



## AGENDA

### SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 19 December 2016

Time: 5.30 pm

Venue: Council Chamber, Swale House, East Street, Sittingbourne, Kent, ME10 3HT

#### Membership:

Swale Borough Councillors Cameron Beart, June Garrad, Bryan Mulhern, Prescott, Ken Pugh, Ghlin Whelan and Mike Whiting (Vice-Chairman).

Kent County Councillors Mike Baldock, Bowles (Chairman), Lee Burgess, Adrian Crowther, Tom Gates, Harrison and Roger Truelove.

#### Parish Council Members:

Kent Association of Local Council's representatives: Dave Austin (Sheldwich, Badlesmere and Leaveland Parish Council), Peter Macdonald (Minster Parish Council) and Richard Palmer (Newington Parish Council).

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

#### RECORDING NOTICE

Please note: this meeting may be recorded.

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

You should be aware that the Council is a Data Controller under the Data Protection Act. Data collected during this recording will be retained in accordance with the Council's data retention policy.

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

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

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Pages

1. Emergency Evacuation Procedure

The Chairman will advise the meeting of the evacuation procedures to follow in the event of an emergency. This is particularly important for

visitors and members of the public who will be unfamiliar with the building and procedures.

The Chairman will inform the meeting whether there is a planned evacuation drill due to take place, what the alarm sounds like (i.e. ringing bells), where the closest emergency exit route is, and where the second closest emergency exit route is, in the event that the closest exit or route is blocked.

The Chairman will inform the meeting that:

(a) in the event of the alarm sounding, everybody must leave the building via the nearest safe available exit and gather at the Assembly points at the far side of the Car Park; and

(b) the lifts must not be used in the event of an evacuation.

Any officers present at the meeting will aid with the evacuation.

It is important that the Chairman is informed of any person attending who is disabled or unable to use the stairs, so that suitable arrangements may be made in the event of an emergency.

2. Apologies for absence and confirmation of substitutes

3. Minutes

To approve the Minutes of the Meeting held on 12 September 2016 (Minute Nos. 862 - 871) as a correct record.

4. Declarations of Interest

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

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

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

(b) Disclosable Non Pecuniary (DNPI) under the Code of Conduct adopted by the Council in May 2012. The nature as well as the existence of any such interest must be declared. After declaring a DNPI interest, the Member may stay, speak and vote on the matter.

(c) Where it is possible that a fair-minded and informed observer, having considered the facts would conclude that there was a real

possibility that the Member might be predetermined or biased the Member should declare their predetermination or bias and then leave the room while that item is considered.

**Advice to Members:** If any Councillor has any doubt about the existence or nature of any DPI or DNPI which he/she may have in any item on this agenda, he/she should seek advice from the Director of Corporate Services as Monitoring Officer, the Head of Legal or from other Solicitors in Legal Services as early as possible, and in advance of the Meeting.

## 5. 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 16 December 2016. Questions that have not been submitted by this deadline will not be accepted. Only two people will be allowed to speak on each item and each person is limited to asking two questions. Each speaker will have a maximum of three minutes to speak.

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

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

- |     |   |         |
|-----|---|---------|
| 6.  | Informal Consultation on Proposed Waiting Restrictions - Fairview Road, Sittingbourne | 1 - 12  |
| 7.  | Formal Objections to Traffic Regulation Order Swale Amendment 5                       | 13 - 18 |
| 8.  | Update Report - Proposed Restrictions Capel Road, Sittingbourne                       | 19 - 26 |
| 9.  | Update on the progress of the Swale Freight Transport Plan                            | 27 - 60 |
| 10. | Eligibility of New Developments to Purchase Permits in Residents' Parking Schemes     | 61 - 64 |

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

- |     |  |          |
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| 11. | Update on the 20's Plenty for Faversham Working Group        | 65 - 84  |
| 12. | A2500 Lower Road/Barton Hill Drive Roundabout Site Proposals | 85 - 90  |
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### **Part Three - Information Items**

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| 14. | Winter Service Plan     | 101 -<br>102 |
| 15. | Highway Works Programme | 103 -<br>118 |

**Issued on Monday, 5 December 2016**

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 Joint Transportation Board, please visit [www.swale.gov.uk](http://www.swale.gov.uk)

**Director of Corporate Services, Swale Borough Council,  
Swale House, East Street, Sittingbourne, Kent, ME10 3HT**

## SWALE JOINT TRANSPORTATION BOARD

<b>Meeting Date</b>	Monday 19 <sup>th</sup> December 2016
<b>Report Title</b>	Informal Consultation on Proposed Waiting Restrictions – Fairview Road, Sittingbourne
<b>Cabinet Member</b>	Cllr Mike Cosgrove
<b>SMT Lead</b>	Dave Thomas
<b>Head of Service</b>	Dave Thomas
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	<p>Members are asked to consider the results of the recent informal consultations for waiting restrictions and recommend that Officers:-</p> <ul style="list-style-type: none"><li>• Proceed with the Traffic Regulation Order on proposed double yellow lines in Fairview Road, Sittingbourne, as per the second consultation.</li></ul>
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### Purpose of Report and Executive Summary

- 1.1 This report provides a summary of informal consultation results with residents and statutory consultees on proposals to install waiting restrictions in Fairview Road in Sittingbourne.

### 2 Background

- 2.1 Following previous consultation with residents of Fairview Road in Sittingbourne as a result of a petition submitted requesting a review of parking in the area, the Swale Joint Transportation Board recommended that a Residents Parking Scheme not be implemented in the area. However, following feedback from Kent Fire and Rescue, it was recommended that further consultation takes place on the installation of a short section of double yellow lining along the main entrance of Fairview Road to assist emergency service vehicles.
- 2.2 Two consultations have taken place with residents in the area on different proposals and these can be found in Annex A.

### 3 Issue for Decision

- 3.1 Details of the consultation results can be found in Annex B.

- 3.2 The first consultation was based on installing a short section of double yellow lines on the west side of Fairview Road, across the frontages of No.7 and 9 Fairview Road. The length of the proposed lining was deliberately kept to a minimum to limit the effect on the on-street parking capacity.
- 3.3 Of the 15 properties consulted, 7 responses were received, with just one response supporting the proposals and 6 objecting.
- 3.4 Based on the feedback received from the first consultation, the proposals were revised to the installation of double yellow lines on the east side of Fairview Road, across the frontages of Nos.4 to 10 Fairview Road to join up the two existing sections of double yellow lines.
- 3.5 Of the 15 properties consulted, 11 responses were received, with 8 supporting the proposals and 3 objecting.

## 4 Recommendation

- 4.1 Members are asked to consider the results of the recent informal consultations for waiting restrictions and recommend that Officers proceed with the Traffic Regulation Order on proposed double yellow lines in Fairview Road, Sittingbourne, as per the second consultation.

## 5 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Costs associated with Traffic Regulation Order, and necessary lining and signing.
Legal and Statutory	Traffic Regulation Orders to be sealed 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.

## **5 Appendices**

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

- Annex A – Copy of Consultation Material
- Annex B – Results of Consultations

## **6 Background Papers**

6.1 None

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## Proposed Double Yellow Lines Fairview Road, Sittingbourne – First Consultation

Following previous consultations with residents on the parking situation in the Fairview Road area of Sittingbourne, a request has been received for a short section of double yellow lining to be installed outside of Nos 7 and 9 Fairview Road.

There have been reports that Kent Fire and Rescue vehicles and also refuse freighters have experienced some problems with access along Fairview Road, and to assist we are looking to add this short section of lining. The proposals have deliberately been kept to a minimum, approximately 11 metres in length, to minimise the impact on parking in the area, as we are fully aware of the limited on street parking available.

I would be most grateful to receive your views as to whether you would support or object to the proposals, so that this feedback can be reported to the Joint Transportation Board for further consideration. 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 complete the reply slip below and return to Swale Borough Council Leisure & Technical Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 19<sup>th</sup> August 2016**. Alternatively you can e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk)

A space has also been provided to allow you to add any further comments you may have.

### Proposed Double Yellow Lines – Fairview Road, Sittingbourne

Please tick one of the following boxes

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

Name & Address	Comments

The information supplied will only be used in conjunction with this proposal, and used for geographical analysis purposes only

Plan of Proposed Double Yellow Lines – First Consultation





## Proposed Double Yellow Lines Fairview Road, Sittingbourne – Second Consultation

You may recall a previous consultation on proposals to install a short section of double yellow lining outside of Nos 5 and 7 Fairview Road. This informal consultation produced a total of 7 responses from residents, one supporting the proposals and 6 objecting, and I would like to take this opportunity to thank everyone who responded.

One of the local Councillors has contacted me to say that he has spoken to many of the residents in this section of Fairview Road, and there was a general consensus that a more appropriate solution would be to install a section of double yellow lines between Nos 4 and 10 Fairview Road to link up the existing restrictions. Following this feedback, we have therefore amended the proposed restrictions, as per the plan overleaf.

I would be most grateful to receive your views as to whether you would support or object to the proposals, so that this feedback can be reported to the Joint Transportation Board for further consideration. 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 complete the reply slip below and return to Swale Borough Council Leisure & Technical Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 4<sup>th</sup> November 2016**. Alternatively you can e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk)

A space has also been provided to allow you to add any further comments you may have.

### Proposed Double Yellow Lines – Fairview Road, Sittingbourne – Second Consultation

Please tick one of the following boxes

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

Name & Address	Comments

The information supplied will only be used in conjunction with this proposal, and used for geographical analysis purposes only

Plan of Proposed Double Yellow Lines – Second Consultation



**Fairview Road, Sittingbourne - Proposed Double Yellow Lines - First Consultation**

Response	Support	Object	Comments
1		1	Problems will still occur as where you want to put the yellow lines are before the lines on the corner opposite side, where cars will still be parked both sides. Cannot understand why you do not just continue the lines down one side of Fairview Road, would just ease everything altogether and the parking is only a problem during the day when council workers use this area as a car park even telling off repairers visiting the houses for parking in their spaces!!! Yes we need yellow lines but think you will be putting them in wrong place.
2		1	It would make more sense to start yellow line at Nos.1-7 as the lorry's can't manouevre this corner. Also another suggestion for additional yellow lines along section of Fairview Road parallel with East Street.
3	1		
4		1	Various comments - requesting SBC to install dropped kerb for off street parking
5		1	It makes more sense to join lines between 2 and 12 as the trouble is mostly between 7&9. We do not have a car but do have carers call.
6		1	The existing double yellow lines in Fairview Road are constantly ignored with little or no policing being carried out. Therefore I feel that the introduction of more would have no effect whatsoever.
7		1	The double yellow lines already here are ignored, therefore I agree should help but feel new ones will be ignored again. Infront of my house people park right on the footpath and I cannot get my wheelchair out of my garden so sometimes I'm housebound.
<b>Total</b>	<b>1</b>	<b>6</b>	

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Properties Consulted	15		
No. returned	7	% Response	47
No. Support	1	% Support	14
No. Object	6	% Object	86

