

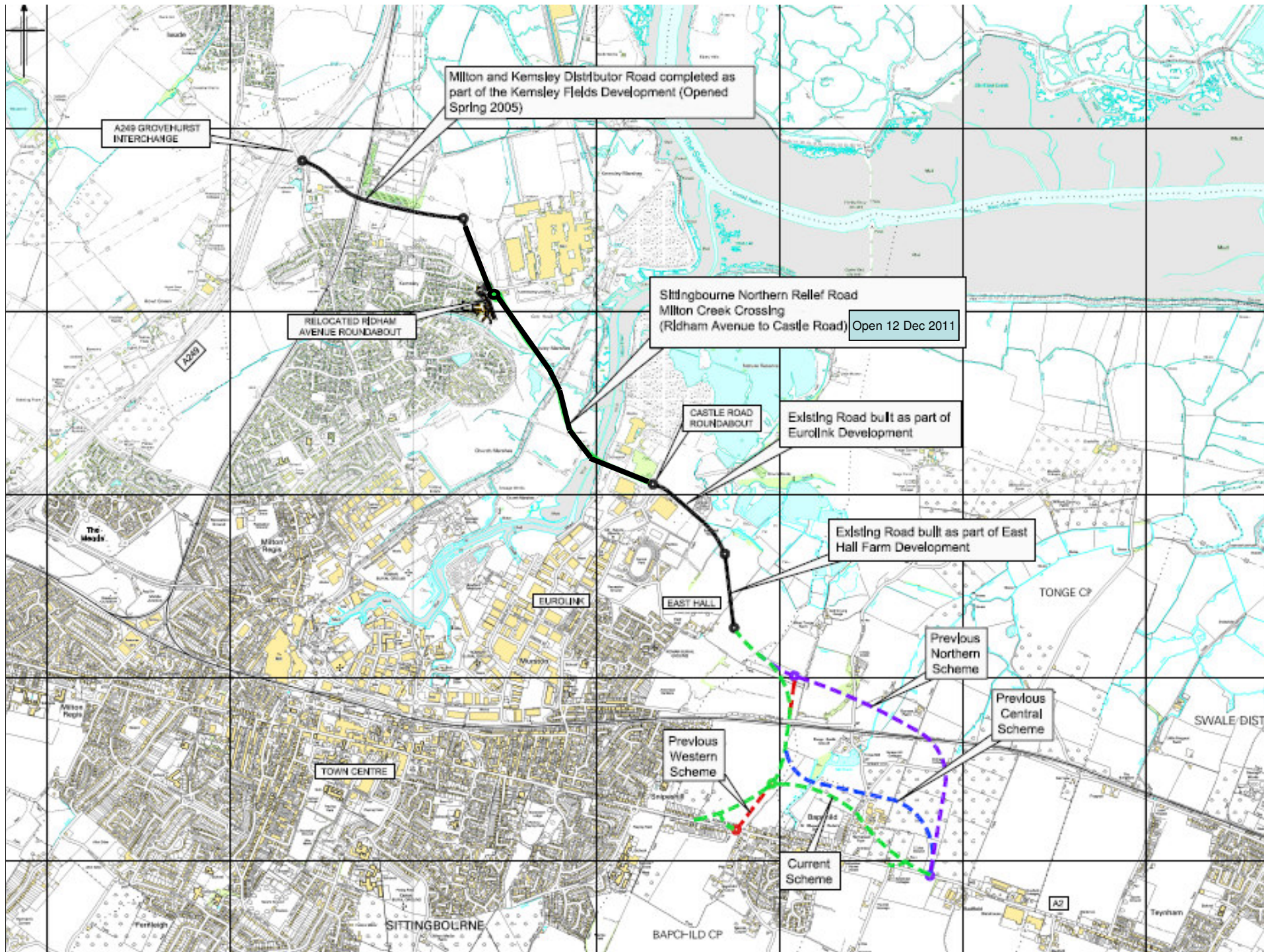
14th December 2011



Swale Joint Transportation Board

Sittingbourne Northern Relief Road
Sittingbourne Southern Relief Road





March Review

- **Consultation**
- **Member Debate**
- **Cabinet Member Decision**
- **LDF Process**
- **KCC Processes**

