4 questions were tick box, introduction questions that are easy for respondents to answer without being too sensitive. Questions such as age and gender were avoided however question 4 on disability was maintained as it is key to the outcome of the survey.

Questions 6, 7, 9 and 10 focus on improvements that could make the permanent road closure more acceptable. These questions have been seen to create a slight bias towards the closure, however as the response will inform future proposals if the scheme goes ahead this was seen as acceptable. The questions were framed as neutral as possible and the answers are to be analysed with this understanding.

Question 5, and 8 are balanced open-ended questions that provide respondents an opportunity to voice their opinions. These two questions focused on impacts of the closure in general and from a business perspective, asking respondents to provide both positive and negative impacts they have observed. While both sides have been asked to encourage a balanced answer, the opportunity to ignore this question or only provide half an answer is accepted. Splitting these two questions up into several different questions was considered, however they have been kept as open-ended questions to keep the length of the survey at 4 pages and keep the completion time under 5 minutes, to avoid survey fatigue, avoiding data from being compromised.

Question 11 is the final and overarching question to find out if the respondents would support the road closure becoming permanent.

Supporting Letter and Sketch

As well as the questionnaire, a letter and a sketch of the proposed closure was also provided to stakeholders.

Care was taken to frame the letter in a neutral tone and clearly express the goal of the survey. The letter included background on the temporary road closures to date, an overview

of SBC's vision for Sittingbourne Town Centre and what the survey will be used for, as well as instructions on how to fill out the questionnaire.

As mentioned, the sketch is based on the existing closure with little or no supplementary changes. A copy of the sketch can be found in Appendix B.

Additions within the sketch included:

- Identify opportunities for improved cycling infrastructure / storage at strategic points throughout the town centre
- Identify opportunities for enhanced desired routes into / out of town centre
- Improvements to street furniture and signage along full length of the high street, including, repairs / replacement, painting and decluttering
- Work with local businesses for public art enhancements
- Maintain taxi bays and on-street parking
- Existing uncontrolled crossing point with tactile provision to aid visually impaired
- Improvements to footpaths for smooth step free access, especially from disabled car parks

Informal Consultation Activity

Consultation took place as a posted, online and on-street survey from 21st May – 14th June 2021.

Posted Questionnaires

Questionnaires with the supporting letter and sketch were sent out to a total of 80 addresses by Royal Mail, all within the town centre closure areas on 21st May to arrive on the 24th May 2021. A copy of the posted letters and sketch, as agreed with SBC can be found in Appendix A. The mailing list, which was provided by SBC can be found in Appendix C.

All letters included a free postal return envelope to SBC for collection. Completed questionnaires were requested to be returned to SBC prior to the 14th June 2021.

Online Survey

A version of the questionnaire was created by SBC and hosted on Survey Monkey. It was live between 21st May and midnight on the 14th June 2021 and could be found by a link on the SBC website: <https://swale.gov.uk/news-and-your-council/consultations>. A copy of the same sketch and letter from the posted questionnaire was included on the SBC website, to ensure a consistent message. SBC advertised this survey through a press release, SBC social media and also by the Sittingbourne Town Council, and local Councillors.

While based off the survey there were a few differences in how the questions could be answered due to the website set up. This included the change in questions 6 and 7 from a tick box to a freeform text question where respondents had to write out their answers in full if they wanted to answer with more than one option. This has been considered in the analysis of the survey results, however it was not possible to analyse how exactly this impacted how respondents have answered.

Town Centre Ambassador/ On-Street Surveys

On Friday 11th June a Swale Town Centre Ambassador spent the day walking the town centre, collecting feedback within Sittingbourne. The same documentation from the posted questionnaires was used.

This was done in addition to the posted questionnaire and online survey to encourage a response from users of the town centre who may not have received a letter and wanted to fill out a paper response.

3. Analysis

Methodology

Response Collection and Collation

All questionnaire responses were collected by SBC, and forwarded or posted on to AECOM for review and analysis:

- Online responses were received from SBC on 1st June and 15th June 2021 in excel format
- Posted letters were received from SBC on 15th June and 23rd June 2021, which were then scanned and input into an excel format
- On-Street surveys were received from SBC on 16th June 2021, and similarly were then scanned and input into an excel format

Information collected from the returned letters, online responses and on-street surveys have been combined into one excel document with a specific ID allocated for each response. There was a total of 323 responses, of which 299 were online responses, 8 mail responses and 16 on-street responses. Out of the 80 posted letters only 8 were returned with an 10% response rate. The actual response rate could however be higher as respondents may have completed their response using a different method.

Response Analysis

- All questions have been analysed individually to reduce bias
- Where no answer is provided for a particular question, “no comment” has been selected as a response
- Where an IP address has come up twice in online surveys answers have been checked for duplication. Out of 299 online responses there were 10 times where an IP address came up twice. No responses were discarded for being a duplicate

Tick Box Questions:

- Where an answer has a tick box format (questions include 1, 2, 3, 4, 6, 7, 9, and 11) these questions have been analysed on frequency
- Where respondents have answered “other” these have been converted into the original categories, additional categories created or in other cases left as is depending on the answer provided

Freeform Text Questions:

- Where an answer has freeform text (questions include 5, 8 and 10) a series of themes have been identified
- These themes have evolved from a series of expected answers to a unique set of themes based on the responses from the town centre. Expected themes included
 - Safety
 - More space
 - Outdoor seating
 - More pleasant environment
 - Improved Air / Noise quality
 - Disabled access
 - Deliveries
 - Loss of footfall
 - Parking
 - Policing of Closure

Results

The results of the questionnaire can be found below, with a bar graph or table summarising responses received for each question. The full comments and responses can be found within the Survey Results included in Appendix D. Key findings have been outlined below and summarised in the discussion section.

All percentages provided in the results below are per response, unless stated otherwise. This is due to some answers having more than one response. For example, for question 1 there is a total Swale resident response 76% per answer (of 361 responses) or 85% per respondent (of 323 respondents). Percentages per respondent can be found in Appendix D. Where questions have two parts an “a” and “b” have been provided.

Question 1 – Question 4

As shown in Question 1: Table 1 majority of the respondents answered that they were a Swale resident with 76% of responses. Only 6% of responses were from a town centre business. 18 respondents ticked more than one answer with the most common answer being yes to being a swale resident, being a visitor and using professional services.

55% of the responses were that the respondents travelled to the town centre via car and 34% of responses were that the respondents travelled on foot as shown in Question 2: Table 2. It is worth noting that the representation of those who travel by car could be higher than normal due to Covid-19 restrictions.

Question 3: Table 3 outlines the frequency of travel to the town centre. A combined 228 responses, which is 70% of all responses were that respondents frequent the town centre once a week or more. This validates that a high proportion of the respondents are speaking from their own experience of the closure.

As shown in Question 4a: Table 4, a combined 17% of the responses were that respondents consider themselves to have a disability, of which 61% have a blue badge.

For the 43 of those who specified their type of impairment (Question 4b: Table 5), 60% of the responses were that they had a physical / mobility impairment and 7% were that they preferred not to say. Majority of the feedback from the posed letters and On-Street surveys were from respondents that do not consider themselves disabled.

Question 1: Table 1 - Reason for going into the town centre

Q1. Reason for going to the town centre	Online Responses		Posted Responses		On-Street Survey	
	Count	%	Count	%	Count	%
A Swale Resident	269	90%	1	13%	5	31%
A town centre business	9	3%	4	50%	8	50%
A visitor	25	8%	0	0%	2	13%
Attending work /employment	9	3%	4	50%	3	19%
Using professional services	18	6%	0	0%	1	6%
Other	3	1%	0	0%	0	0%
Total Responses	299		8		16	

**Note respondents can have more than 1 reason to come to the town centre.*

Question 2: Table 2 - Mode of travel to the town centre

Q2. Mode of travel to the town centre	Online Responses		Posted Responses		On-Street Survey	
	Count	%	Count	%	Count	%
Car / Van	198	66%	4	50%	11	69%
On foot	117	39%	5	63%	10	63%
Mobility scooter/wheelchair	5	2%	0	0%	0	0%
Bicycle	8	3%	0	0%	0	0%
Public transport	13	4%	0	0%	2	13%
Motorcycle	2	1%	0	0%	0	0%
Other	10	3%	0	0%	0	0%
Total Responses	299		8		16	

*Note respondents can have more than 1 way to travel to town centre

Question 3: Table 3 - Frequency of travel to the town centre

Q3. Frequency of travel to the town centre	Online Responses		Posted Responses		On-Street Survey	
	Count	%	Count	%	Count	%
4-7 days a week	57	19%	6	75%	14	13%
1-3 days a week	148	49%	1	13%	2	88%
Every second week	41	14%	0	0%	0	0%
Once a month	21	7%	0	0%	0	0%
Rarely/not often	32	11%	0	0%	0	0%
Other	0	0%	0	0%	0	0%
Total Responses	299		8		16	

Question 4a: Table 4 - Do you consider that you have a disability?

Q4a. Do you consider that you have a disability?	Online Responses		Posted Responses		On-Street Survey	
	Count	%	Count	%	Count	%
No	236	79%	7	88%	15	94%
Prefer not to say	10	3%	0	0%	0	0%
Yes, I do not have a blue badge	20	7%	0	0%	1	6%
Yes, I have a blue badge	20	7%	0	0%	0	0%
Total Responses	299		8		16	

*Where no comment was provided, it was assumed the respondent preferred not to say.