County Councillor	Local residents do not feel this is the answer to the problem. A suggestion is that double yellow lines be extended from 4-10 Fairview Road on the opposite side of the road. Could we consult on this?
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**Fairview Road, Sittingbourne - Proposed Double Yellow Lines - Second Consultation**

Response	Support	Object	Comments
1	1		I support the proposal to install the double yellow lines as per the second consultation
2	1		But what happens where there are deliveries, such as carpet laying etc? Removals, furniture, deliveries? Work at the front of the house? Has this been thought about?
3	1		Support with reservations. I agree with installing double yellow lines outside my house in principle, but concerned about my exemption qualification for deliveries and removal vans etc when necessary.
4	1		Makes perfect sense to continue yellow lines between 4-10 Fairview Road.
5		1	We object to the proposals as we as tenants do not have where else to park our vehicles and it will definitely be very difficult for us if this happens.
6		1	I strongly object to the proposed double yellow lines. I am disabled and as a result of my neighbours having their kerbs lowered my carers are having great difficulty finding a parking place. If the proposal goes ahead this will cause yet greater parking problems.
7		1	I strongly object to this proposal because several residents living on the "odd number" side now have dropped kerbs, parking for any visitors is greatly reduced and would be yet more compromised with the installation of double yellow lining.
8	1		Parking is a problem in Fairview Road - I feel I live in a car park! Yellow lines would help.
9	1		
10	1		I say yes to this as traffic flows much better with no cars parked on that side. We have lines in front of us and had our front kerb dropped.
11	1		I support the proposal to install the double yellow lines as per the second consultation
<b>Total</b>	<b>8</b>	<b>3</b>	

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Properties Consulted	15		
No. returned	11	% Response	73
No. Support	8	% Support	73
No. Object	3	% Object	27

**Responses Received from Formal Consultees - Second Consultation**

Name	Support	Object	Comments
Kent Fire & Rescue	1		A visit has been made to the address and this would make access easier for large emergency vehicles.
Kent Police			No Observations
Total	1	0	

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<b>SWALE JOINT TRANSPORTATION BOARD</b>
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<b>Meeting Date</b>	Monday 19 <sup>th</sup> December 2016
<b>Report Title</b>	Formal Objections to Traffic Regulation Order Am 5
<b>Cabinet Member</b>	Cllr Mike Cosgrove
<b>SMT Lead</b>	Dave Thomas
<b>Head of Service</b>	Dave Thomas
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the contents of this report and consider formal objections to the Traffic Regulation Order, and recommend that the proposed Traffic Regulation Order be progressed.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides a summary of any formal objections received in relation to the recently advertised Traffic Regulation Order Swale Amendment 5. At the time of writing this report the formal consultation period was still in progress, and any objections received after submission of this report will be verbally reported at the Joint Transportation Board meeting on 19th December.

## 2. Background

- 2.1 The Traffic Order covers proposed double yellow lines in Love Lane, Faversham, which were recommended for progression by the Joint Transportation Board at their meeting in September 2016. There are also some additions and deletions of various disabled persons' parking bays included in the amended Traffic Order. A copy of the Traffic Regulation Order can be found in Annex A. At the time of writing this report no formal objections have been received.

## 3. Issue for Decision

- 3.1 The results of the informal consultation on proposed double yellow lines near the entrance to the cemetery at Love Lane, Faversham were reported to the Swale Joint Transportation Board at their meeting in September, where Members recommended that the proposed restrictions be progressed.
- 3.2 The Traffic Regulation Order, Swale Amendment 5, was therefore drafted to include these proposals as well as some additions and deletions of disabled persons' parking bays in the borough. This proposed Traffic Regulation Order has now been

advertised in accordance with the legal procedure, and any objections will be verbally reported to the Swale Joint Transportation Board at their meeting in December.

#### **4. Recommendation**

- 4.1 Members are asked to note the contents of this report and consider formal objections to the Traffic Regulation Order, and recommend that the proposed Traffic Regulation Order be progressed.

#### **5. Implications**

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Costs associated with Traffic Regulation Order, and necessary lining and signing.
Legal and Statutory	Traffic Regulation Orders to be sealed 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.

#### **6. Appendices**

- 6.1 Annex A – Copy of Traffic Regulation Order Swale Amendment 5

#### **7. Background Papers**

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)  
(WAITING RESTRICTIONS AND STREET PARKING PLACES)  
(AMENDMENT No. 5) ORDER 2016**

The Council of the County of Kent in exercise of their 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, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 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 5 Order 2016 and shall come into force on the xx day of xxxxx, 2016.

B. the Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2016 shall have effect as though -

**In the Schedules to the Order**

**FIRST SCHEDULE**

**Roads in Faversham**

**Love Lane**

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in the correct alphabetical sequence:

**LOVE LANE**                      On the west side

(a) between points 52 metres north and 19 metres south of the centre of the vehicular entrance to Love Lane cemetery;

(b) from a point in line with the northern boundary of 75-89 Love Lane for a distance of 25 metres in a southerly direction.

**SEVENTH SCHEDULE**

The following shall be inserted into the Seventh Schedule [*Parking Places for Disabled Persons Vehicles*] in place of the existing entry or in the correct alphabetical sequence:

<b>Roads in Faversham</b>	
<b>STONEDANE COURT</b>	In parking area opposite 9/10 Stonedane Court

Roads on the Isle of Sheppey		
BOXLEY CLOSE	SHEERNESS	(1) On the north western side, across the frontage of 10 Boxley Close;  <del>(2) On the north east side, across the frontage of 2-Boxley Close.</del>
CORONATION ROAD	SHEERNESS	(1) On the northern side across the frontage of 118 Coronation Road;  (2) On the southern side,  (a) across the frontage of 137 Coronation Road;  (b) across the frontage of 115 Coronation Road;  (3) On the south-eastern side across the frontage of 41 Coronation Road.
HARTLIP CLOSE	SHEERNESS	Across the frontage of 22 Hartlip Close.
MEYRICK ROAD	SHEERNESS	(1) Across the frontage of 20 Meyrick Road;  <del>(2) Across the frontage of 24 Meyrick Road.</del>

Roads in Sittingbourne and Milton	
PRINCE CHARLES AVENUE	(1) On the western side across the frontage of 53 Prince Charles Avenue;  (2) On the south eastern side;  (a) across the frontage of 52 Prince Charles Avenue (b) across the frontage of 38 Prince Charles Avenue
ROCK ROAD	On the western side  (a) across the frontage of 54 Rock Road;  <del>(b) across the frontage of 32 Rock Road;</del>  (eb) across the frontage of 64 Rock Road.
SHORTLANDS ROAD	(1) Across the frontage of 45 Shortlands Road;  <del>(2) Across the frontage of 124 Shortlands Road;</del>  (32) Across the frontage of 46 Shortlands Road.

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Given under the Seal of the Kent County Council

This xx day of xxxxx, 2016

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

Authorised Signatory

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<b>SWALE JOINT TRANSPORTATION BOARD</b>
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<b>Meeting Date</b>	Monday 19 <sup>th</sup> December 2016
<b>Report Title</b>	Update Report – Proposed Restrictions Capel Road, Sittingbourne
<b>Cabinet Member</b>	Cllr Mike Cosgrove
<b>SMT Lead</b>	Dave Thomas
<b>Head of Service</b>	Dave Thomas
<b>Lead Officer</b>	Brett O'Connell (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	<p>Members are asked to consider the results of the recent informal consultations for waiting restrictions and recommend that Officers:-</p> <ul style="list-style-type: none"> <li>Abandon proposed restrictions and monitor site.</li> </ul>
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## Purpose of Report and Executive Summary

- 1.1 This report provides a summary of informal consultation undertaken by two Councillors following a recommendation by the JTB in September 2016.

## 2 Background

- 2.1 A petition was received around April 2016 from residents at the west end of Capel Road. The petition had been signed by 23 households in Capel Road, 1 in Arundel Avenue and 1 in Berkeley Court. The petition stated there had been parking problems ever since the installation of parking restrictions and time limited bays a few years ago. The petition was submitted to the Chairman of the JTB in July 2016 and it was recommended that a consultation with residents progress with a design to try and relieve the parking problems. The consultation material is included in Annex A.

A consultation progressed with two options, one installing single yellow lines and the other with double yellow lines. Out of the 80 properties consulted 16 responses were received, 1 household supported double yellow lines, 5 supported single yellow lines and 10 objected to any restrictions. The results were submitted to the JTB in September 2016 and the JTB recommended that the proposed restrictions be deferred to the December meeting so that Ward Members could encourage more residents to respond to the consultation. The Ward Members letter is included in Annex B

Councillors George Samuel and Derek Conway delivered letters to all properties on Capel Road. The letter informed them of the extended consultation date and further

encouragement to respond. Councillors Samuel and Conway received 1 response with 2 names and I received 3 responses, 1 of my responses was a duplicate of the response to Councillors Samuel and Conway. All responders objected to the proposed restrictions. Consultees responses are included in Annex C.

### 3 Recommendation

3.1 Members are asked to consider the results of the recent informal consultation for waiting restrictions and recommend that Officers do not install parking restrictions at this time and monitor the site.

### 4 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Costs associated with Traffic Regulation Order, and necessary lining and signing should the restrictions be implemented.
Legal and Statutory	Traffic Regulation Orders to be sealed by Kent County Council should the restrictions be implemented.
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.

### 5 Appendices

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

- Annex A – Copy of consultation material
- Annex B – Letter to the residents from Ward Members
- Annex C – Consultees responses

### 6 Background Papers

6.1 None

# ANNEX A

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



Resident/Occupier

Please ask for: Brett O'Connell  
Direct Line: 01795 417061  
E-mail: brettoconnell@swale.gov.uk  
Our Ref: BOC/H7  
Date: 25<sup>th</sup> July 2016

Dear Owner/Occupier

## Proposed Parking Restrictions, Capel Road, Sittingbourne

We recently received a petition stating parking problems on the western section of Capel Road following the installation of parking bays at the east end of the road. It was stated that vehicles are now parking at the west end of Capel Road causing access/egress problems for residents.

The petition was presented to the Chairman of the Joint Transportation Board in June 2016 and it was decided that a consultation progress with proposals to install parking restrictions.

The enclosed plan shows two options for your consideration:

1. **Option A - Double yellow lines (no parking at any time)**
2. **Option B - Single yellow lines (no parking between 8am – 6pm, Monday – Friday)**

If you have any comments relating to the proposed I would be grateful to receive them by **Monday 15th August 2016**. You can also submit your comments via above email address. Please state whether you support or object to the proposals and use the title of this letter as the subject of the email.

Questions un-related to this consultation will not be answered and should be referred to our Customers Services at [CSC@swale.gov.uk](mailto:CSC@swale.gov.uk) or 01795 417850 so it can be directed to the appropriate department for a response. All relevant questions will be answered at the closing date of the consultation.

Objections received will be noted in a report and submitted to the Joint Transportation Board in September 2016 for a recommendation.

If you would like to know the outcome of this consultation then please contact me after the closing date.