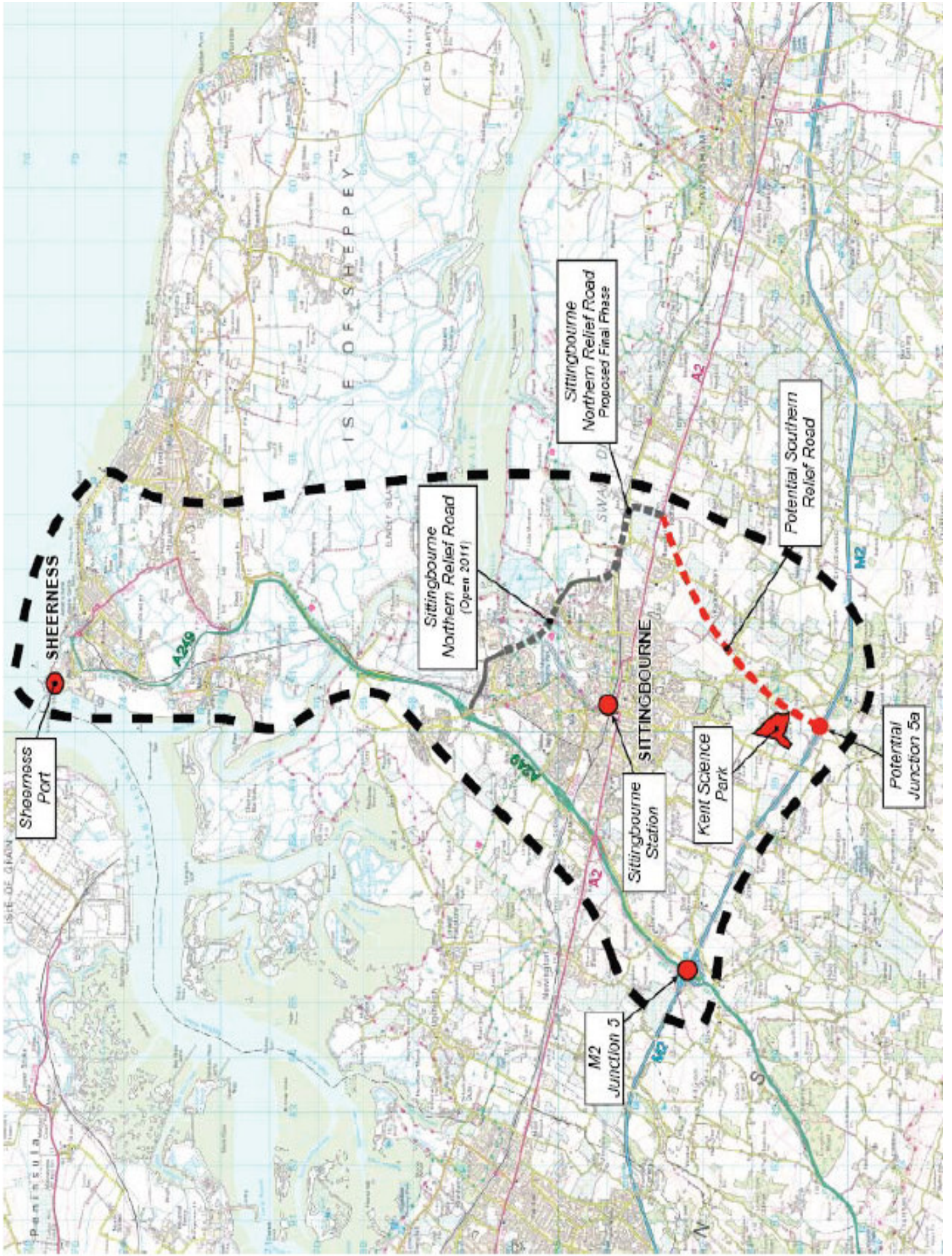


Results

	Yes	No
• Link to A2	65%	35%
• Bypass	80%	20%
• Scheme	50%	50%

JTB Discussion

- **Strategic Need**
- **Wider Impacts**
- **Development**
- **Environment**
- **Delivery**