Question 4b: Table 5 - Type of impairment

Q4b. Type of impairment	Online	Posted	Street
Autism	1	0	0
COPD	1	0	0
Don't meet the requirements for a Blue badge due to variable health issues, but capable of walking a bit further. The system is too much yes/no	1	0	0
Elderly people having to walk further. Harder to carry shopping to car which is parked further away. Harder to find a parking space	0	0	1
Fibromyalgia causing mobility issues due to widespread pain.	1	0	0
I am a carer for a disabled person.	2	0	0
I am registered severely sight impaired and use a mobility scooter.	1	0	0
I am replying about taking my relative who has a blue badge, I often accompany to the town centre which he *absolutely loves" doing!	1	0	0

I am unable to carry heavy or bulky shopping.	1	0	0
I cannot walk far carrying items	1	0	0
Mental health, heart disease	1	0	0
Mobility and pain	1	0	0
Physical / Mobility	26	0	0
Physical / mobility, Learning Disorder	0	0	1
Prefer not to say	3	0	
Total Responses	41	0	2

**Note: Some respondents answered "no" to having a disability but have stated they have some type of impairment.*

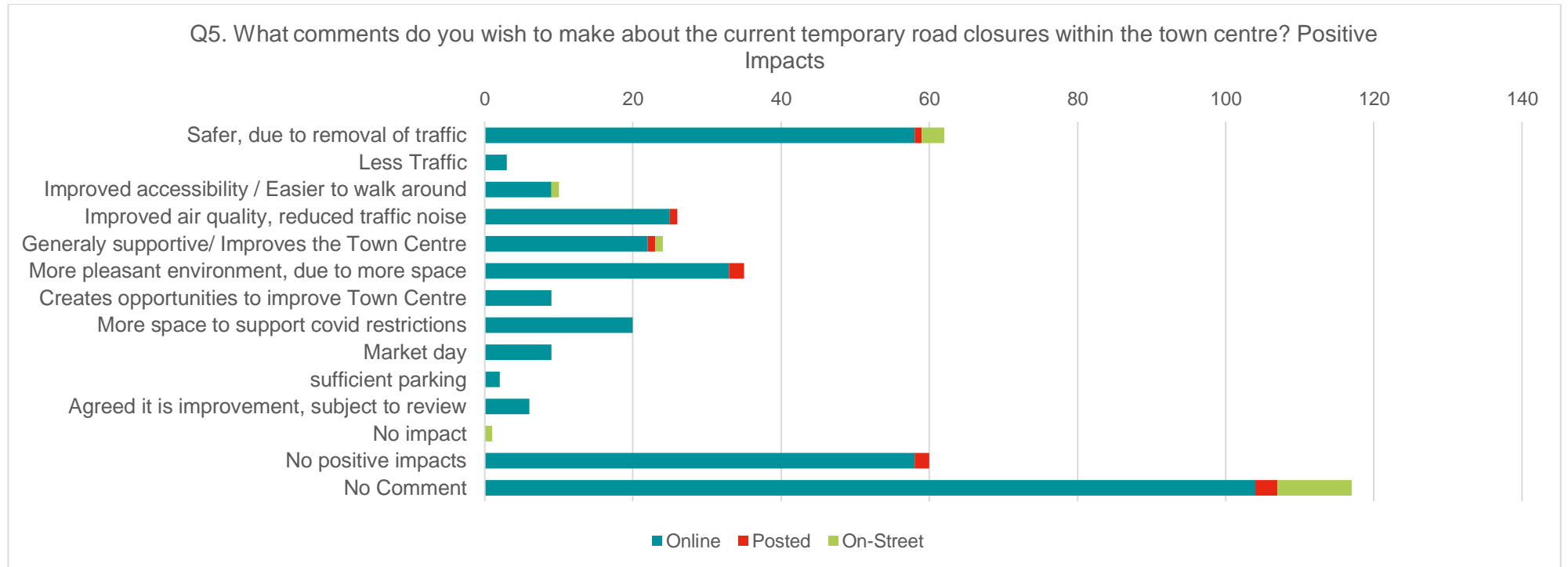
Question 5

Since question 5 has been analysed by themes and points allocated to each theme mentioned it is worth noting the numbers where no response, or where "no impacts" was the response as these only had one point allocated.

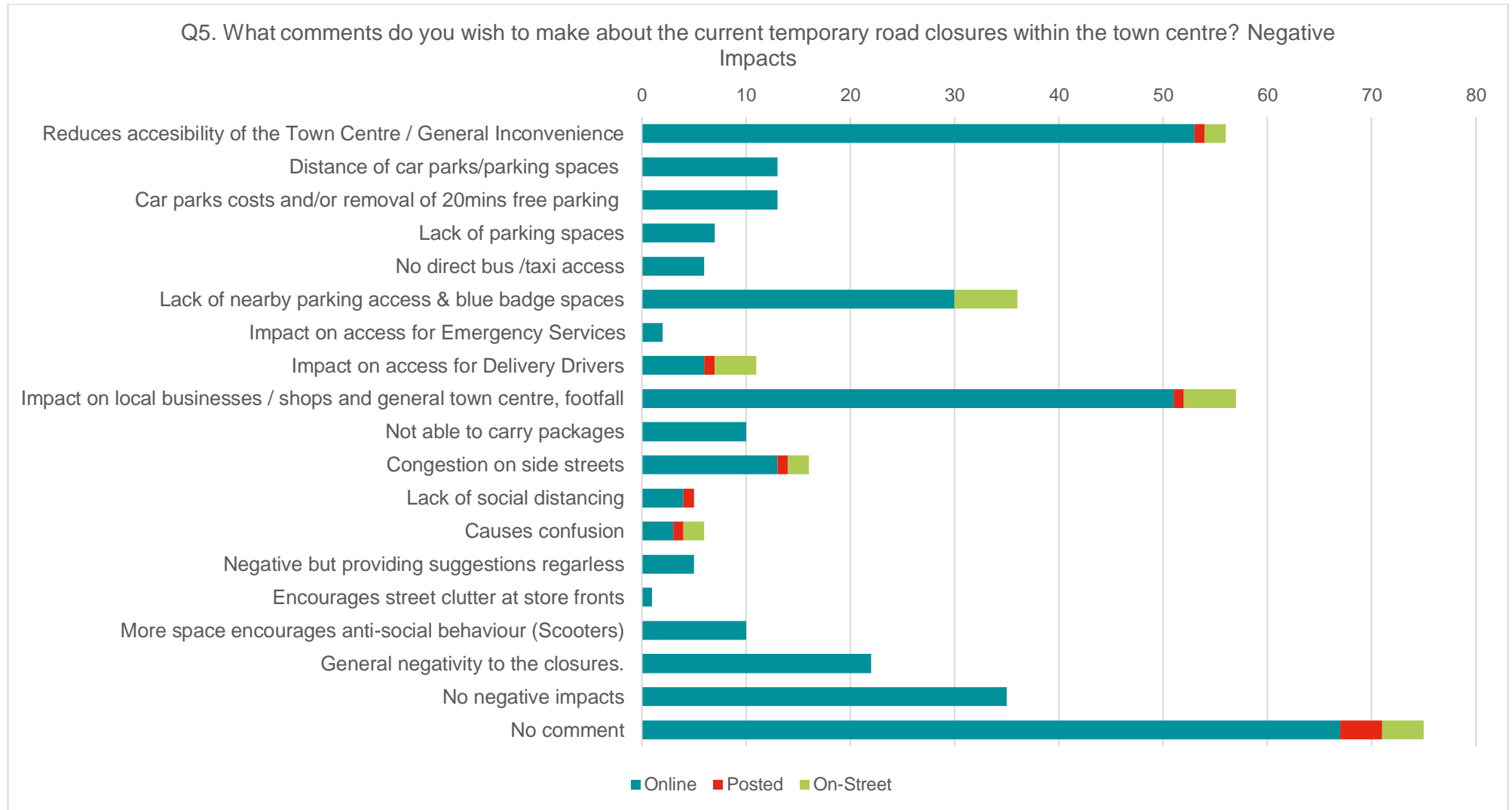
As shown in Question 5a: Figure 2, 36% of all respondents did not provide a response to the positive question 5 text box and 19% said that there were no positive impacts. In comparison Question 5b: Figure 3, shows 23% of respondents did not provide a response to the negative text box and 11% said there were no negatives. This suggests that more respondents' have negative comments than positive comments with 45% having something positive to say while 66% having negative responses.

The most common positive aspects of the closure are perceived to be the increased safety at 16% of responses and a more pleasant environment at 9% of responses (Question 5a: Figure 2).

The most common negative aspects of the current closure are perceived to be the impact on local businesses and reduced footfall at 15% and general reduced convenience at 15% (Question 5b: Figure 3).



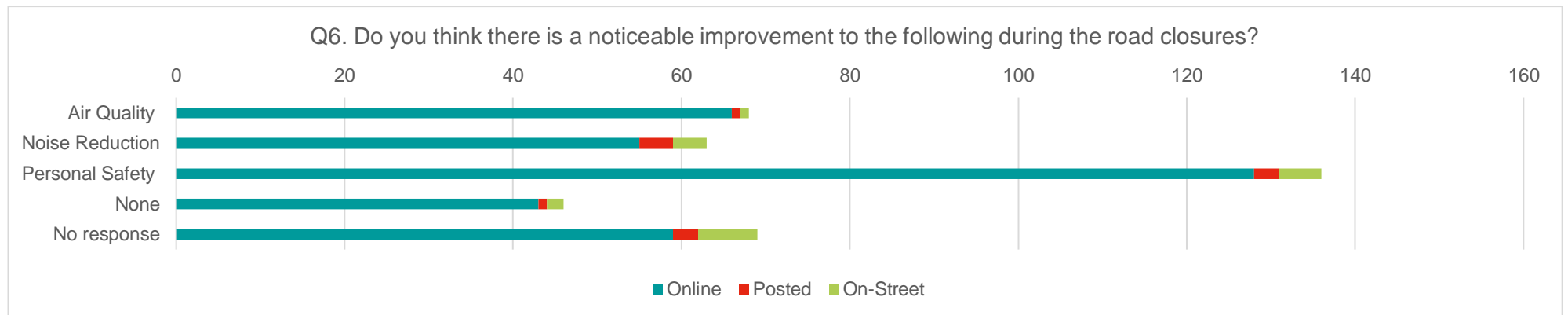
Question 5a: Figure 2 - Positive comments on the current temporary road closure