Yours sincerely

Brett O'Connell (Engineer)  
Swale Borough Council  
Swale House  
East Street  
Sittingbourne  
Kent ME10 3HT



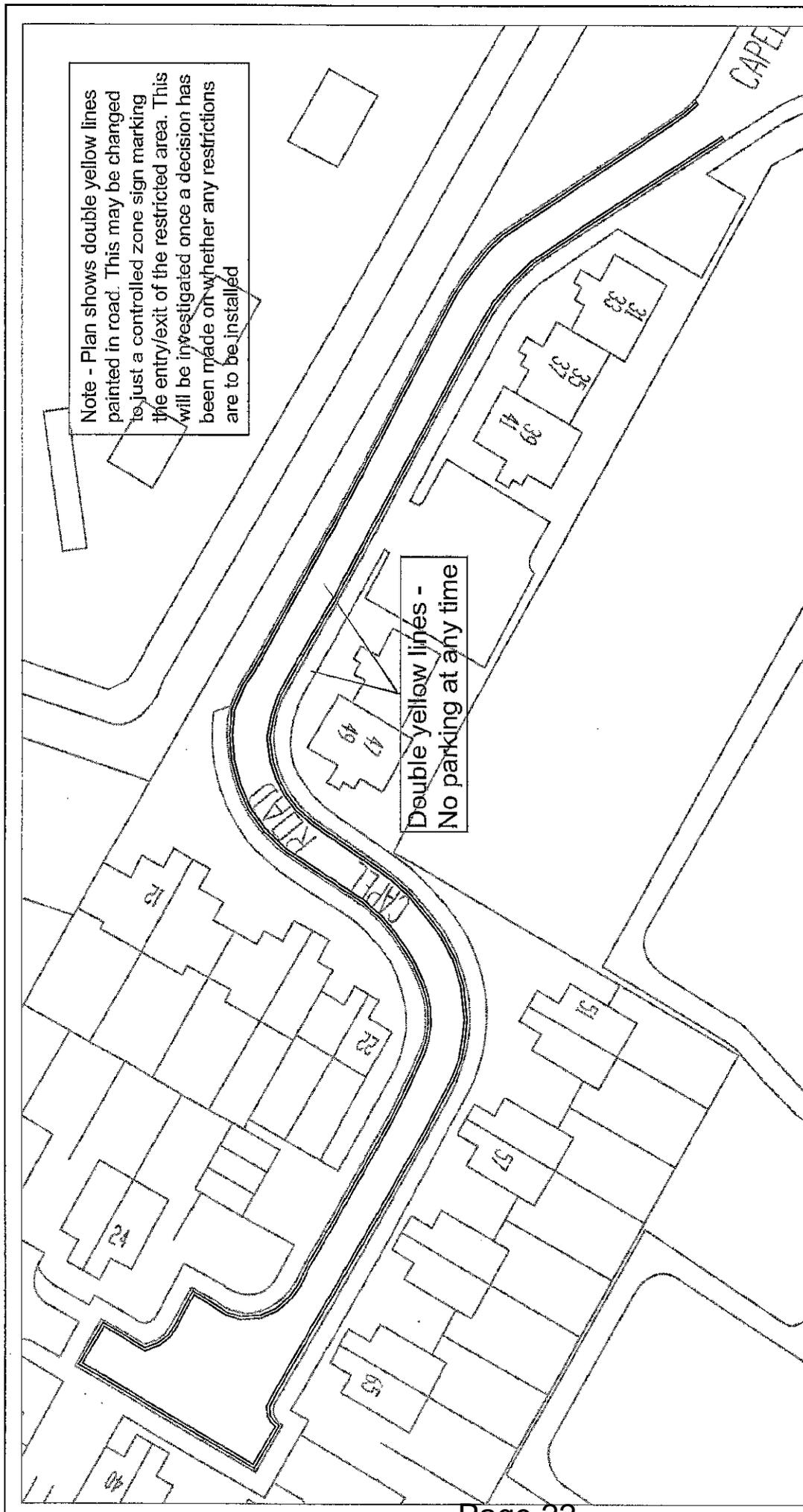
Are you registered to vote?

[www.swale.gov.uk/all-about-voting](http://www.swale.gov.uk/all-about-voting)

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ANNEX A

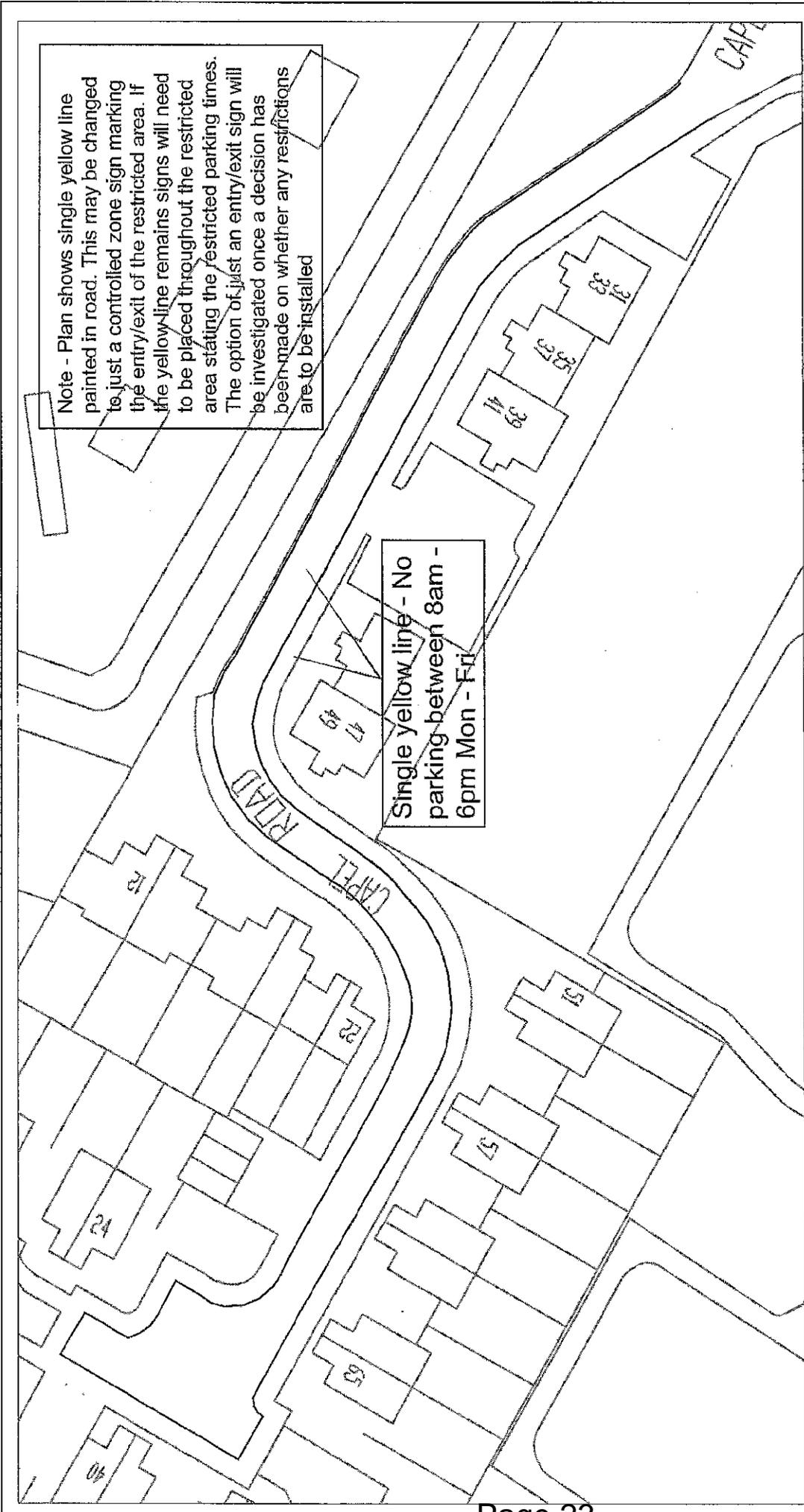


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DRAWN	BOC	ES/2738/171	
	DATE		Jul 16
	SCALE		N.T.S
Proposed Parking Restrictions Capel Road (West)		Option A	

ANNEX A



Note - Plan shows single yellow line painted in road. This may be changed to just a controlled zone sign marking the entry/exit of the restricted area. If the yellow line remains signs will need to be placed throughout the restricted area stating the restricted parking times. The option of just an entry/exit sign will be investigated once a decision has been made on whether any restrictions are to be installed

Single yellow line - No parking between 8am - 6pm Mon - Fri

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Proposed Parking Restrictions Capel Road (West)	DRAWN	BOC
	DATE	Jul 16
	SCALE	N.T.S
Option B	ES/2738/171	

# ANNEX B

Dear resident,

Please find enclosed a consultation letter you will have received in July 2016 from Brett O'Connell at Swale Borough Council regarding the possible installation of parking restrictions in Capel Road.

The enclosed plan showed two options for your consideration.

The original deadline for comments related to this proposal was Monday 15 August 2016. A report was subsequently submitted to the September Joint Transportation Board (JTB) and at the meeting the recommendation was made that the proposed restrictions be deferred to the December meeting of the JTB on 19 December 2016 to enable more residents to respond to the consultation.

If you have any comments relating to the proposal please email [brettoconnell@swale.gov.uk](mailto:brettoconnell@swale.gov.uk) directly (if you have not done so already). Please do so by the end of the week, Friday 11 November 2016.

As your ward councillors we will also be submitting our comments to Brett by this deadline.

If you have any specific comments you'd like us to convey on your behalf (or have any questions) please feel free to email [gdsamuel1@aol.com](mailto:gdsamuel1@aol.com) by no later than Friday 11 November 2016.

Yours faithfully,

Cllr George Samuel  
Cllr Derek Conway

## ANNEX C

### Proposed Parking Restrictions – Capel Road (west), Sittingbourne – 2<sup>nd</sup> Consultation via Ward Members Comments of Support

Comment No.	Consultee Comment/Support
1	<p>I would object to any parking restriction.</p>
2	<p>I am writing to you in response to the proposed parking restrictions in Capel Road.</p> <p>As a homeowner in Capel Road this matter directly affects me in the following ways, by applying the proposed restrictions;</p> <p>I will not be able to have family especially my elderly grandparents visit as there will be no where local for them to park and walk from. This was actually one of the main positives when we chose to buy this house knowing that there was plenty of space for family to park when visiting.</p> <p>Also as a home owner I know how damaging a double yellow line or parking permits has to the value of my home in future years when I wish to sell my home.</p> <p>I have also never seen an issue with people parking their cars on Capel Road outside or near my house. Yes people do park closer to the park on the road however I am not against people trying to save money and parking here before walking into town for work or school. It causes no disruption to traffic or pedestrians in any way.</p> <p>Lastly as you can see from Capel Road most houses only have space for one car on their driveway and it is completely necessary to have space to park a second car as many households have two.</p> <p>I am very surprised as to where this whole parking issue has risen from and why it has been taken so far. In my opinion it is clear to see that the parking is not a major issue and we do not need parking restrictions applied. I hope to be up dated on the situation and to hear from you soon.</p>
3	<p>As you well know myself and my partner strongly object to the proposed parking restrictions and feel it would be a real shame that it is being brought up again.</p> <p>Having viewed the responses on the council website I believe that there was enough support to go ahead with no parking restrictions to see the case dropped.</p> <p>The residents and people concerned had more than enough time to get in contact with you the first time the matter was raised in August. If they</p>

were that bothered about having parking restrictions put in place surley they would have been in contact then. I thought some points from the initial joint transportation board particularly interesting:

The fire brigade cannot see a problem with aces / egress. Surely this was strong argument for putting parking restrictions in place, but the fire brigade do not see it as necessary why would we need parking restrictions?