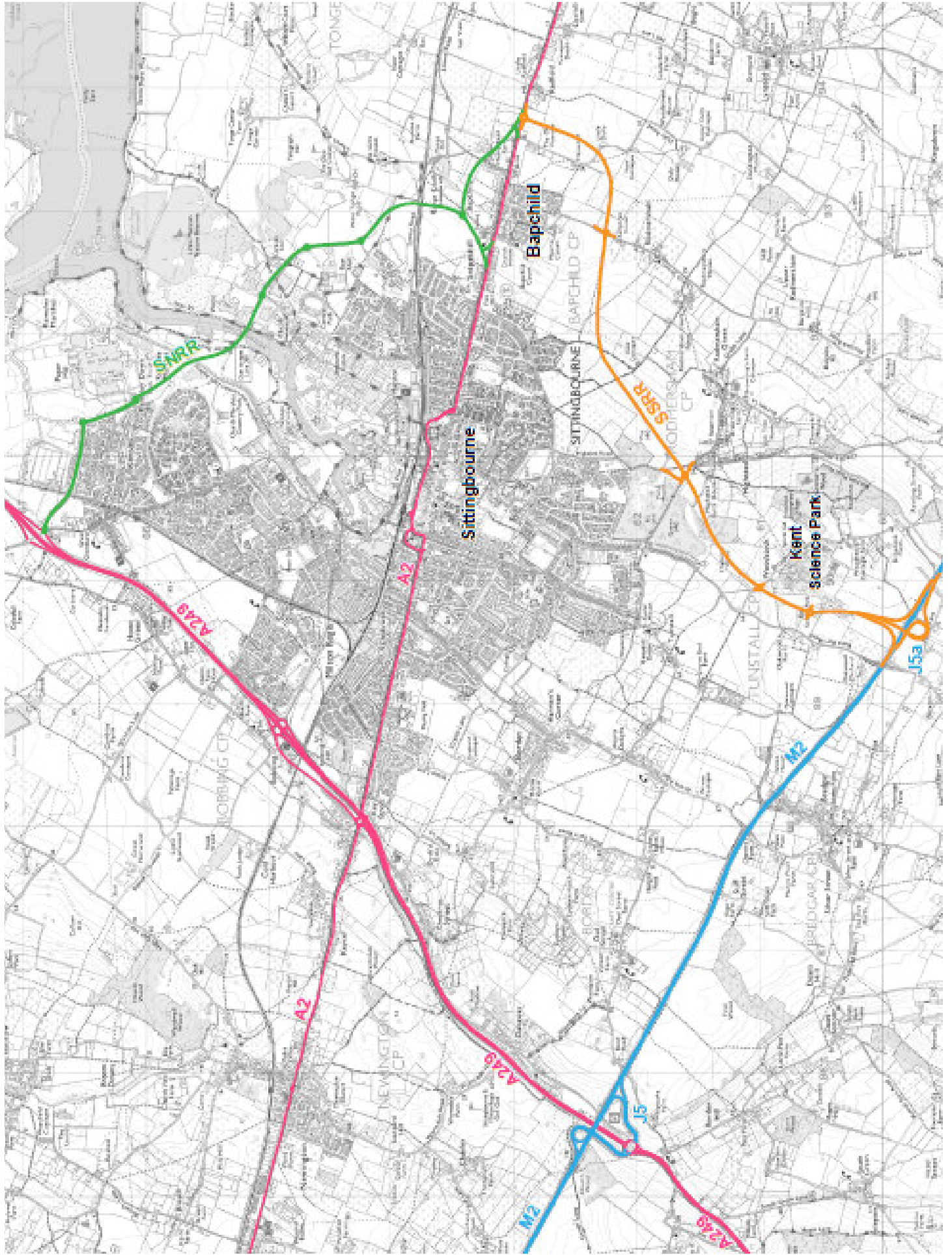


Model Runs

- **Strategic Model - VISUM**
- **Western Swale**
- **Development – PYO**
- **Run 1 – SNRRR (+Bapchild)**
- **Run 2 – SSRR (+SNRR)**