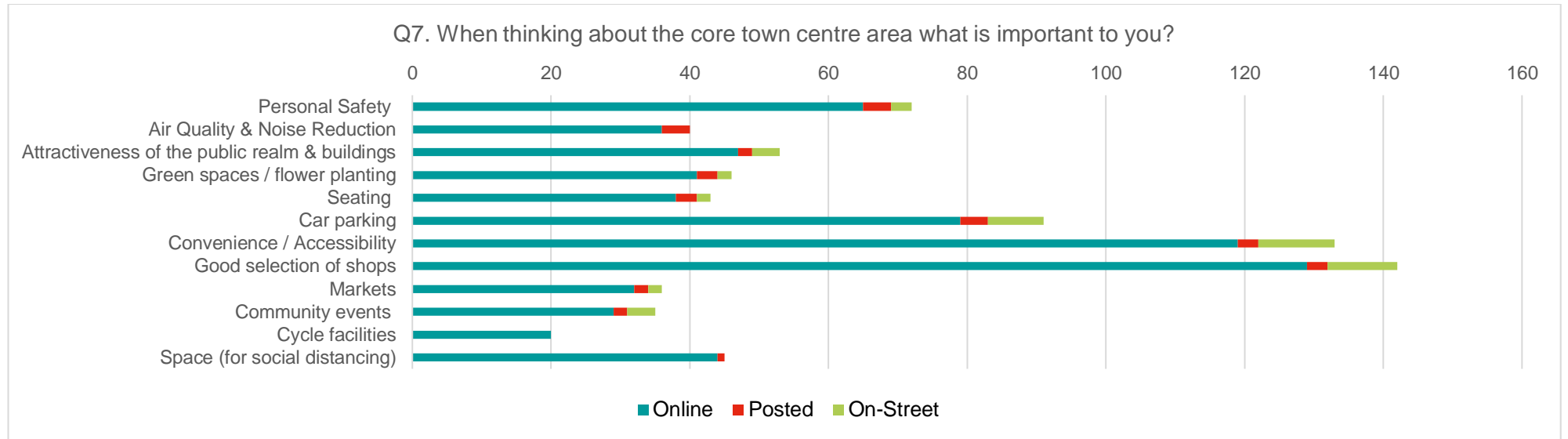
Question 5b: Figure 3 - Negative comments on the current temporary road closure

Question 6 and Question 7

As per question 5, Question 6: Figure 4 shows most people felt that the current road closure had a noticeable improvement in personal safety with 36% of responses. 12% of responses were none and 18% had no answer. Question 7: Figure 5 shows that respondents are most interested in convenience at 17% of all responses and a good selection of shops at 18%.



Question 6: Figure 4 - Improvements due to the current temporary road closure



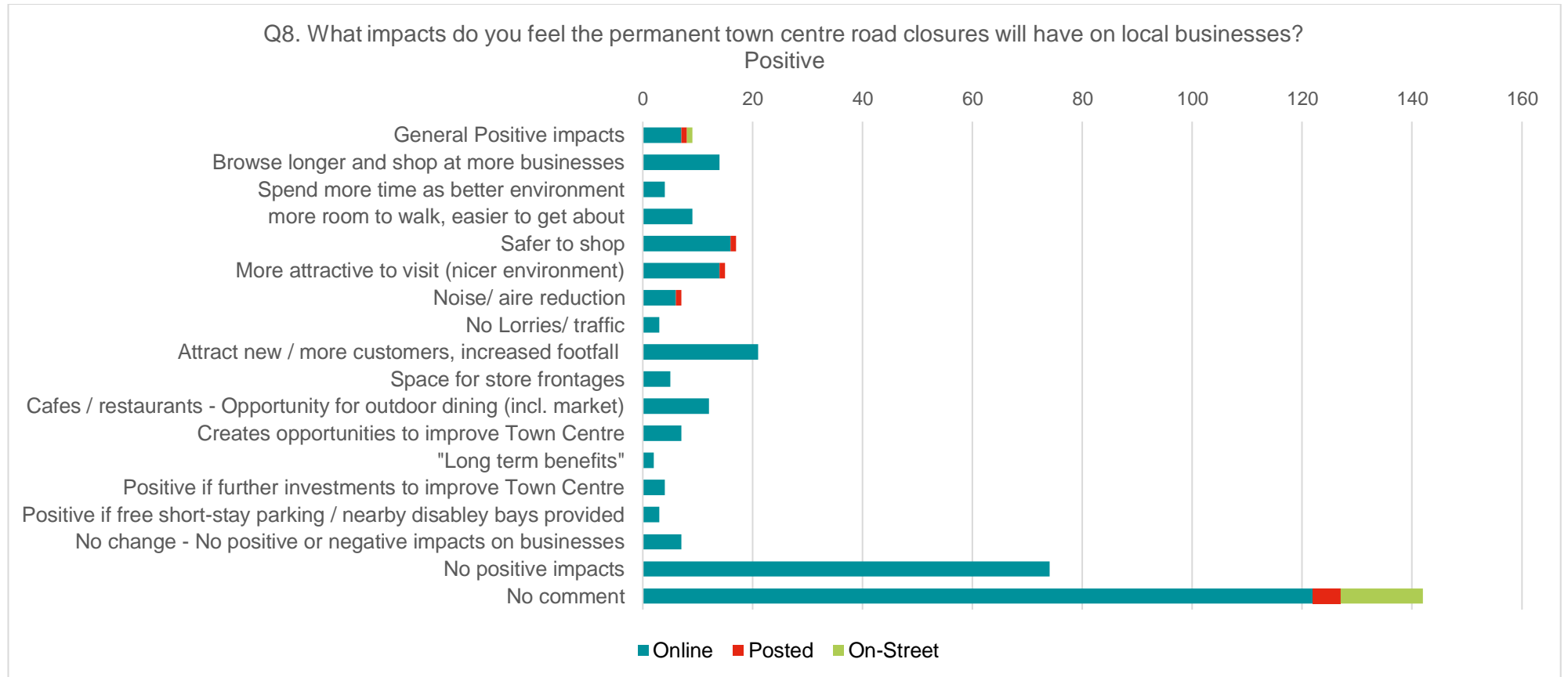
Question 7: Figure 5 - Important aspects relating to town centres

Question 8

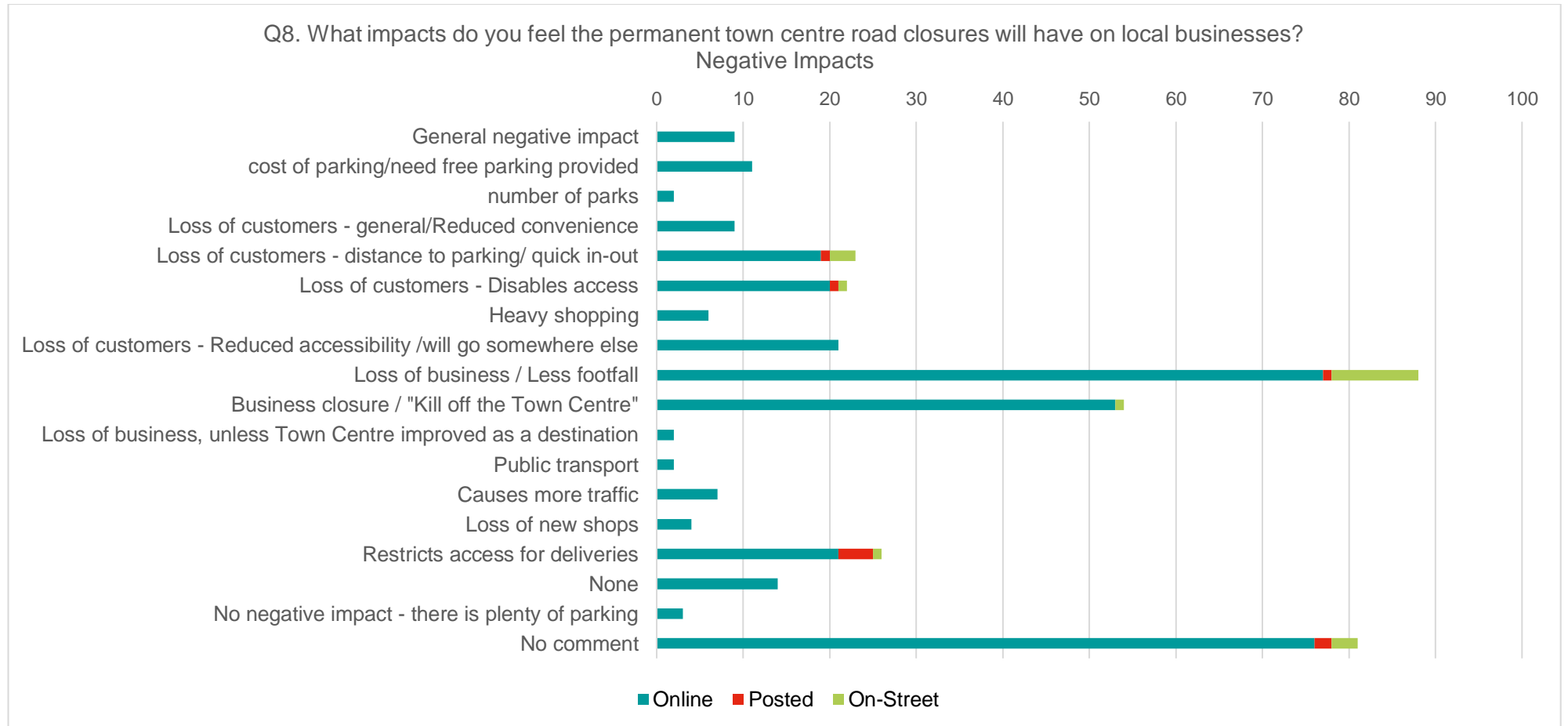
Similar to question 5, question 8 has also been analysed by themes and points allocated respectively. As shown in Question 8a: Figure 6, 44% of all respondents didn't provide a response to the positive question 5 text box, 2% said no impact and 23% said that there were no positive impacts. In comparison Question 8b: Figure 7, shows 25% of respondents didn't provide a response to the negative text box and 4% said there were no negatives.

The most common positive aspect of the closure on business were comments on Attracting new / more customers, increased footfall at 6% of responses (Question 8a: Figure 6).

The most common negative aspects of the current closure are perceived to be the loss of business/footfall (23% of responses), business closure (14% of responses), and reduced access for deliveries (7% of responses). (Question 8b: Figure 7).