Members of the public would struggle to park when visiting the graveyard to attend funerals.

How many times will the case be reopened?

Please see our comments below once again not the matter in hand.

On the matter in hand we strongly object to any options regarding parking restrictions at the west end of Caple road.

Our house is \*\*\*\*\* Caple Road and We have never had any access/egress problems with the road at any time of day or night and feel that it would be a real shame to put in parking restrictions in a residential area.

Being that The west end of Caple road is residential it is expected that residents family and friends come to visit and there may not be room to park on the residents drive. If there were parking restrictions it could prevent residents family and friends coming to visit. This would especially impact us as we have numerous elderly family who struggle to walk any distance who enjoy visiting us during the daytime, evenings and weekends, being able to park on the road near to our house is of real benefit to them.

If the council thought that parking restrictions were absolutely necessary then might it be an idea to allow the residents of Capel road to be allowed permits to park their own, or friends and family members vehicles who visit during any time on the road and at the end of it?

Maybe a scheme such as the one that is currently in place in park road would work?

I urge you to make a visit yourself to see how little of a problem vehicles parking on the road side or at the end of the road really is, especially in the evening and at weekends when it is just local residents vehicles being parked.

<b>SWALE JOINT TRANSPORTATION BOARD</b>
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<b>Meeting Date</b>	19 December 2016
<b>Report Title</b>	Update on the progress of the Swale Freight Transport Plan
<b>Cabinet Member</b>	Cllrs Mike Whiting, Andrew Bowles and David Simmons
<b>SMT Lead</b>	Mark Radford
<b>Head of Service</b>	Tracey Beattie
<b>Lead Officer</b>	Sue Kennedy (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	<p>Members are asked to note the contents of this report, and recommend that:-</p> <ol style="list-style-type: none"> <li>1) The Freight Transport Plan is formally adopted by the JTB to enable it to be submitted to Defra.</li> <li>2) The proposed actions in the plan are progressed during 2017 with Swale BC, the KCC and other partners</li> </ol>
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides a summary of formal objections and support received in relation to the recently advertised Draft Freight Transport Plan

## 2. Background

- 2.1 The final version of the plan includes proposed amendments to the initial draft Freight Transport Plan to take account of the responses to the initial consultation. A copy of the summary of the recommended actions within the plan can be found in Annex A. A copy of the final plan taking account of the comments received can be found in Annex B.
- 2.2 The KCC were represented on the Swale Freight transport plan steering group and have also been consulting on a Kent County Transport Plan during 2016
- 2.3 The Swale Freight Plan can be used to assist the County Council with its work regarding freight Transport in Kent in the future and will enable the Council to fulfil its statutory duty of progressing with action plans to improve air pollution from traffic congestion by working with the freight sector.

### 3. Issue for Decision

#### Ratification of the Swale Freight Transport Action Plan

- 3.1 To create the actions within the plan expert consultants were employed to a formal consultation meeting took place with members of staff and external partners who were involved with local transport in August 2016. All departments and external partners were invited to send a representative. Nineteen people attended this meeting and their suggestions resulted in the draft action plan.
- 3.2 The results of the formal consultation meeting were reported to the Joint Transportation Board, and it was recommended that the proposed restrictions be implemented, but with a reduction in the length of lining on the north side of the road following a suggestion from Kent County Council, subject to the approval of both Parish Councils who are funding the works.
- 3.3 Account has been taken of the responses received and the draft freight plan amended. This consultation included external consultees some of whom had not been able to attend the initial meeting.
- 3.4 The comments from the consultation were passed to the consultants who the Council had appointed to write the plan and these were subsequently clarified on the telephone by the consultants and the consultees. Amendments were made to the plan to take account of these comments.. Once this plan is ratified it will be available on the website for wider consultation and implementation during 2017 onwards.
- 3.5 The Freight transport plan was paid for by a Defra grant and a progress report on its expenditure will be due to Defra in December.

### 4. Recommendation

- 4.1 Members are asked to note the contents of this report, and recommend that:-
- 1) The Freight Transport Plan is formally adopted by the JTB to enable it to be submitted to Defra.
  - 2) The proposed actions in the plan are progressed during 2017 with Swale BC, the KCC and other partners

### 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer and healthier Highways in residential areas.
Financial,	Costs associated with Traffic Regulation Order, and necessary

Resource and Property	lining and signing.
Legal and Statutory	<p>Compliance with EU Air Quality Directive 2008/50.</p> <p>Compliance with statutory duties in The Environment Act 1995, LAQM Technical Guidance (England) 2016</p> <p>Work with partners in Public Health JSNA (<a href="http://www.kmpho.nhs.uk/commissioning/profiles">http://www.kmpho.nhs.uk/commissioning/profiles</a>)</p> <p>Objective 5: Create and Develop Healthy and Sustainable Places &amp; Communities-Promoting wellbeing is at the heart of what local government is about: supporting a better life for its citizens and helping to build resilient communities, now and over the longer term. NICE guidelines consultation <a href="https://www.nice.org.uk/guidance/GID-PHG92/documents/draft-guideline">https://www.nice.org.uk/guidance/GID-PHG92/documents/draft-guideline</a></p>
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	<p>This will have a positive improvement on health and safety of the residents.</p> <p>There is a risk that obtaining additional finance for the implementation of the plan will delay the onset of the implementation stage of the plan.</p>
Equality and Diversity	There will be a positive impact on equality from the environmental improvements in residential areas of the Borough.
Sustainability	The plan will contribute positively to climate change and sustainable travel in Swale.

## 6. Appendices

6.1 A copy of the summary of the recommended actions within the plan can be found in Annex A. A copy of the final plan taking account of the comments received can be found in Annex B.

## 7. Background Papers

7.1 None

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## **Annex A : Report to JTB on the Swale Freight Transport Plan**

### **Summary of potential actions from the report**

1. Swale BC will review the Kent and Medway Air Quality Partnership Air Quality Planning Guidance to see whether to incorporate it formally into their planning decision making processes, after a suitable Local Plan parent policy has been adopted.
2. Swale BC will actively monitor compliance with air quality planning conditions and take action to remedy any failures identified.
3. The Borough will explore opportunities for using its purchasing power to reduce freight related emissions.
4. The Borough will seek discussion with KCC about the potential for using roadside information to reduce emissions from lorries and vans.
5. The Borough will actively support KCC and work with other Kent Boroughs in the work necessary to deliver night-time lorry parking bans and improved facilities for overnight lorry parking.
6. The Borough will continue to make its views known to Highways England, as necessary, as their plans for a lorry park near junction 11 of the M20 are implemented
7. The Borough will engage with Highways England and KCC in developing designs for junction 5 on the M2 to ensure that any scheme will have a beneficial effects for the longer term.
8. The Borough will continue to actively engage with the highway authorities and developers to achieve suitable mitigation schemes for the A249 corridor junctions with the non-trunk road network to support committed and planned development..
9. Swale BC would support a route study of the M2 in Swale by Highways England which includes looking at what improvements are needed at junction 7 of the M2 to cater for potential future developments in Swale and in districts further east, The Borough will cooperate in any such study.
10. While the Borough supports the principle of the HE scheme for a Lower Thames Crossing, it will need to be reassured that any possible adverse consequences of more traffic, and particularly lorry traffic, on the M2 will not add to congestion or resilience problems of the M2 resulting in potential diversions on to the A2.
11. The Borough will actively look for and support any initiatives to encourage more freight to be carried by sea or rail.
12. The Borough will work with KCC on non-infrastructure initiatives for reducing the impact of freight traffic.
13. The Borough will work with the County to investigate local traffic management options for addressing air quality problems.
14. The Borough will work with KCC to ensure that local views are made clear to the Traffic Commissioners when consultations take place on goods vehicle operator licences.

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## SWALE BOROUGH COUNCIL FREIGHT MANAGEMENT PLAN

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Appendix 1 Swale Borough Local Plan – Bearing Fruits 2031 (objectives)

Appendix 2 Extract from Swale Borough Local Plan (managing transport demand and impact)

## 1. Introduction and summary

1.1 This Freight Management Plan (FMP) for Swale Borough Council (SBC) has been developed as part of a programme of work undertaken by the Borough to tackle various transport, planning and environmental problems, particularly air quality. The programme started in 2013. It was part funded by the Department for Environment, Food and Rural Affairs (DEFRA), reflecting the increasing awareness of the adverse effects air pollution can have on health, for example leading to higher incidence of lung cancer and heart disease, on the environment and on the well-being of communities. Previous stages of work included traffic counts and the apportionment of pollutants; detailed assessment of the pollutants from traffic in the Air Quality Management Areas; smarter driving campaigns; successfully piloting the ECO Stars award scheme to help freight operators improve their efficiency and reduce the emissions from their fleets; and other educational campaigns in partnership with Kent County Council Highways and Transport Sections. The Borough Council recognises the significance of freight traffic's contribution to air pollution and the FMP helps address that concern.

1.2 The Plan has been prepared with the involvement of Members and Officers from both Swale BC and Kent County Council (KCC), along with Parish Councils representatives. Both KCC and SBC have roles to play in managing and mitigating the impact of freight movements in the Borough, as indeed does Highways England. It is only by working closely together, combined with support from other stakeholders, that the Plan can succeed.

1.3 Section 2 of the Plan sets out the background and context for the Plan in terms of

- where the freight movements come from and why they are as high as they are;
- the implications for air quality and other impacts in Swale;
- the legal and institutional framework of powers and responsibilities for the various organisations involved; and
- how the FMP fits with other statutory and non-statutory policies and plans.

1.4 The Plan also outlines areas for action, taking into account the powers and influence available to SBC and KCC. This is presented in sections covering

- actions which SBC has the power to take directly;
- actions where SBC potentially has the ability to influence others in beneficial ways; and
- actions where SBC will need to work with others who have the relevant powers to achieve the desired outcomes.

1.5 It is uncommon for local authorities which are not transport authorities in their own right to produce a FMP. However, authorities like SBC have a very real interest and responsibility in relation to the issue of freight movements through its statutory planning responsibilities and because of their impact on the environment and the health of their residents. It is notable that within the Borough there is a significant proportion of businesses with a major involvement in freight transport operations by both sea and road. Freight traffic was also implicated in the designation of five Air Quality Management Areas (AQMAs) in the Borough. Freight was responsible for about a third of the traffic-related pollution in these AQMAs.