Run 1 - Headlines

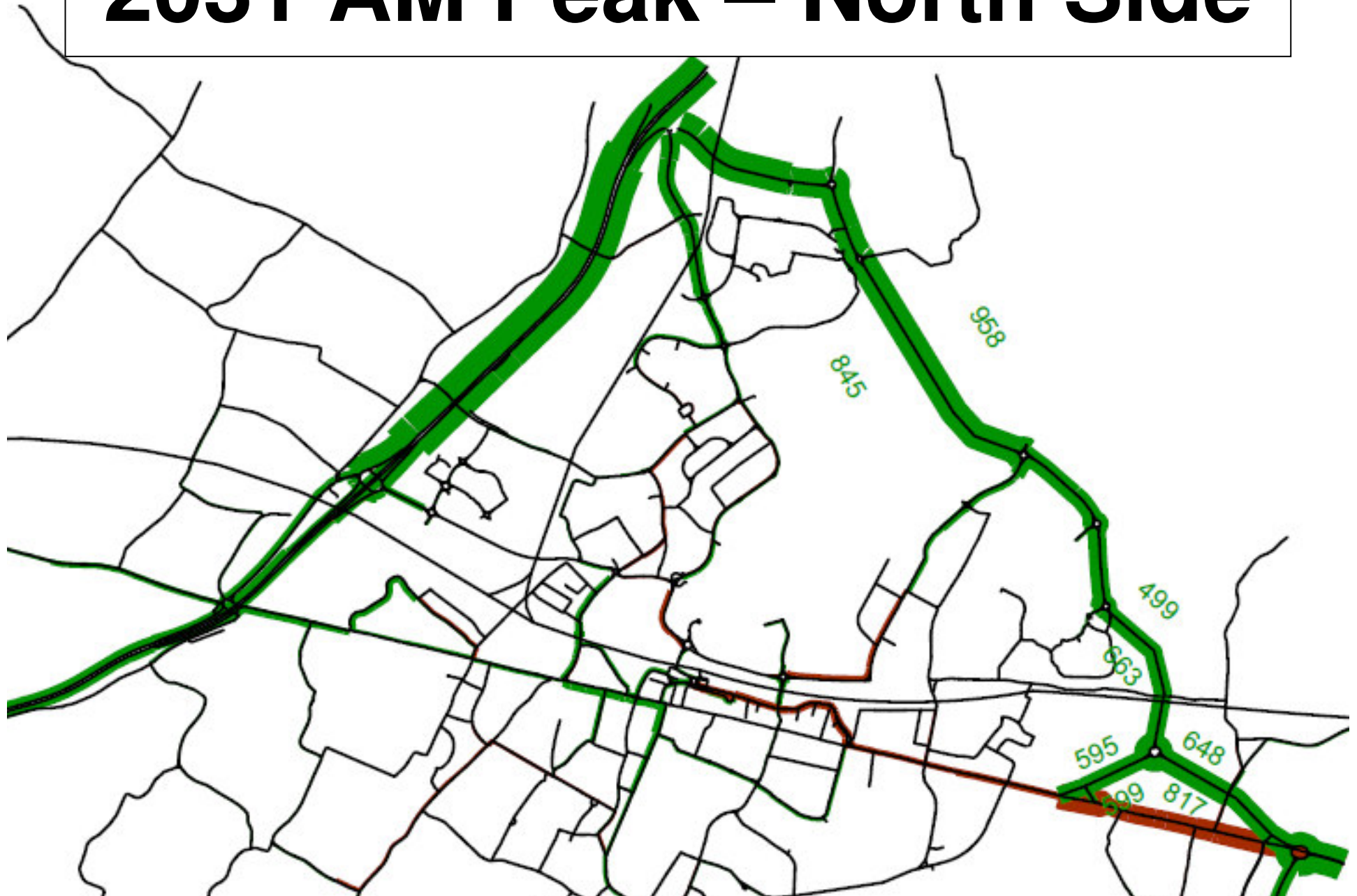
- Development focus is sensible.
- Growth on A249, A2, SNRR.
- PT usage is marginal.
- Highway Growth approx +30%.
- Congestion significant +25%
- M2/J5 key consideration.
- Balancing of network needed.



Run 2 - Headlines

- More Development included.
- Growth on A249, A2, SNRR, SSRR.
- PT usage still marginal.
- Highway Growth approx +35%.
- Congestion significant +30%
- M2/J5 better but still problematic.
- Balancing of network Improved.

2031 AM Peak – North Side



2031 AM Peak – South Side



Issues with SSRR

- Relief to Town Centre.
- Relief to A2 East of Sittingbourne.
- Increase on M2 Motorway.
- Rebalances M2 J5 (Not Solved).
- Minor (and Rural) Network Benefits.
- Connections to Network.
- Alignment at Northern End.

Way Forward

- Report to JTB for discussion.
- Review at LDF Panel.
- De-coupling of SNRR / SSRR.
- AAP Approach to SNRR.
- Signposting for SSRR.
- Decision by Cabinet Member.

AM Peak