Question 8a: Figure 6 - Positive impacts of the current temporary road closure on local business



Question 8b: Figure 7 - Negative impacts of the current temporary road closure on local business

Question 9 and Question 10

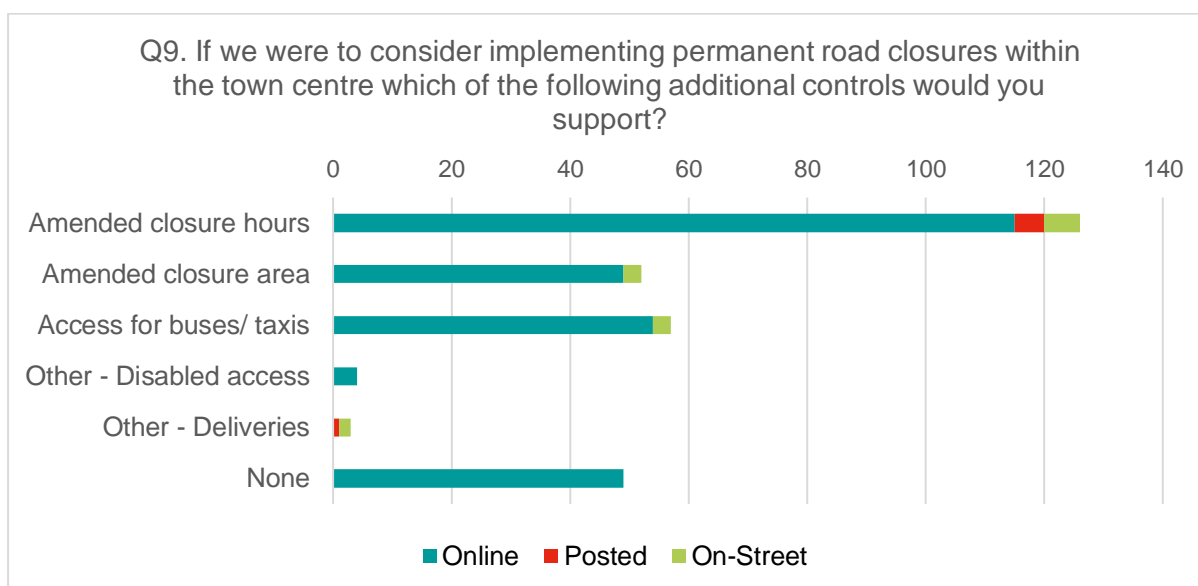
The most common additional control which was supported by 35% of responses is amended closure hours. Below are the suggested changes to hours in Question 9b: Table 6 below and changes to extents in Question 9c: Table 7.

Of those that specified more information, 26 respondents want the closure to close earlier and open later than the current TTRO. 14 respondents said that they wanted the closure only on weekends or only on market days.

6 respondents wanted to increase the closure to Bell Road.

As shown in Question 10: Figure 9, excluding the No comment and Negative feedback which comes to a combined 52% of responses, the top measures suggested to improve the permanent closures included:

1. More disabled parking bays (3%)
2. Disabled Access (5%)
3. Free short stay parking (20-30min) (4%)
4. Free parking - long stay / length not stated (3%)



Question 9a: Figure 8 – Controls that would be supported if road closures were to be implemented

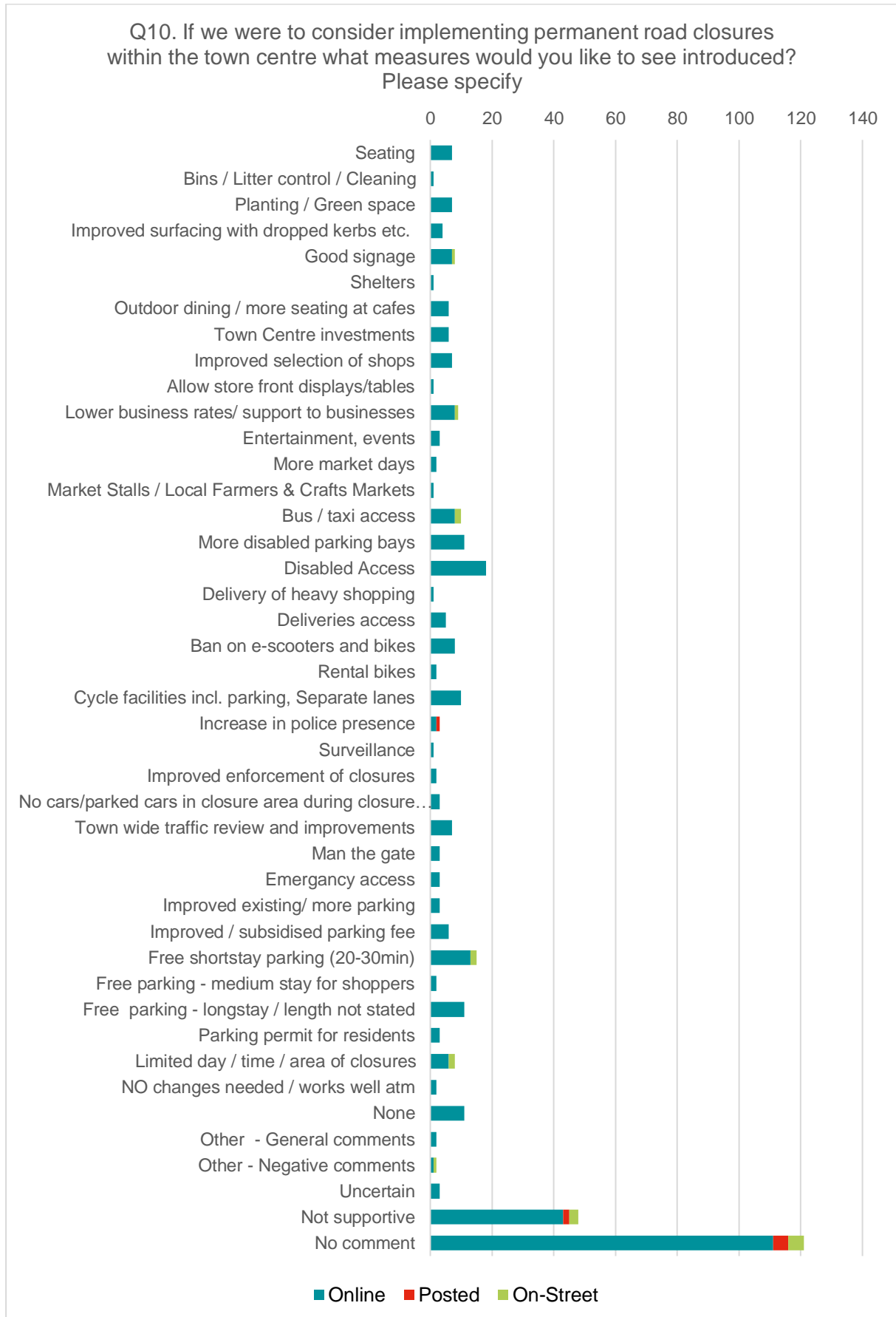
Question 9b: Table 6 - Amended closure hours

Amended closure hours	Online Count	Posted Count	On-Street Count
24 hours	16	0	1
10am to 4pm	21	4	2
Other:			
8am to 5pm	1	0	0
8am to 6pm	1	0	0
8am to 8pm seven days a week	1	0	0
9am to 11pm	1	0	0
9am to 12pm	1	0	0

9am to 4pm	1	0	0
9am to 5pm	4	0	0
9am to 5.30pm	1	0	0
9am to 6pm	1	0	0
10am to 10pm	2	0	0
10am to 2pm	3	0	0
10am to 3pm	3	0	0
10am to 4pm, market day only	1	0	0
10am to 4pm, Sat Sun Mon	1	0	0
10am to 5pm	1	0	0
10am to 5pm, Saturdays only	1	0	0
10am to 6pm	1	0	0
10am to 7pm	1	0	0
10am to 10pm, 7 days per week	1	0	0
10am to 12pm	1	0	0
10:30am to 3:30pm	1	0	0
After 11am	1	0	0
11am to 3pm	1	0	0
11am to 4.30pm	1	0	0
12pm to 3pm	1	0	0
6pm to 6am	1	0	0
Closed during main shopping times	1	0	0
During day	1	0	0
Market day only	5	0	0
Open at peak times	0	0	1
Saturday only	0	0	1
Saturdays only	4	0	0
Shorter hours	1	0	0
Weekends	0	0	1
Friday 8am to 4pm and Saturday 9am to 4pm	1	0	0
Total Responses	85	4	6

Question 9c: Table 7 - Amended closure area

Amended closure area	Online Count	Posted Count	On-Street Count
From Park Road to Bell Road	3	0	0
Extend current to junction of High Street and Bell Road	3	0	0
Total Responses	6	0	0



Question 10: Figure 9 - Proposed changes for the town centre closure

Question 11

To conclude the questionnaire Question 11a: Table 8 show that a total 39% of respondents state that they would support future implementation, 59% state no and 2% did not provided a response.

Of those that said yes; 62 or 48% said that they would be encouraged to walk or cycle to the town centre (Question 11b: Table 9).

Question 11a: Table 8 - Support for permanent road closures being implemented in the future

Would you support permanent road closures being implemented in the future?	Online		Posted		On-Street	
	Count	%	Count	%	Count	%
Yes	120	40%	3	38%	2	13%
No	174	58%	4	50%	13	81%
No comment	5	2%	0	0%	1	6%
Total Responses	299		8		16	

Question 11b: Table 9 - Impact on active modes of transport

If yes, would this encourage you to walk and cycle to the town centre?	Online		Posted		On-Street	
	Count	%	Count	%	Count	%
Yes	59	20%	2	25%	1	6%
Maybe	1	0%	0	0%	0	0%
Already Walk/Cycle	8	3%	0	0%	0	0%
No	20	7%	2	25%	4	25%
No comment	32	11%	0	0%	0	0%
Total Responses	299		8		16	

**Note: Some respondents answered to part 1 of the question and also marked an answer to Part 2. Only those answering Yes in Part 1 are summarised in the results.*

4. Discussion

Limitations

While the utmost has been done to minimise the limitations of this survey there are still some that need to be mentioned.