1.6 The timing of this Plan coincides with KCC updating its Local Transport Plan and Freight Action Plan and is largely complementary to those plans, having similar aims to streamline the flow of goods through the Borough and reduce the environmental impact of that movement. The Plan

will also work alongside the plans to reduce air pollution that Highways England has been developing as part of its Environmental Strategy. This Freight Management Plan will provide a basis for the Borough to take what action it can to reduce the impact of freight traffic on the area and at the same time improve air quality. Each local authority is different in its circumstances and the problems it faces, many will wish to see air quality, and the environment more generally, improved through (among other things) the more effective management of freight movements.. Swale's FMP could provide an example for other Mid Kent authorities or other second tier authorities across the South East for working with county and national authorities to that end.

## **2. Background**

### **Freight movement – the broad context**

2.1 Almost all freight movements are the result of economic activity. The fact that Swale is suffering from air quality and traffic congestion problems associated with freight movements is due to both its location straddling important routes to ports and as a consequence of the success of the Borough in attracting businesses into the area, capitalising on its geographic location. Swale's ready access to the motorway and trunk road network and to the ports at Sheerness, Dover and the Channel Tunnel, combined with the availability of land, has encouraged the growth of distribution depots and similar operations, alongside manufacturing and other industries. All of these generate freight movements, almost entirely by road and much of it in heavy goods vehicles, adding to significant volumes of through traffic (including many goods vehicles) on roads in the Borough.

2.2 As the population of the Borough has grown, so too have the freight movements associated with servicing homes, shops and offices. Again, road transport predominates with the growth of van traffic being a particular feature of recent years, both for many service trades and in connection with internet shopping.

2.3 Lorries and vans are virtually all diesel powered and the emissions from diesel engines are one of the prime causes of nitrous oxides and particulates in air pollution. Hence, if the issue of air quality in Swale is to be tackled, managing freight movements more effectively and mitigating the effects of those movements is going to be an important part of any solution.

2.4 It must be noted, however, that freight vehicles are not the only diesel vehicles on the roads. Buses and coaches are usually diesel powered, as are many taxis and private cars too. These vehicle types are a smaller part of the vehicle mix than freight vehicles. However, private diesel cars now comprise 38% of the car fleet and make a significant contribution to certain pollutants. While not connected with freight movements, any opportunities to reduce the emissions from all these vehicle types should be worth considering, even if not part of this FMP.

2.5 Addressing the issue of diesel cars will be principally a matter for National Government, e.g. through taxation, fuel duty policies, new vehicle standards and national scrappage schemes and is not something local authorities can affect directly. Nevertheless the more general issue of car use is something that local authorities can potentially influence through the development planning process, traffic management, travel planning, using parking controls to manage demand and policies aimed at promoting the use of public transport, cycling and walking rather than cars.

2.6 Even though not part of this Freight Management Plan, such actions by local authorities (and indeed Central Government) are relevant to the broader context because the growth in car use has made congestion worse: freight traffic gets caught up in that congestion and the environmental and air quality impacts of the freight vehicles are exacerbated as a result. It follows that measures to

reduce car use by promoting alternative modes and other means will complement measures in the FMP and improve the outcomes. The wider management of traffic is given greater importance since recent research by Transport for London found that many vehicle emission control systems do not work well below 18 degrees C or at low speed, so will not be as effective for much of the year in this country's climate.

### Responsibilities and powers of public bodies

2.7 Swale BC is not in a position to tackle freight management on its own. It does not, for example, operate a vehicle fleet itself, although it may be able influence contractors who operate on its behalf. It does have certain powers and responsibilities but there are bodies with other powers that would need to be deployed to create a comprehensive plan. Table 1 below summarises some of the organisations, duties and powers involved.

Table 1 Responsibilities and powers of public bodies on road and rail transport

Organisation	Responsibilities and powers
Swale Borough Council	<p>Duty to coordinate and manage air quality action plans under their Local Air Quality Management (LAQM) function.</p> <p>Responsible for developing and adopting Local Plans with development strategies and supporting land allocations.</p> <p>Granting permission for development proposals, including commercial developments.</p> <p>Parking enforcement powers under agreement with KCC.</p> <p>Licensing of taxis and minicabs.</p> <p>Contract management conditions for contractors' fleet freight vehicles.</p>
Kent County Council	<p>Highway Authority for all public roads in Kent (apart from Medway Council area), except the motorways and trunk roads. This includes the A2 in Swale where most AQMAs are situated.</p> <p>Responsible for maintaining and improving the highway, regulating traffic movement and parking, "securing the expeditious movement of traffic" under the Traffic Management Act.</p> <p>Statutory consultee in preparation of local plans and supporting transport infrastructure.</p> <p>Lead bid development for public funding for transport infrastructure.</p> <p>Advising the District Councils on development proposals that affect the highway.</p> <p>As Local Transport Authority preparing strategic transport plans and supporting bus services.</p>
Highways England	<p>Highways England (HE) is responsible for the maintenance, improvement and management of motorways and trunk roads in England. In Swale the roads involved are the M2 and the A249 between the M2 /J5 and Sheerness Port.</p>

	<p>HE is a statutory consultee in respect of district local plans.</p> <p>HE also advises the Secretary of State on planning approval for developments that may affect the strategic highways.</p> <p>HE are responsible for delivering the national route investment strategy programme where supporting economic growth is one of the key objectives.</p>
Department for Transport	<p>DfT provides national transport strategy across all modes and sets the framework for Highways England.</p> <p>In conjunction with other Government Departments it provides funding to local authorities for transport (among other) purposes.</p> <p>DfT has carried out research and provided good practice advice to the freight industry.</p> <p>It has supported projects to encourage the transfer of freight from road to rail and water,</p>
Department for Communities and Local Government	Responsible for Local Government funding and Town Planning regulations
Department for Environment, Food and Rural Affairs	Responsible for environmental policy including air quality.
National Rail	Infrastructure provider, responsible for maintenance and investment in the rail network.
Traffic Commissioners	Manages the system of licensing goods vehicle operators and the Operating Centres that they work from.

2.8 In addition to the statutory bodies in Table 1 the private sector has a large part to play in freight movements. The businesses involved and most of the vehicles are privately owned and operated, albeit within the relevant regulations, e.g. for vehicle standards currently set through the EU and construction and use regulations. Their actions have a significant effect on air quality and the cooperation of the private sector will be needed to achieve all the desired outcomes of the Plan.

### Other Plans of authorities

2.9 The Swale FMP does not exist in isolation; there are other plans which it sits alongside, both within the Borough and outside. Many of the bodies listed in Table 1 have their own plans to tackle some of the problems associated with freight traffic, including air quality. As far as possible the FMP should align itself with those other plans since that will offer the greatest opportunity for achieving the aims of the Plan. These other plans include:

### **Swale Local Plan – Bearing Fruits 2031**

The latest Local Plan was published for consultation in December 2014, subject to independent examination in 2015 and with main modifications published, again for consultation, in June 2016. The Local Plan sets out the aspirations and plans of the Council for the next 17 years. It covers the full range of topics and services for which the Council is responsible, many of which have implications for the movement of freight as illustrated in the objectives of the Local Plan set out in Appendix 1.

The Plan's overall development strategy is focused on regeneration in the western Thames Gateway part of the Borough, where there is or will be suitable supporting infrastructure. The strategy also focuses development at the main urban areas and larger rural service centres, where more services and facilities are available, so as to reduce the need to travel.

The latest draft of the Local Plan includes:

- The identification of land for industrial and commercial development which, when taken with the planning permissions already existing, represent a significant increase in employment in the Borough.
- Plans for regeneration areas at Sittingbourne and Queenborough
- Plans for working with Sheerness Port's owner and their long term strategic plan, to encourage the ongoing development of the Port and its associated services.
- Plans for 13,000 additional households across the Borough

all of which will add to freight traffic demands over time.

The Plan also identifies key transport schemes

- Sittingbourne central area regeneration transport interventions
- Construction of part of a Sittingbourne Northern Relief Road to link developments to the A249.
- Improvements to Junction 5 on the M2
- Grovehurst, Key Street and Bobbing junctions on the A249
- Roundabout at Lower Road/Barton Hill Drive on Sheppey

The Plan policies also require transport assessments to be submitted with development proposals generating a significant amount of transport movements. This will need to address impacts on the highway network; maximise opportunities for sustainable transport modes; and demonstrate impacts and any necessary mitigation on AQMAs to the satisfaction of the planning and highway authorities.

In terms of this FMP it is worth noting at this stage:

1. The future possibility of extending the Sittingbourne Northern Relief Road to the A2 have been considered and also the idea of a long term extension to the M2, although neither are part of the current Plan. If such proposals were to be explored in the future the implications of drawing additional lorries and other traffic onto the A2 and through the AQMAs would need to be taken into account.
2. Access to the strategic road network is important for freight related development. The present strategy for development of north Sittingbourne is predicated on junction improvements to access the A249 and hence the M2 via junction 5 improvements.

## Swale Transportation Strategy

The Swale Transportation Strategy was produced by KCC in conjunction with Swale BC in 2014 as a consultation draft. It went far wider than just freight with four themes as in Table 2 below:

Table 2: Themes of the Swale Transportation Strategy

Theme	Aim	Transportation issues
Encouraging sustainable travel	Encourage the use of sustainable means of travel as an alternative to the private car	Walking Cycling Bus Rail
Improvements to transport infrastructure	Removal of pinch points which are barriers to development and growth.	Intelligent Transport Systems Additional road capacity and infrastructure improvements
Alternative access to services	Reduce the need to travel and supporting independence	Sustainable mixed use developments Travel plans
Road Safety	Reduce the number of people killed or seriously injured on the district's roads	Crash remedial measures Lower speeds designed into new developments Road safety campaigns

The Strategy sets out a number of potential schemes, including those listed above from the Local Plan but also adding other, more traffic management oriented schemes, for example to smooth traffic passing through Air Quality Management Areas.

It is notable as part of this FMP that the second of the themes is particularly relevant to freight movements, closely linked as they are to economic activity. However there needs to be careful consideration when adding to capacity at a particular point that a potential scheme could encourage more car commuting. That could undermine the first theme and lead to consequential congestion elsewhere, possibly adding to delays for freight vehicles and causing more pollution problems.

The Strategy is expected to be updated to reflect the final version of the Swale Local Plan and the Kent Local Transport Plan 4.

### **Kent County Council's Local Transport Plan 4 - Delivering Growth without Gridlock (2016-2031)**

KCC's fourth Local Transport Plan (LTP4) was published for consultation in August 2016. The ambition set out in LTP4 is "To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported." All transport schemes should achieve at least one of the five outcomes below

1. Economic growth and minimised congestion:

Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.

2. Affordable and accessible door-to-door journeys:

Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

3. 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.

4. Enhanced environment:

Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.

5. Better health and wellbeing:

Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.