Due to the one-off nature of the survey, any benefits or disbenefits due to the temporary road closure for the last year could not be quantified. It is also worth noting that the data collected is impacted by the current Covid-19 pandemic and it is expected that the results could be affected by this. If a similar survey exists from before Covid-19 similarities and differences should be examined and if the road closure is to continue a second survey is suggested.

It is difficult to confirm if an opinion is that individual's opinion or if it is the opinion of a few outspoken members in the community. Each response has to be assumed to be independent for any true conclusions to be gathered.

It is difficult to confirm if having to answer question 6 and question 7 as a freeform text question instead of a tick box question on the online survey effected response rate. There is the possibility it may have discouraged respondents from answering the question accurately.

Additional Material for Analysis

Additional material, which was submitted to SBC in response to the informal consultation was provided to AECOM to review and has been considered in the analysis of the informal consultation. The Sittingbourne Society submitted a letter regarding the Town centre closure. this letter is attached in Appendix D. The society is a civic amenity society for the promotion and preservation of Sittingbourne, with an interest in the environment of the Town. It is uncertain how many people this society represents.

The Sittingbourne Society letter provides a general agreement with the road closures as they currently stand however, they do state that there are issues that still need to be resolved regarding disabled access and deliveries. This letter differs from the majority of questionnaire responses in that it supports the closure, however similar concerns are raised in regards to the main issues that the closure causes.

Environmental Impacts of Pedestrianisation

Noise and Air Quality Impacts

Noise and air pollution from road traffic impact personal health and wellbeing in many ways. There is an increasing body of research linking prolonged exposure to transport noise to health impacts. A major impact of noise is sleep disturbance and disrupted sleep has been linked to effects on cardiac health. A number of reports have made direct links between transport noise and cardiac health¹. Poor air quality is the largest environmental risk to public health in the UK, as long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy².

In general, pedestrianisation creates improvements to noise and air quality where the roads are closed, however it can also create increases in air pollution and noise elsewhere, due to traffic diversions outside of the road closure.

¹ Environmental Protection UK - <https://www.environmental-protection.org.uk/policy-areas/noise/noise-health/>

² <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

The overall impact on air quality and noise of a road closure is dependent on the existing diversion route as well as comparative traffic volumes and traffic speeds. There are no existing Air Quality Management Areas or Noise Important Areas in Sittingbourne Town Centre so while there is a case for the air pollution and noise being reduced it is worth noting that existing air quality and noise in the town centre are within acceptable limits^{3&4}.

It is worth noting however, that feedback from question 6 of the questionnaire received a 18% response rate to noticeable improvement in air quality and 16% response rate to noticeable improvement to noise reduction during the road closure period, and question 7 had a 5% response rate to if air and noise reduction is important to a respondent.

Climate-Change and Net Zero

The pedestrianisation of Sittingbourne Town Centre could help SBC in its goals for meeting the target of carbon neutrality by 2030 by helping improve facilities and incentives for walking and cycling. This is supported by the results in Question 11b: Table 9, with 48% of respondents who supported the road closure saying that they would be encouraged to walk or cycle to the town centre.

Opportunities

The pedestrianisation of Sittingbourne Town Centre creates an opportunity to add trees and plants to the street. There is a potential to install Green Walls, otherwise referred to as 'Living Walls' or 'Vertical Greening Systems'. These are building facades, or other internal and external walls, that have been partially or completely covered with vegetation. Green Walls are often constructed using modular panels or a trellis-type system, with most featuring an in-built water delivery system. The main benefits associated with the walls include:

- Enhanced biodiversity
- Reduced risk of flooding (via the absorption of rainfall)
- Improved thermal performance of buildings
- Reduction of noise within buildings
- Reduction in local air pollution (in particular NO₂ and PM₁₀)
- Improved visual attractiveness of an area

Summary and Further Analysis

The permanent pedestrianisation of Sittingbourne Town Centre will help improve air quality and reduce noise pollution by removing traffic pollution from the immediate town centre, and could help SBC in its target to achieve net zero. It will also help create a more relaxed environment that encourages people to linger and reduces unfair health inequalities within the town centre.

An analysis of Council monitoring of NO₂ using diffusion tubes, or modelling of air quality or noise using traffic volumes, can be undertaken in the next stage of the scheme to analyse any changes in Sittingbourne over the last year that the temporary road closures have been in place.

³ <https://uk-air.defra.gov.uk/airquality/maps/>

⁴ <http://www.extrium.co.uk/noiseviewer.html>

Economic Impacts of Pedestrianisation

As well as the potential environmental benefits mentioned above, there are also other economic benefits, including socio-economic benefits, that could come about due to pedestrianisation.

Economic benefits could come about through:

- Footfall and dwell time increase leading to potential spend increase within the town centre (much of this will be redistribution). This would support the hospitality sector in particular e.g. cafés
- Improved journey quality
- Potential to reduce crime through improved design / regeneration of public realm, and security by design
- Potential to realise accessibility and inclusivity benefits

It is worth noting that questionnaire responses to question 5 and 8, include a positive response to the closure that it creates an opportunity to improve the town centre, including markets, outdoor seating and events that would further help the local economy and attract new visitors. This was also reflected in question 7 and question 10.

Pedestrianisation is on the rise, as policy makers and urban planners seek to regenerate and attract investment to towns. Good quality urban design is needed as part of this. It supports active travel provision and helps to tackle local environmental issues which face most urban areas as well as creating an identify of place which can improve the overall retail experience and enhance footfall. The Figure below from Soni, Nikhil & Soni, Neetishree. (2016)⁵ suggests a full list of possible benefits from pedestrianisation.

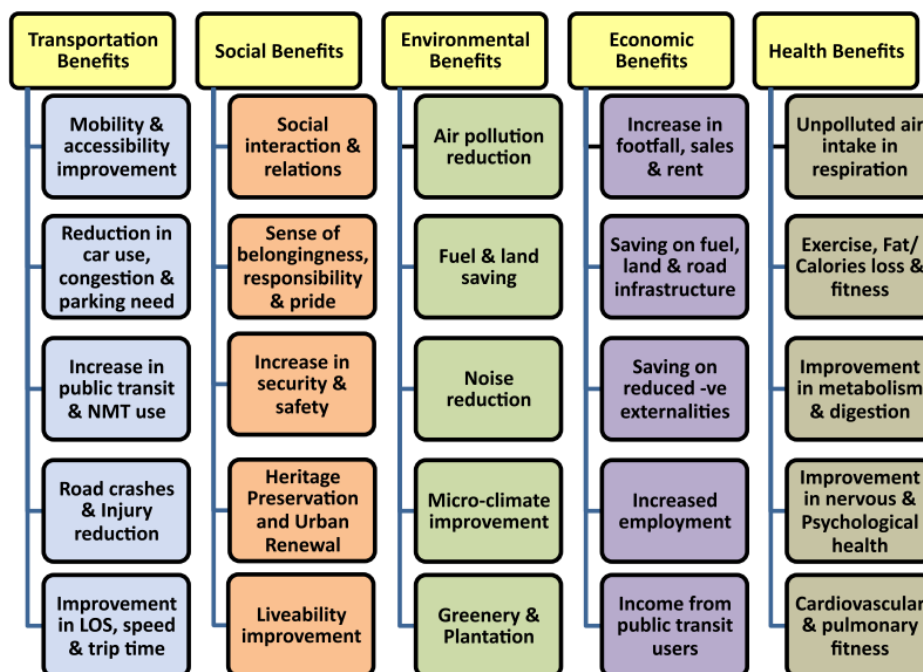


Fig. 5. Summary of Pedestrianization Benefit.

Figure 10 - Economic benefits of pedestrianisation (source: Soni, Nikhil & Soni, Neetishree. (2016).)

⁵ Soni, Nikhil & Soni, Neetishree. (2016). Benefits of pedestrianization and warrants to pedestrianize an area. Land Use Policy. 57. 139-150. 10.1016/j.landusepol.2016.05.009.

The expectation is that any benefit would be very localised to the town centre, some of which being derived through the improvement of place, e.g. attracting further investment and gentrification.

To quantify benefits there are some benchmarks and tools such as DfT's Active Mode Appraisal Toolkit (AMAT) that could be used in the next stage. AMAT can monetise benefits from active travel, including accidents, air quality, noise, greenhouse gases, health benefits, journey ambience. Other information such as carpark numbers, footfall or shop spends could also be monitored over a period of time and used to create an economic case.

5. Summary

The key outcomes from the informal consultation are shown in table 10 below:

Table 10: Sittingbourne key outcomes

Key Outcomes	Reference				
<ul style="list-style-type: none"> Out of 322 responses 39% were in support of the closure and 59% were against the closure 	Question 11a: Table 8				
<ul style="list-style-type: none"> 76% of responses were residents and 6% businesses 	Question 1: Table 1				
<ul style="list-style-type: none"> 17% of responses consider themselves to have a disability 	Question 4a: Table 4				
<ul style="list-style-type: none"> 45% of respondents had something positive to say while 66% had negative responses <table border="1" data-bbox="231 907 1161 1160"> <thead> <tr> <th>Key reasons raised in support of the closure included:</th> <th>Key reasons raised against the closure included:</th> </tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> + Safer, due to removal of traffic (16%) + More pleasant environment, due to more space (9%) </td> <td> <ul style="list-style-type: none"> - Reduces accessibility / General Inconvenience (15%) - Impact on local businesses / shops and general town centre, footfall (15%) </td> </tr> </tbody> </table>	Key reasons raised in support of the closure included:	Key reasons raised against the closure included:	<ul style="list-style-type: none"> + Safer, due to removal of traffic (16%) + More pleasant environment, due to more space (9%) 	<ul style="list-style-type: none"> - Reduces accessibility / General Inconvenience (15%) - Impact on local businesses / shops and general town centre, footfall (15%) 	Question 5a: Figure 2 & Question 5b: Figure 3
Key reasons raised in support of the closure included:	Key reasons raised against the closure included:				
<ul style="list-style-type: none"> + Safer, due to removal of traffic (16%) + More pleasant environment, due to more space (9%) 	<ul style="list-style-type: none"> - Reduces accessibility / General Inconvenience (15%) - Impact on local businesses / shops and general town centre, footfall (15%) 				
<ul style="list-style-type: none"> The key suggestions from the questionnaire for additional controls to the permanent closures, should it be implemented permanently was amending the closure hours 	Question 9a: Figure 8				
<ul style="list-style-type: none"> Key suggestions to improve the permanent closures, should they be implemented permanently included <ol style="list-style-type: none"> Disabled Access (3% and 5%) Free parking (20-30min) (4% and 3%) 	Question 10: Figure 9				

The permanent pedestrianisation of Sittingbourne Town Centre could help improve the environment by removing traffic pollution from the immediate town centre. It will also help provide socio-economic benefits in the town centre by creating a more relaxed shopping environment that encourages people spend time and to within the town centre.

To further progress the project and to ensure that a robust case can be made for any economic and environmental benefits of pedestrianisation, it is recommended that the following should be undertaken:

- Informal consultation using a proposal that considers the key outcomes from the informal consultation
- An analysis of Council monitoring of NO2 using diffusion tubes, or modelling of air quality or noise using traffic volumes
- Quantifying economic benefits using AMAT or similar.

Appendix A Posted Questionnaire

Our Vision

We want Sittingbourne to be a lively and accessible town centre which maintains its good offer of local businesses and shops for the community. A town centre that maximizes the potential of its rich heritage, with a range of attractions.



FUTURE

A town centre that showcases the unique character of local neighborhoods and strengthening connections.

We want to ensure that we enhance the offering now and for the future, providing a platform for sustainable growth and creating new opportunities for businesses and the local community.



TOGETHER

A vibrant inclusive neighborhood in which people of all ages and backgrounds are proud to visit, live and work.

Creating spaces and attractions for the community and visitors to enjoy and catering for all user groups including disability needs.



GREENER

A green, clean destination across the town centre. A town centre that will be a place to explore and experience rather than to simply pass through.

To enhance the environment and offering for users, we want to create an opportunity to identify potential new Green Spaces or modify existing ones.



SWALE TOWN CENTRE ROAD CLOSURES

INFORMAL CONSULTATION

Date of Issue: **21/05/2021**



Temporary road closures were arranged in Sittingbourne, Sheerness and Faversham town centres in early July 2020 to assist with the necessary social distancing measures resulting from COVID-19. While regular feedback has been obtained relating to the temporary road closures through Swale Borough Council's Marshalls and High Street Ambassadors we now wish to seek your views on making this a permanent solution with permanent town centre road closures introduced after the existing temporary road closure orders expire in January 2022.

The permanent town centre road closures will better enable Swale to meet its vision of having more thriving town centres with a vibrant business community and an attractive town centre environment, increased footfall, more on-street events, all appealing to a more diverse community. This will supplement the existing town centre public realm improvement programme that is currently ongoing in the town centres. This includes additional street cleansing, bench refurbishment, wayfinding signage enhancements, painting of assets including lighting columns, posts, bollards, railings, more dropped kerbs and disabled parking.

Let us know your views

This is an informal consultation exercise designed to seek your views. Your response to the questionnaire will help to make an informed decision on how to proceed in the best interests of the local community. The decision on whether or not to proceed with the next step, which would involve a statutory consultation on proposals, will be subject to the responses received during this consultation.

Instruction for filling out the informal consultation questionnaire.

The council expects to receive a large number of returns and analysing the data thoroughly will require significant resource. In order for your returned questionnaire to be included as part of the overall results, it is important that the following instructions are followed. Failure to do so may result in your views not being included.

- Please only complete one questionnaire per person per town in either paper or electronic form (via the Swale Borough Council website; <https://swale.gov.uk/news-and-your-council/consultations>). There will be a review and evaluation process in place to ensure that fraudulent and duplicate questionnaires are not included.
- Please do not create further choice categories for questions, use what is provided only. It is also important that you do not attach terms and conditions to your choice, as they cannot be considered within the analysis.
- The 'please specify' section within some questions is for you to highlight anything of importance, relevant to that specific question only.
- Your reply must be received by the date specified within this letter/questionnaire. Late replies will not be included in the results.

We regret that due to the number of responses received during an informal consultation, it will not be possible to reply to each respondent. We welcome your comments, which will be noted and included within the proposed measure where appropriate.

What happens next?

The results of the consultation along with officers' recommendations will be presented to the Cabinet Member for Property and Economy and shared with Swale/KCC Joint Transportation Board.

Based on this consultation feedback, the Council may consider the following for each town centre:

- Not to pursue permanent road closures
- To proceed to a 21day statutory consultation prior to possible implementation.

SITTINGBOURNE TOWN CENTRE

Please complete this questionnaire, tick the appropriate boxes and return it by FREE POST
to the address provided by **14 June 2021.**

Question 1: Reason for coming to the town centre? Are you:

- A Swale resident
- A town centre business
- A visitor (for leisure, and or shopping)
- Attending work/employment
- Using professional services (e.g. a bank, Health/NHS etc.)
- Other, please specify

Question 2: How do you travel to the current town centre road closure area?

Please tick all that apply

- | | |
|--|--|
| <input type="checkbox"/> On foot | <input type="checkbox"/> Public Transport (Bus and/or Train) |
| <input type="checkbox"/> Mobility scooter/wheelchair | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Bicycle | <input type="checkbox"/> Car |
| <input type="checkbox"/> Other, please specify | |

Question 3: How often do you visit the town centre?

- | | | |
|--|---|--|
| <input type="checkbox"/> 1-3 days a week | <input type="checkbox"/> 4-7 days a week | <input type="checkbox"/> Every second week |
| <input type="checkbox"/> Once a month | <input type="checkbox"/> Rarely/Not Often | <input type="checkbox"/> Other, please specify |

Question 4: Do you consider that you have a disability?

- Yes, I have a blue badge
- Yes, I do not have a blue badge
- No
- Prefer not to say

Please tick the box or boxes below that best describe the nature of your impairment(s):

- Hearing / Vision
- Physical / Mobility
- Prefer not to say
- Other, please specify

Question 5: What comments do you wish to make about the current temporary road closures within the town centre? *Please specify*

Positive Impacts

Negative Impacts

Question 6: Do you think there is a noticeable improvement to the following during the road closures?
Please tick all that apply

- | | | |
|---|--|--|
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise Reduction | <input type="checkbox"/> Personal Safety |
| <input type="checkbox"/> Other (please specify) | | |

Question 7: When thinking about the core town centre area what is important to you?
Please tick all that apply

- | | |
|---|--|
| <input type="checkbox"/> Personal Safety | <input type="checkbox"/> Convenience / Accessibility |
| <input type="checkbox"/> Air Quality & Noise Reduction | <input type="checkbox"/> Good selection of shops |
| <input type="checkbox"/> Attractiveness of the public realm & buildings | <input type="checkbox"/> Markets |
| <input type="checkbox"/> Green spaces / flower planting | <input type="checkbox"/> Community events |
| <input type="checkbox"/> Seating | <input type="checkbox"/> Cycle facilities |
| <input type="checkbox"/> Car parking | <input type="checkbox"/> Space (for social distancing) |
| <input type="checkbox"/> Other (please specify) | |

Question 8: What impacts do you feel the permanent town centre road closures will have on local businesses? *Please specify*

Positive Impacts

Negative Impacts

Question 9: If we were to consider implementing permanent road closures within the town centre which of the following additional controls would you support?

Amended closure hours

If yes, please tick the box or boxes below

- Between 10am & 4pm
- 24 Hours
- Other, please specify

Amended closure area

If yes, please specify

Access for buses / taxi's

Other, please specify

Question 10: If we were to consider implementing permanent road closures within the town centre what measures would you like to see introduced? *Please specify*

Question 11: Would you support permanent town centre road closures being implemented in the future?

Yes

No

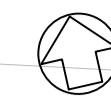
If yes, would making these changes encourage you to walk and cycle into the town centre if a suitable scheme was brought forward?

- Yes
- No

Appendix B Sketch

SITTINGBOURNE

ST MICHAEL'S ROAD



PROJECT
SWALE TOWN CENTRE ROAD CLOSURES - INFORMAL CONSULTATION

CLIENT
SWALE BOROUGH COUNCIL

Swale House, East Street
 Sittingbourne
 Kent, ME10 3HT
 01795 417850 tel
 www.swale.gov.uk

CONSULTANT

AECOM
 Sunley House, 2 Bedford Park
 Croydon, Surrey, CR0 2AP
 Tel: +44 (0)208 639 3500
 www.aecom.com

- KEY**
- CAR PARKS/PARKING BAYS
 - DISABLED (BLUE BADGE) CAR PARKS
 - BUS STOPS
 - SIGN POSTS
 - AREA OF PUBLIC REALM IMPROVEMENTS
 - EXISTING SEATING
 - EXISTING TREES
 - DESIRED ROUTES

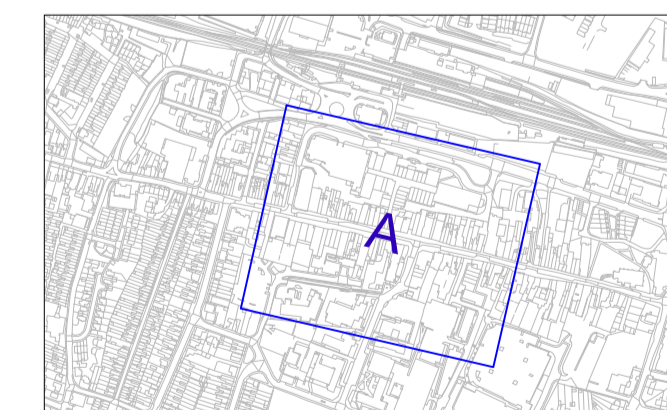
- NOTES**
- EXTENTS ARE BASED ON OS

DRAFT

ISSUE/REVISION

IR	DATE	DESCRIPTION
3	19/05/2021	Changes following Swale review
2	17/05/2021	Changes following Swale review
1	29/04/2021	First Issue