Among the measures in LTP4 relevant to this Swale Freight Management Plan are:

- Support for a Lower Thames Crossing and the bifurcation of A2/M2 and M20/A20 traffic bound for the Channel Tunnel and Dover Port.
- Support for a permanent solution to Operation Stack and for a network of smaller overnight lorry parking facilities across the county
- Support for junction improvements at M2 J5 but with the developments in the Local Plan properly taken into account
- Proposal for a corridor study into the A249 to assess what is required to accommodate all the planned developments in this corridor
- Support for a study into M2 J7 and what improvements are needed there to accommodate future development.

These measures all come within Highways England's responsibilities. In relation to the first of them, it is suggested as part of this FMP that both KCC and SBC need to know much more about the detail implications of the Lower Thames Crossing and other complementary schemes in the M2/A2 corridor. It seems more than possible that the Lower Thames Crossing could first generate extra car traffic but also may result in a higher proportion of large heavy vehicles using the 2 lane M2 on the way to Dover (rather , the 3 lane M20). Investigation of potential impacts, including any impacts following traffic incidents on the M2, on the local network should be pursued.

### **KCC Freight Action Plan.**

The KCC Freight Action Plan was published in 2012. It is currently being updated, although the main elements of the Plan are not expected to change substantially. The objectives of the 2012 Plan were:

- To take appropriate steps to tackle the problem of overnight lorry parking in Kent.
- To find a long-term solution to Operation Stack.
- To effectively manage the routing of HGV traffic to ensure that such movements remain on the Strategic Road Network for as much of their journey as possible.
- To take steps to address problems caused by freight traffic to communities.
- To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic.
- To encourage sustainable distribution.

In addition to the highway schemes already mentioned above, the Action Plan includes a number of “soft” measures, for example providing information to lorry drivers that is better tailored to their needs, working with sat nav service providers to provide more appropriate guidance on route choice for lorries, working with freight industry, farmers and others to reduce the impact of lorries on the environment.

It is worth noting as part of this FMP that the third objective is particularly relevant to the traffic, environmental and pollution problems on the A2 with the lack of junctions between Sittingbourne and Faversham resulting in some lorry traffic having to leave the strategic road network earlier than would be ideal and use less suitable roads for local deliveries.

### **Highways England’s investment programme**

When Highways England was formed in April 2015 the Government set out the Road Investment Strategy to 2020 for the English trunk road network. Highways England inherited route strategies for sections of the network, including one for the Kent Corridor from the M25 to the coast.

The only scheme in Swale mentioned in the Kent Corridor route strategy is the improvement of M2 J5 with a potential start date for construction of 2019 shown at the time of the strategy’s publication in 2015. Consultation on possible design options is expected early in 2017.

However the Lower Thames Crossing is also relevant to Swale as it could attract further traffic to the M2 corridor as mentioned above. The Government has been consulting on various options for the crossing.

The Government has recently published proposals for a lorry park adjacent to the M20 at Stanford near junction 11 as a solution to Operation Stack. The aim is to have the lorry park at least partially open by the summer of 2017. The plans include regular overnight parking facilities at other times, although this would not remove the need for specific overnight parking capacity in Swale.

### **Network Rail**

There is a limited amount of freight traffic on the railways at present but Network Rail's forward plans for Kent are primarily focussed on improving passenger services. It is understood that Network Rail's draft Kent Route Study 2019-2024 will be consulted on shortly. Local authorities, Sheerness Port and other business interests may wish to input to the process and press for the greater use of the rail network for freight. However the existing passenger services are under pressure from increasing demand and the need to improve reliability.

The South Eastern franchise is coming up for renewal in 2018 which will offer the opportunity for local authorities to input to the process; however the franchise only covers passenger services.

### **3. The problems caused by freight traffic in Swale.**

#### **The road network in Swale and Kent**

3.1 Figures 1 and 2 show the main road and rail networks in Kent. Both the A20/M20 and the A2/M2/A2 routes are used to link the Channel Ports (including Eurotunnel) to the M25 and rest of the country. Both routes are part of the strategic route network for which Highways England is responsible. The M20 is a dual 3 lane motorway whereas east of the Gillingham junction the M2 is a dual 2 lane motorway. Accordingly, with the number of lorries using the M2, there is some congestion when lorries overtake each other.

3.2 The A249 linking the M2 from J5 to the Port of Sheerness on Sheppey is a dual 2 lane trunk road for which Highways England is also responsible. This section of the A249 is used to access the growing town of Sittingbourne and other developments. South of the M2 Kent CC are responsible for the A249; this section is a very important rural link through to the M20 used by many lorries. It has limited development, although activities on the County Show Ground do cause some problems at times. The link will become even more important as a link between the M2 and M20 when the Lower Thames Crossing is built.

3.3 The A2 through Sittingbourne and Faversham is the main alternative to the M2 for east-west movement and accesses a number of existing and proposed commercial developments including many freight origins and destinations.



3.4 The high number of goods vehicles using the roads in Swale, combined with the nature of the road network (and the absence of an effective alternative rail network), has created a number of general and specific problems in the Borough which are discussed below. Part of the backdrop to this is the growth in traffic generally over the years and freight traffic in particular. Across Kent's main roads both freight and general traffic grew steadily between 2000 and 2007. The banking crisis and subsequent economic downturn affected freight traffic (taking light and heavy goods vehicle traffic as a proxy) which declined for several years but by 2014 was above its pre-recession level. This has been driven more by light goods vehicle traffic growing more quickly than heavy good vehicles but the latter were almost back to 2007 levels in 2015. The total traffic increased between 2007 and 2015 by 4% mainly due to cars, and in total had increased by 14% between 2000 and 2015. (source: DfT traffic data)

3.5 The significance of these figures is that as traffic grows it eats into any spare capacity on the whole road network, making it less able to cope with regular demand but with even greater problems when there is anything abnormal. Congestion gets worse, occurring more frequently and lasting longer.

3.6 The main roads in Swale will have been subject to similar growth to that experienced across the county, especially with the widening of both the M2 and A2 to the west of the Borough, leading to regular congestion in Swale which is exacerbated when there is any disruption.

3.7 On the M2 and A249 typically about a quarter of the traffic is goods vehicles but on sections of the A249 this goes up to 28% or 30% reflecting the significance of freight movements for the Borough, its residents and its businesses (DfT 2015 figures).

3.8 The preceding paragraphs give a snapshot of the situation affecting freight movements on the roads as it is now but the FMP also needs to take account, as far as possible, of what will happen in the future. In that context the growth in housing and employment anticipated in the Swale Local Plan could add to the number of freight (and car) movements and could potentially make the problems discussed below worse, unless action is taken to ensure the delivery of traffic reductions and also to encourage as much traffic as possible to use the M2 and A249 and only local traffic to use the A2. The Swale Local Plan does incorporate infrastructure and traffic management measures related to new development proposed in the Plan and impacts will be assessed through transport assessments submitted with development proposals. The results of these measures should be monitored to see that the desired outcomes are being achieved.

## **Air Quality**

3.9 There is a well-established relationship between traffic levels and air quality, including the importance of freight traffic's contribution to pollution. By way of example, in the Air Quality Management Areas at Newington and Ospringe, road traffic contributes about 85% of NO<sub>x</sub> concentration, with heavy goods vehicles contributing 30-35% and light goods vehicles 15%, cars about 30% and buses 3-4%. Although light goods vehicles (LGVs) contribute less pollution, recent research from COMEAP identified the contribution of LGVs (about one in every 5 vehicles) which regularly travel doing local delivery to businesses along the A2 as being worse than previously thought. In some instances they are worse contributors to pollution than the newer HGVs which comply with Euro 6. The older HGVs require regular routine maintenance to ensure they do not breach MOT standards. It should be noted that all freight vehicles over 3.5 tonnes are required to have an MOT every 12 months from the date of their first registration. This annual MOT test is required regardless of age or engine type

3.10 Swale has particular problems because of the high proportion of heavy goods vehicles in the traffic mix on key routes, in particular on the A249 and the roads approaching the A249 from the nearby industrial and commercial areas. Congestion and queues make emissions from heavy goods vehicles worse. The A249 has been dualled and could be considered well suited to carrying significant heavy vehicle flows as it is not close to the main residential areas. However, the congestion that arises at all the main A249 junctions in Swale, including at J5 on the M2, does create pollution which can migrate elsewhere.

3.11 The A2 also carries significant volumes of heavy goods vehicles. The road network in Swale is such that the A2 provides the only practical E-W link to certain parts of the Borough, such as between Sittingbourne and Faversham. Goods traffic is forced to use the road to access businesses operating from these areas. The A2 is an ancient route, single carriageway and unsuitable as a through route, for heavy vehicles in particular. In settlements along the route it has houses and other buildings close to the road, creating a canyon effect. This accentuates the problem of pollution by trapping the pollutants between the houses, thus worsening the problem for residents. This problem has led to the designation of 5 separate Air Quality Management Areas along sections of the A2 where the pollution thresholds had been, or were anticipated to be, exceeded.

3.12 Vehicle emissions can seriously affect the health of those exposed to this pollution. It is linked to increased incidence of lung cancer and heart disease. Also linked to low birthweight babies where mothers in the AQMAs have smaller children with less developed lungs for life. Addressing this is a key aim of this FMP through the various actions proposed to reduce freight vehicle emissions, directly or indirectly. These health impacts also need to be taken into account in the location of new development as this will affect how many people are exposed to the emissions, for example in new housing developments.

### **Noise, vibration and intrusion**

3.13 As well as the question of emissions, the presence of significant numbers of heavy vehicles on a route can lead to public health problems of noise and vibration for residents and others in properties close to the road, as well as mental health problems from heavy traffic at night. This is the situation on the A2 in particular and mirrors in many ways the problem of air pollution there. The canyon effect, where houses are close to the road on each side, also magnifies the noise problem. The noise and vibration felt in adjacent premises can be worsened if the lorries are travelling faster. While slowing them down could reduce the noise and vibration, there could be adverse side effects such as an increase in emissions, depending how precisely this slowing down is achieved.

### **Lorry parking**

3.14 Many lorries operate from and return to base at the end of each day. However there are some lorries which operate over longer distances where they need to stop from time to time. Driver's hours are regulated for good safety reasons so they need to stop periodically for the driver to have a break, including overnight. There are a limited number of proper lorry parks across the whole country and where they exist it costs the driver money (which may or may not be reimbursed by their employer) to stop overnight. Also, some companies pay an allowance for refreshments and overnight stays without the need for a driver to actually incur the expenditure. These factors have led to problems of lorries parking informally overnight wherever they can find a space.

3.15 The situation in Swale is particularly acute because of its proximity to the ports at Sheerness and Dover and the other commercial activities, including freight depots, within the Borough. For example, lorries frequently park up overnight immediately after coming off a ferry (or collecting goods from a cargo ship) or immediately before joining one.

3.16 A survey carried out by KCC in June and September 2016 of known lorry parking problem areas, showed that Swale was the worst Borough in the County for lorry parking with an average of over 100 lorries parking on street overnight, but Canterbury (when the lay-bys on the A2 are included), Ashford, Tonbridge and Malling, Gravesham and Dover also have significant problems. Most of the problem spots can be traced to the proximity of the strategic (Highways England) network and near the motorways (or actually on the A2 in Canterbury and Dover). In Swale the particular problems appear close to the A249 between Sheerness and Maidstone Borough, especially near Sheerness Port, and also around Sittingbourne and along the A2 as far as Brenley Corner.