KEY PLAN



PROJECT NUMBER

60656859

SHEET TITLE

SITTINGBOURNE TOWN CENTRE ROAD CLOSURES - INFORMAL CONSULTATION

DRAWING NUMBER

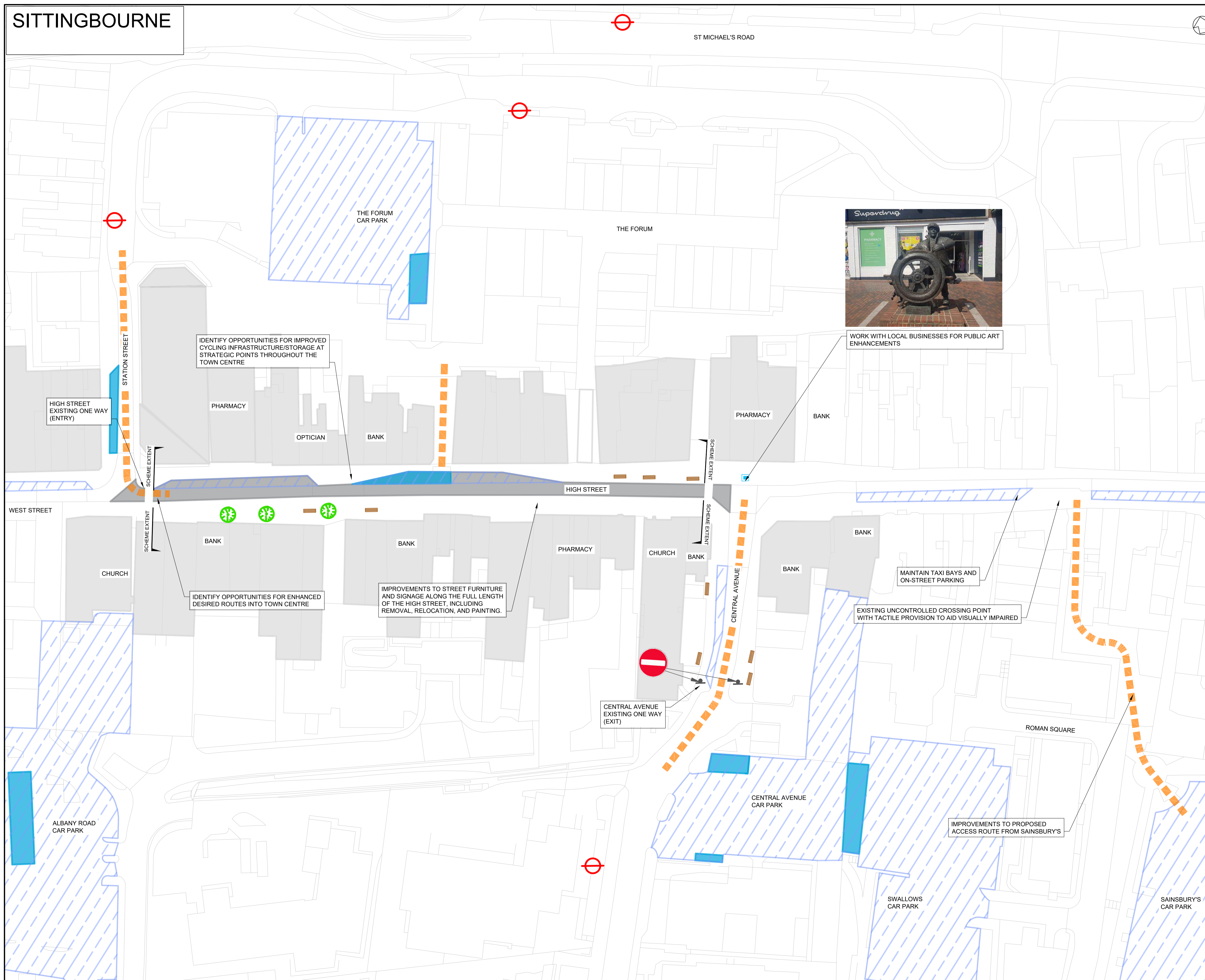
60656859-SIT-SK-001 SHEET 1 OF 1

SCALE

NOT TO SCALE

Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm

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Appendix C Mailing List

UPRN	Address Line	Class	Secondary Description	Secondary Start Number	Secondary Start Suffix	Secondary End Number
10023196193	The Crescent Hall, Central Avenue, Sittingbourne, Kent	Commercial, Community Services, Church Halls				
10023196569	Part Of First Floor, Bank Chambers, 1 Central Avenue, Sittingbourne, Kent, ME10 4BX	Commercial, Offices, Offices and Work Studios	Part Of First Floor			
10023196628	Rear Of, 112 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms	Rear Of			
10023196687	Flat 2, 116-118 High Street, Sittingbourne, Kent, ME10 4PL	Residential, Dwellings, Flat	Flat 1			
10023196688	Flat 2, 116-118 High Street, Sittingbourne, Kent, ME10 4PL	Residential, Dwellings, Flat	Flat 2			
10023196689	Flat 3, 116-118 High Street, Sittingbourne, Kent, ME10 4PL	Residential, Dwellings, Flat	Flat 3			
10023198200	War Memorial, Central Avenue, Sittingbourne, Kent, ME10 4AA	Objects of Interest, Monuments, Memorials and Market Crosses				
10023201520	113B High Street, Sittingbourne, Kent, ME10 4AJ	Residential, Dwellings, Flat				
1003063426	Second Floor, 1 Central Avenue, Sittingbourne, Kent, ME10 4AE	Commercial, Offices, Offices and Work Studios	Second Floor			
10093084174	Advertising Hoarding 3211 0039 On Bus Shelter Opposite Hsbc Bank, High Street, Sittingbourne, Kent, ME10 4AL	Commercial, Information, Advertising Hoardings				
1009459611	Right Hand Side First Floor, 1 Central Avenue, Sittingbourne, Kent, ME10 4BX	Commercial, Offices, Offices and Work Studios	Right Hand Side First Floor			
1009459612	Left Hand Side First Floor, 1 Central Avenue, Sittingbourne, Kent, ME10 4BX	Commercial, Offices, Offices and Work Studios	Left Hand Side First Floor			
1009459645	113C High Street, Sittingbourne, Kent, ME10 4AJ	Residential, Dwellings, Flat				
100061092120	80 High Street, Sittingbourne, Kent, ME10 4PB	Commercial, Retail, Shops and Showrooms				
100061092122	86-88 High Street, Sittingbourne, Kent, ME10 4PH	Commercial, Retail, Shops and Showrooms				
100061092126	90 High Street, Sittingbourne, Kent, ME10 4PH	Commercial, Retail, Shops and Showrooms				
100061092127	92 High Street, Sittingbourne, Kent, ME10 4PH	Commercial, Retail, Shops and Showrooms				
100061092128	Three Hats, 93 High Street, Sittingbourne, Kent, ME10 2AR	Commercial, Retail, Restaurants and Cafes				
100061092129	94 High Street, Sittingbourne, Kent, ME10 4PH	Commercial, Retail, Shops and Showrooms				
100061092130	99 High Street, Sittingbourne, Kent, ME10 4AJ	Commercial, Retail, Shops and Showrooms				
100061092131	100 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms				
100061092132	102 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms				
100061092134	111 High Street, Sittingbourne, Kent, ME10 4AJ	Commercial, Retail, Shops and Showrooms				
100061092135	113 High Street, Sittingbourne, Kent, ME10 4AJ	Commercial, Retail, Shops and Showrooms				
100061092260	98B, 98 High Street, Sittingbourne, Kent, ME10 4PH	Residential, Dwellings, Flat	98		B	
100061092261	117A High Street, Sittingbourne, Kent, ME10 4AJ	Residential, Dwellings, Flat				
100061102827	2 West Street, Sittingbourne, Kent, ME10 1AW	Commercial, Retail, Shops and Showrooms				
100062090552	Flat 1, 96-98 High Street, Sittingbourne, Kent, ME10 4PD	Residential, Dwellings, Flat	Flat 1			
100062090553	Flat 2, 96-98 High Street, Sittingbourne, Kent, ME10 4PD	Residential, Dwellings, Flat	Flat 2			
100062375075	4 West Street, Sittingbourne, Kent, ME10 1AW	Commercial, Retail, Shops and Showrooms				
100062375076	The Vineyard 6-10 West Street, Sittingbourne, Kent, ME10 1AW	Commercial, Retail, Shops and Showrooms				
100062376061	Buttlers, 2 Station Street, Sittingbourne, Kent, ME10 3DU	Commercial, Retail, Pubs, Bars and Nightclubs				
100062376262	Bank Chambers, 1 Central Avenue, Sittingbourne, Kent, ME10 4BX	Commercial, Industrial, Warehouses, Stores and Storage Depots				
100062376263	115-117 High Street, Sittingbourne, Kent, ME10 4AL	Commercial, Retail, Banks/Financial Services				
100062376266	125 High Street, Sittingbourne, Kent, ME10 4BD	Commercial, Retail, Other Licensed Premises/ Vendors				
100062376268	122 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms				
100062376276	106-108 High Street, Sittingbourne, Kent, ME10 4PP	Commercial, Retail, Banks/Financial Services				
100062376281	109 High Street, Sittingbourne, Kent, ME10 4AJ	Commercial, Retail, Shops and Showrooms				
100062376287	82-84 High Street, Sittingbourne, Kent, ME10 4PH	Commercial, Retail, Shops and Showrooms				
100062376314	5 Central Avenue, Sittingbourne, Kent, ME10 4BX	Commercial, Retail, Shops and Showrooms				
100062376332	96 High Street, Sittingbourne, Kent, ME10 4PH	Commercial, Retail, Shops and Showrooms				
100062376333	98 High Street, Sittingbourne, Kent, ME10 4PH	Commercial, Retail, Shops and Showrooms				
100062376334	104 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Restaurants and Cafes				
100062376335	120 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms				
100062376348	113A High Street, Sittingbourne, Kent, ME10 4AJ	Commercial, Retail, Shops and Showrooms				
100062376349	119A High Street, Sittingbourne, Kent, ME10 4AQ	Commercial, Retail, Shops and Showrooms				
100062376376	88A High Street, Sittingbourne, Kent, ME10 4PH	Commercial, Retail, Shops and Showrooms				
100062376377	98A, 98 High Street, Sittingbourne, Kent, ME10 4PH	Residential, Dwellings, Flat	98		A	
100062376378	110A High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms				
100062376379	112A-114, 112 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms	112		A	114
100062376437	95-97 High Street, Sittingbourne, Kent, ME10 4AJ	Commercial, Retail, Shops and Showrooms				
100062376443	78 High Street, Sittingbourne, Kent, ME10 4PB	Commercial, Retail, Shops and Showrooms				
100062376444	116-118 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms				
100062376571	127-129 High Street, Sittingbourne, Kent, ME10 4AQ	Commercial, Retail, Shops and Showrooms				
100062376573	92A, 92 High Street, Sittingbourne, Kent, ME10 4PH	Residential, Dwellings, Flat	92		A	
100062376578	91 High Street, Sittingbourne, Kent, ME10 4AJ	Commercial, Retail, Banks/Financial Services				
100062376585	76 High Street, Sittingbourne, Kent, ME10 4PB	Commercial, Retail, Shops and Showrooms				
100062376586	76-78A, 76 High Street, Sittingbourne, Kent, ME10 4PB	Commercial, Retail, Pubs, Bars and Nightclubs	76			78
100062376588	114 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Industrial, Warehouses, Stores and Storage Depots				
100062376602	119 High Street, Sittingbourne, Kent, ME10 4AQ	Commercial, Retail, Shops and Showrooms				
100062376603	112 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms				
100062376609	123 High Street, Sittingbourne, Kent, ME10 4AQ	Commercial, Retail, Banks/Financial Services				
100062376610	3 Central Avenue, Sittingbourne, Kent, ME10 4BX	Commercial, Retail, Shops and Showrooms				
100062376611	99A High Street, Sittingbourne, Kent, ME10 4AJ	Commercial, Retail, Shops and Showrooms				
100062376614	121 High Street, Sittingbourne, Kent, ME10 4AQ	Commercial, Retail, Shops and Showrooms				
100062376619	Sittingbourne United Reformed Church, High Street, Sittingbourne, Kent, ME10 4AJ	Objects of Interest, Places of Worship				
100062376620	Sittingbourne Baptist Church, High Street, Sittingbourne, Kent, ME10 4AQ	Objects of Interest, Places of Worship				
100062626838	87 High Street, Sittingbourne, Kent, ME10 4AJ	Commercial, Retail, Banks/Financial Services				
100062626839	101-107 High Street, Sittingbourne, Kent, ME10 4AJ	Commercial, Retail, Shops and Showrooms				
100062626840	110 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms				
100062626843	121A High Street, Sittingbourne, Kent, ME10 4AQ	Commercial, Retail, Shops and Showrooms				
100062626844	First Floor, 123 High Street, Sittingbourne, Kent, ME10 4AQ	Commercial, Offices, Offices and Work Studios	First Floor			
200001838214	124 - 128 High Street, Sittingbourne, Kent, ME10 4PL	Commercial, Retail, Shops and Showrooms				
200002531492	Part Baptist Church, High Street, Sittingbourne, Kent, ME10 4AQ	Commercial, Retail, Shops and Showrooms				
200002532327	32117 On Bus Shelter Front Of 121, High Street, Sittingbourne, Kent, ME10 4AQ	Commercial, Information, Advertising Hoardings				
200002536237	2A West Street, Sittingbourne, Kent, ME10 1AW	Residential, Dwellings, Terrace				
200002537367	Flat, Buttlers, Station Street, Sittingbourne, Kent, ME10 3DU	Residential, Dwellings, Flat	Flat			
200002538350	First Floor Flat, 111A High Street, Sittingbourne, Kent, ME10 4AJ	Residential, Dwellings, Flat	First Floor Flat			
200002539471	First Floor Flat, 2 West Street, Sittingbourne, Kent, ME10 1AW	Residential, Dwellings, Flat	First Floor Flat			

Secondary End Suffix	Primary Description	Primary Start Number	Primary Start Suffix	Primary End Number	Primary End Suffix	Street	Locality	Town	County	Post Code
	The Crescent Hall	1				Central Avenue	Sittingbourne	Kent		
	Bank Chambers	112				Central Avenue	Sittingbourne	Kent		ME10 4BX
		116		118		High Street	Sittingbourne	Kent		ME10 4PL
		116		118		High Street	Sittingbourne	Kent		ME10 4PL
		116		118		High Street	Sittingbourne	Kent		ME10 4PL
	War Memorial	113	B			Central Avenue	Sittingbourne	Kent		ME10 4AA
		1				High Street	Sittingbourne	Kent		ME10 4AJ
		1				Central Avenue	Sittingbourne	Kent		ME10 4AE
	Advertising Hoarding 3211 0039 On Bus Shelter Opposite Hsbc Bank	1				High Street	Sittingbourne	Kent		ME10 4AL
		100				Central Avenue	Sittingbourne	Kent		ME10 4BX
		113	C			Central Avenue	Sittingbourne	Kent		ME10 4BX
		80				High Street	Sittingbourne	Kent		ME10 4AJ
		86		88		High Street	Sittingbourne	Kent		ME10 4PB
		90				High Street	Sittingbourne	Kent		ME10 4PH
		92				High Street	Sittingbourne	Kent		ME10 4PH
	Three Hats	93				High Street	Sittingbourne	Kent		ME10 2AR
		94				High Street	Sittingbourne	Kent		ME10 4PH
		99				High Street	Sittingbourne	Kent		ME10 4AJ
		100				High Street	Sittingbourne	Kent		ME10 4PL
		102				High Street	Sittingbourne	Kent		ME10 4PL
		111				High Street	Sittingbourne	Kent		ME10 4AJ
		113				High Street	Sittingbourne	Kent		ME10 4AJ
		98				High Street	Sittingbourne	Kent		ME10 4PH
		111	A			High Street	Sittingbourne	Kent		ME10 4AJ
		2				West Street	Sittingbourne	Kent		ME10 1AW
		96		98		High Street	Sittingbourne	Kent		ME10 4PD
		96		98		High Street	Sittingbourne	Kent		ME10 4PD
		4				West Street	Sittingbourne	Kent		ME10 1AW
	The Vineyard	6		10		West Street	Sittingbourne	Kent		ME10 1AW
	Bunters	2				Station Street	Sittingbourne	Kent		ME10 3DU
	Bank Chambers	1				Central Avenue	Sittingbourne	Kent		ME10 4BX
		115		117		High Street	Sittingbourne	Kent		ME10 4AL
		125				High Street	Sittingbourne	Kent		ME10 4BD
		122				High Street	Sittingbourne	Kent		ME10 4PK
		106		108		High Street	Sittingbourne	Kent		ME10 4PP
		109				High Street	Sittingbourne	Kent		ME10 4AJ
		82		84		High Street	Sittingbourne	Kent		ME10 4PH
		5				Central Avenue	Sittingbourne	Kent		ME10 4BX
		96				High Street	Sittingbourne	Kent		ME10 4PH
		98				High Street	Sittingbourne	Kent		ME10 4PH
		104				High Street	Sittingbourne	Kent		ME10 4PL
		120				High Street	Sittingbourne	Kent		ME10 4PL
		113	A			High Street	Sittingbourne	Kent		ME10 4AJ
		119	A			High Street	Sittingbourne	Kent		ME10 4AQ
		88	A			High Street	Sittingbourne	Kent		ME10 4PH
		98				High Street	Sittingbourne	Kent		ME10 4PH
		110	A			High Street	Sittingbourne	Kent		ME10 4PL
		112				High Street	Sittingbourne	Kent		ME10 4PL
		95		97		High Street	Sittingbourne	Kent		ME10 4AJ
		78				High Street	Sittingbourne	Kent		ME10 4PB
		116		118		High Street	Sittingbourne	Kent		ME10 4PL
		127		129		High Street	Sittingbourne	Kent		ME10 4AQ
		92				High Street	Sittingbourne	Kent		ME10 4PH
		91				High Street	Sittingbourne	Kent		ME10 4AJ
		76				High Street	Sittingbourne	Kent		ME10 4PB
A		76				High Street	Sittingbourne	Kent		ME10 4PB
		114				High Street	Sittingbourne	Kent		ME10 4PL
		119				High Street	Sittingbourne	Kent		ME10 4AQ
		112				High Street	Sittingbourne	Kent		ME10 4PL
		123				High Street	Sittingbourne	Kent		ME10 4AQ
		3				Central Avenue	Sittingbourne	Kent		ME10 4BX
		99	A			High Street	Sittingbourne	Kent		ME10 4AJ
	Sittingbourne United Reformed Church	121				High Street	Sittingbourne	Kent		ME10 4AQ
	Sittingbourne Baptist Church					High Street	Sittingbourne	Kent		ME10 4AJ
		87				High Street	Sittingbourne	Kent		ME10 4AU
		101		107		High Street	Sittingbourne	Kent		ME10 4AJ
		110				High Street	Sittingbourne	Kent		ME10 4PL
		121	A			High Street	Sittingbourne	Kent		ME10 4AQ
		123				High Street	Sittingbourne	Kent		ME10 4AQ
		124		128		High Street	Sittingbourne	Kent		ME10 4PL
	Part Baptist Church					High Street	Sittingbourne	Kent		ME10 4AQ
	32117 On Bus Shelter Front Of 121					High Street	Sittingbourne	Kent		ME10 4AQ
		2	A			West Street	Sittingbourne	Kent		ME10 1AW
	Bunters					Station Street	Sittingbourne	Kent		ME10 3DU
		111	A			High Street	Sittingbourne	Kent		ME10 4AJ
		2				West Street	Sittingbourne	Kent		ME10 1AW

Appendix D Survey Results

Please refer to excel sheet: [Appendix D - Survey Results Sittingbourne.xlsx](#)