3.17 This overnight parking causes very substantial nuisance in the localities affected: noise and pollution because engines and refrigeration units are sometimes allowed to run all night; litter from food packages; urine and faeces because of the lack of toilet facilities; and damage to footways where lorries have mounted the kerb to park there.

3.18 The lorry parking issue is a regular concern for the Borough. It becomes much worse if Operation Stack comes into force when there are blockages on the cross channel routes. Highways England's plans for a large lorry area close to junction 11 on the M20 should ease the problem during Operation Stack and to some extent at other times. However, the day to day problem in Swale and along the A2 route from Dover to the M25 is likely to remain. A proposal for a site at Hernhill next to the Thanet Way was approved in October 2016 by the SBC's Planning Committee, although this is unlikely to be all that is needed by way of local lorry parks in Swale..

### **Lorries on unsuitable roads**

3.19 As already mentioned, some freight has no choice about its route because of the location of its origin or destination and ends up using roads such as the A2 which are not well suited to significant flows of heavy vehicles (e.g. for depots on the A2 between Sittingbourne and Faversham). The fact that the M2 was one of the very early motorways to be built and was conceived when Sittingbourne and Faversham were much smaller, leading to the limited number of junctions on the motorway, makes using less suitable roads more of a problem in Swale than in some other parts of the country.

3.20 There are drivers, however, who despite having a motorway or trunk road option do not stick to roads most suited to lorries. This is often because of an incident or accident on the strategic road network but in some cases this may be people with local knowledge who are using 'rat runs' to avoid the queues caused by lack of capacity at key junctions, such as on the A249. In other cases it may be people unfamiliar with the area who are relying on fixed signs (which may not be sufficient in all instances) or on satnav systems which are not designed with larger vehicles in mind and so lead drivers onto unsuitable roads. These are not uncommon problems in other parts of the country but because of the volume of freight traffic in Swale, the effects of these problems are accentuated.

### **Lorries on rural roads**

3.21 Lorries have always been found on rural roads in Swale servicing the farming industry that still forms an important part of the local economy. More recent trends in rural diversification, especially the conversion of farm steadings into mini business parks, has added to the numbers of vehicles involved and potentially brought the impact to more roads. While the issues on rural roads are perhaps less about pollution and noise (because the numbers are fewer than on the main roads), large vehicles on narrow rural lanes can cause obstruction, hasten damage to the carriageway and create a safety hazard for pedestrians and cyclists at a time when transport policy at national and local level is encouraging such environmentally friendly modes.

### **Lack of alternative options**

3.22 The introduction to this Plan noted that almost all freight movements starting and ending in the Borough are by road. The Borough has good port facilities serving international routes. There is limited internal or coastal waterborne freight in the UK and where it exists it is largely focussed on a few specific markets. Although new markets might develop in the future, land transport is likely to remain the predominant means of access for goods to the Borough's ports.

3.23 Land transport does not, however, have to mean roads. There is a rail line running through the Borough to Sheerness, as well as the east-west line through Sittingbourne and Faversham which provides many commuter services. The Sheerness line carries passenger services, principally feeding the main line but also providing a very useful link between the Island and Sittingbourne. The aspiration for greater use of the line for rail freight services remains strong within the Borough and with the Port operators, especially given the ambitions for growth at the ports and in the area. There are however significant obstacles to increasing freight services, including practical limits on train paths on the existing rail network once off the Isle of Sheppey; the limitations of the UK loading gauge affecting the scope of rail freight usage; the financing model for building and operating a rail head at a time of austerity in public funding; and the economics for individual businesses considering using rail freight where less of the freight movement is point to point for bulk or heavy goods and much more is to dispersed destinations. All these factors make the provision for additional facilities or services for rail freight difficult.

### **Impact of traffic displaced into Swale**

3.24 A range of problems have been identified above associated with the day to day operation of freight traffic on the road network, both problems for that freight traffic (as well as other traffic) such as congestion, and problems resulting from that traffic, such as air pollution and noise. Those recurrent problems are made worse every time there is disruption on the Highways England strategic road network. Disruption can be caused by urgent repairs (e.g. the sink hole which appeared on the M2 in 2014), or by accidents or maintenance closing one or more lanes of the M2 motorway (which being one of the old two lane motorways is less able to cope with lane closures than more recent three lane motorways). Even when the disruption is on the M20, e.g. for Operation Stack, the effect is felt on local roads in Swale because traffic is diverted to use the M2 rather than the M20 to Dover and that in turn leads to other traffic switching from the M2 to the A2. Whatever and wherever the cause, the effect of any disruption on the M2 and M20 is to cascade traffic onto the A2 and thence from the A2 onto more minor roads. The A2 is unsuitable in many

places at the best of times, as are the minor roads, but when displaced traffic is added the adverse impacts identified above can be magnified.

### **Lack of resilience in road network**

3.25 A common strand in many of the preceding paragraphs has been the lack of resilience in the road network in Swale. There is only one strategic road east to west, the M2, and one north-south, the A249 connecting with the M2 at J5. The A2 provides a main road east to west but its historic origins meant that there are settlements all along the route, including passing through the middle of Sittingbourne. To the south the A249 continues to Maidstone as a dual carriageway but is a KCC road. The only other main route south is the A251 from Faversham to Ashford but this is again is an old single lane county road with many small settlements and variable geometry that does not cope well with heavy traffic. With the rapid growth of Ashford the traffic on this route like all routes linking Ashford to other settlements will have increased significantly over the last couple of decades.

3.26 There is only one junction on the motorway for Sittingbourne, unusual for a town of its size. Faversham is served by two junctions on the M2 but both are effectively east of the town. The 10 mile stretch of the M2 between junctions 5 and 6 does not allow reasonable local access to the major housing and industrial areas around parts of Sittingbourne, and between Sittingbourne and Faversham and so forces more traffic than would be desirable on to the A2 and other local roads.

3.27 The consequence of all this is that there are few alternative route options. Where the strategic network can be used, the lack of choice forces much of the traffic onto the single main motorway junction at J5. While getting traffic onto the motorway network at M2 J5 as directly as possible is consistent with good network management, the concentration of traffic there has led to the junction becoming overloaded. The improvement of this junction is funded and on Highways England's forward plan for commencement circa 2020.

3.28 The lack of options is highlighted and the problems above are compounded when there is disruption on any part of the network, but especially on the M2. Resilience has increasingly been seen as a key requirement for the wider road network. It has featured much more prominently in the recent Highways England plans. Resilience involves being able to deal with problems while causing least possible disruption and then recovering back to normal quickly. Part of this is through the better use of technology and information; part is about more active management by the road operator. Part, however, is about the inherent flexibility of the network, the ability to create options for managing situations. This last area is where the strategic network in Swale, with its limited junctions, lacks the resilience that is needed for today's conditions.

### **Damage to roads and footways from freight traffic**

3.29 All roads suffer from wear and tear over time. The scale of impact caused by vehicles is broadly a fourth power function of the axle weight so heavy lorries cause disproportionate wear on a road surface and structure. This means, for illustration, that a 5 axle lorry with 8 tonnes on each axle will cause about 160,000 times as much wear as a smallish 1 tonne car.

3.30 Furthermore unlike the motorways and newer roads like the dualled A249, older roads such as the A2 and other more local roads were not built to take high volumes of heavy vehicles. Where such volumes of heavy traffic occur they accelerate the deterioration of the road. That in turn adds to noise and vibration and worsens conditions for other road users, especially cyclists. Unfortunately

funding for road maintenance off the strategic road network is very limited at present. Heavy traffic can also damage the utility services running under such roads. The works involved in repairing either the utility services or the road itself create disruption with consequent delays and diversions, as well as the noise, dust and nuisance for pedestrians and residents.

3.31 Heavy freight vehicles also create problems when they park on footways, as not infrequently happens, especially in town centres and residential areas. Not being designed to take the weights involved, footways end up cracked, broken and uneven often resulting in trips, especially for the elderly and infirm; also the services underneath can be damaged. Again the repairs are disruptive to all concerned and, as with carriageway repairs, it eats into the maintenance budgets of the highway authority, in this case KCC.

#### **4. Swale BC's scope for action**

4.1 As indicated in paragraph 2.7 and Table 1 above there are several different bodies that have responsibilities and powers when it comes to managing freight traffic and its impact. Swale has air quality duties and certain planning powers, for example in relation to an overall development strategy and planning applications for development, but will only be able to do a limited amount on its own in terms of highway upgrades and traffic management. It will require the support of KCC, Highways England and others, each using the powers that they have, to achieve the outcomes that the Borough wishes. Swale Borough Council will seek to influence and work with these other parties to that end.

4.2 The Borough's scope for action is not only constrained by the powers directly available to the Council. It is also constrained by its financial resources. That may be in terms of the ability of officers to devote time to follow through the actions required, given the other demands on their time which in some cases may have to be given priority because of statutory duties. Engaging with other bodies to persuade them to follow a course of action that they do not see as a priority can be time consuming. On the other hand where priorities can be aligned and other stakeholders' support can be enlisted, the work may be somewhat easier. The work that the Borough carried out with the industry to set up and pilot the ECO Stars project shows that, with commitment from all parties, success can be achieved.

4.3 In addition to the human resource availability, many of the actions proposed in the FMP will require investment of capital funds. The Borough has very limited capital funds of its own that it can use for these actions. KCC will also be constrained by the availability of funding to local authorities. The main sources of funds for transport projects are:

- From Central Government, channelled through local transport authorities such as KCC, or through Local Enterprise Partnerships, for works (including improvements and traffic management) on local roads
- From Highways England for schemes on their own roads, although in some cases they can spend money on local roads if that achieves a benefit for the strategic network
- From Government directly for specific programmes or pilot projects. (This FMP has been developed under one such programme through DEFRA)
- From the EU (for the time being) but only in specific circumstances where EU objectives are being served and there are funding programmes available

- From developer contributions through s106 of the Town and Country Planning Act, s278 of the Highways Act or Community Infrastructure Levy (CIL)

## 5. Action plan – opportunities for direct intervention by Swale BC

### Use of planning powers

5.1 As the planning authority Swale is in a position to grant or refuse planning permission for developments that would have an effect of increasing the impact of freight traffic on congestion, air quality, noise etc. The Borough has to make its decision in the round taking account of the beneficial effect of a proposed development and has to consider the potential costs of a possible appeal by the developer. Nevertheless, it will almost always be easier to achieve any mitigation of adverse effects before they arise, i.e. at the planning stage, than to try to apply restraints retrospectively.

5.2 In its most recent modifications to the Swale Local Plan, Bearing Fruits 2031, the Borough's proposed approach to managing the impact of freight and other traffic arising from new development is set out in policy DM6: Managing Transport Demand and Impact. The text of DM6 is shown in Appendix 2 and, although the policy is far broader than just air quality it does include explicit reference to air quality issues in 2(d)..

"In assessing impacts on the highway network, development proposals will.....integrate air quality management and environmental quality into the location and design of, and access to, development and, in so doing, demonstrate that proposals do not worsen air quality to an unacceptable degree especially taking into account the cumulative impact of development schemes within or likely to impact on Air Quality Management Areas"

5.3 The Kent and Medway Air Quality Partnership (KMAQP) has produced Air Quality Planning Guidance which can be adopted and/or adapted by planning authorities in the County. This sets out a framework for assessing the air quality impacts of developments and provides a clear basis for discussion of mitigating measures with the promoters of development applications. These mitigation measures may then be incorporated into conditions attached to the planning consent. The appropriate measures will vary from one location to another but could, for example, include

- Restrictions on the hours of heavy goods vehicle operation
- Restrictions on the routes used to access the site to keep heavy vehicles on appropriate roads
- Requirements to make enhancements to local roads to accommodate traffic impacts of a new development including any requirement to cope with freight traffic
- Seek funding through Community Infrastructure Levy (CIL) or section 106 agreements to mitigate or accommodate implications of a development or series of developments

5.4 Once the Swale Local Plan is approved, the Borough's planning policy DM6 will implicitly incorporate much of KMAQP's Guidance. Swale BC will review the Air Quality Planning Guidance to see whether incorporating it into the planning decision making processes more formally would strengthen its ability to ensure that developments are compatible with the Borough's air quality objectives.

5.5 Planning conditions will only achieve the desired effect if the developers and the subsequent users of the sites comply with the conditions. Swale BC will actively monitor compliance and take action to remedy any failures identified.

### **Use of purchasing power**

5.6 As an organisation Swale BC is a substantial purchaser of goods and services. It has an opportunity through its contracts and purchases to promote good practice in managing freight movements to minimise their impact. This could potentially include, for example,

- Specifying deliveries at times that cause least congestion or affects fewest people
- Specifying that operations on key routes avoid times when congestion would be worst affected
- Specifying that vehicles meet latest emission standards when buying or hiring vehicles for the Council's use or contracting services
- 'Requiring drivers operating under Council contracts be trained appropriately for minimising the environmental impact of their work

5.7 The Borough will explore opportunities for using its purchasing power to reduce freight related emissions.

## **6. Action Plan – opportunities for influencing behaviour**

### **Promotion of better freight operations by companies and their drivers**

6.1 Swale BC has developed the ECO Stars scheme, which promotes greater efficiency among fleet operators, as a pilot in Kent. The scheme gives public recognition for operators who are actively taking steps to improve efficiency, reduce fuel consumption and reduce their impact on local air quality. ECO Stars provides practical support for operators in better fuel management, driver training and supporting systems.

6.2 The Borough has also supported KCC on their “smarter travel challenge”, where there was a website for travel planning and an eco-driving initiative to help drivers to drive more efficiently, use less fuel and thus produce less air pollution.

6.3 The Borough hopes to continue actively to promote ECO Stars and other such initiatives among operators based in Swale, or who operate significantly in the area, provided funding can be obtained.

### **Roadside Information**

6.4 Roadside signs, whether fixed or variable, can be used to provide traffic related information as well as directions and instruction for drivers. Although there are constraints on how traffic signs can be used, there may be scope for using roadside signs to persuade drivers to take actions that will benefit air quality. This could be of particular benefit in the AQMAs along the A2. Suggestions have been made for recommending drivers to turn off their engines when in a queue. This has

been tried elsewhere, although the focus has been more on parked vehicles rather than vehicles in queues. There are issues relating to engine and vehicle types about whether this would in all circumstances result in a reduction in emissions because the process of restarting an engine can generate a disproportionate amount of pollution, offsetting any benefit of a short switch off. Other suggestions include reducing speed in residential areas to reduce accidents although this might not have much effect on emissions. Careful consideration is therefore needed to determine what messages would best help reduce pollution but the Borough is interested in looking in more detail at what would be effective.

6.5 The erection of signs and their associated messages would require the consent of KCC as the highway and traffic authority for the non-trunk roads. Variable message signs could be multi-functional as they would be able to provide a range of messages, not just about air quality, but questions of number and location of any signs would need looking at carefully to see if the costs would be justified. The Borough will seek discussion with KCC about the potential for using roadside information to reduce emissions from lorries and vans.

## **7. Action Plan – opportunities for working with other parties**

### **Provision of more overnight lorry parking in Swale (and Kent)**

7.1 Kent County Council is actively studying the possibilities of provision of more lorry parking combined with night time parking bans. It may be appropriate, bearing in mind the scale of the problem in many boroughs in Kent, that a County wide traffic order should be implemented. Large area wide restrictions can be difficult to implement; for example, they would need to be signed on all roads entering the County. It would be preferable if regulations could be amended to make their introduction easier but, in any event, there would need to be sufficient additional, convenient lorry parks introduced before a ban could be implemented. The Strategic Lorry park at junction 11 on the M20 could meet a significant part of this demand – it is understood that current proposals include 500 overnight parking spaces to be used when there is no cross-Channel disruption. The M2 Services between junctions 4 and 5 could meet some of the demand in Swale but it is probable that additional lorry parks, such as the one recently approved at Hernhill on Thanet Way, would still be required reasonably accessible to the A2 and A249 routes.

7.2 Initial work by KCC shows that such lorry parks could be commercially viable, especially if there is adequate enforcement of any night-time lorry parking ban. Further work probably also needs to be undertaken on enforcement processes to ensure the enforcement costs are in balance with any revenues received from Penalty Charge Notices. Effective means of ensuring collection of revenues from all lorries including foreign registered vehicles is equally important. Joint working on penalties that may be levied at Dartford Crossing could be part of making enforcement effective. It is understood that there is significant non-payment of Dart charges and as a night-time lorry ban is likely to affect foreign registered vehicles, joint working on this issue could be very helpful and important for the success in solving the problems associated with overnight lorry parking.

7.3 SBC can use its planning and enforcement powers and work with KCC and other Kent boroughs to seek to bring an effective night-time lorry parking ban possibly for the whole of Kent to fruition

### **M20 lorry parking plans**

7.4 The Borough supports Highways England's plans for a major lorry area adjacent to the M20 to address the problems caused by Operation Stack, because of the knock on effects Operation Stack has in Swale when it is in place. The Borough will continue to make its views known to Highways England, as necessary, as their plans are being taken through to implementation. It is important to Swale that at least part of the proposed lorry park can be regularly used for overnight parking of goods vehicles.

### **M2 Junction 5 improvements**

7.5 The Borough recognises the need to improve Junction 5 on the M2 in order to reduce the congestion on the A249 approaches where there are above-average proportions of goods vehicles in the traffic mix. However the Borough wishes to be reassured that the designs proposed will accommodate the additional traffic generated by the development proposed in the Swale Local Plan and similarly developments proposed by Maidstone Borough Council. The Borough is already engaging alongside KCC with Highways England in developing designs for the junction to ensure that any scheme will cope with traffic bound for redevelopment areas north of Sittingbourne, which will be routed largely by the A249, and that the scheme will have a beneficial effect for the longer term.

### **Junction improvements on A249**

7.6 The Borough has been pressing for improvements to the A249 junctions because of the congestion that currently exists on the approaches to the junctions at Grovehurst, Key Street and Bobbing. Freight traffic gets caught up in this congestion (and indeed partly contributes to it). The Borough is actively pursuing this with KCC, Highways England and key development promoters in the A249 corridor to ensure that the levels of development proposed through the current local plan can be accommodated or mitigated, if necessary through appropriate highway improvements in the short and longer term.

### **Other M2 junctions**

7.7 Swale BC supports KCC's proposal for a study to look at what improvements are needed at junction 7 of the M2 to cater for potential future developments in Swale and further east, and will cooperate in any such study. There is significant and growing congestion at junction 7. While the signalisation scheme has helped, there may be scope for short term measures by remarking lanes. However this junction will probably need improving further, especially with any extra traffic from the proposed Lower Thames Crossing.

7.8 One of the features underlying many of the problems identified in section 3 above is the lack of resilience in the main road network in Swale. One means of improving resilience would be to add one or two junctions to the M2 between junctions 5 and 6 linking to the A2. This would relieve some of the pressure on junction 5 by providing an alternative access to Sittingbourne from the east and Faversham from the west. It would significantly improve access to the Kent Science Park. Furthermore, it would work very effectively with the Sittingbourne Northern Relief Road if that were linked to the A2. It would reduce the problem of drawing more traffic to the A2 through AQMAs. Similarly a link from the M2 to the A2 at the western end of Faversham linking to the Western Link

(to Oare) would have significant benefits to Ospringe AQMA and relieve the A2 through Faversham without adding to commuting traffic on the M2

7.9 Such proposals are not part of Highways England's forward plans, nor are they part of KCC or Swale's plans. Previous studies looking at an extra junction on the M2 concluded that it would not be economically justified under the appraisal methods then used and. Nevertheless, looking further ahead the concept of extra junctions could have potential benefits for the Borough. It is notable that most transport policies do suggest that the routing of HGV traffic should ensure that such movements remain on the strategic road network for as much of its journey as possible, furthermore as mentioned before towns, certainly the size of Sittingbourne, would normally now be planned with more accesses to the M2. Conditions are changing; resilience on the road network is seen as more important; appraisal methods are changing, giving greater weight to economic development benefits; development in the longer term may follow a different path; which means that conclusions could be different in the future. The Borough would therefore be open to and support any future investigation of the feasibility and viability of such junctions with Highways England and KCC.

### **Lower Thames Crossing**

7.10 The Dartford Crossing frequently has substantial queuing traffic even after the introduction of the free flow tolling system. The congestion this close to London is undoubtedly caused by excessive road space each side of the crossing (without complementary car traffic reduction or sustainable transport strategies) encouraging extra long distance car commuting, combined with substantial long distance lorry traffic.

7.11 There is very substantial evidence that increases in road capacity or speed on main roads in densely populated areas generate significant volumes of extra traffic, particularly in peak periods. New estuarial or river crossings or expansions of existing crossings exhibit this to the greatest extent. It is anticipated that this could be the case with a Lower Thames Crossing. (The most ready reference to this phenomenon can be found on <http://worldtransportjournal.com/wp-content/uploads/2016/02/9th-Feb-final-opt.pdf> please see page 37 onwards and particularly the references quoted in that paper.)

7.12 Also, there is a specific problem at the Dartford Crossing for large lorries going north. Both tunnels and particularly the western tunnel have limited height for large lorries. Furthermore there are additional problems with hazardous loads which tend to restrict the capacity northbound. A Lower Thames Crossing could allow the larger lorries to avoid Dartford Crossing but additional capacity would generate more traffic resulting in congestion elsewhere - some would probably appear on the M2 through Swale. It is also possible that more lorries would use the M2 through Swale rather than the M20 unless other measures are implemented to ensure that the extra traffic uses appropriate link roads and the M20. Bearing in mind the fact that the M2 is a two lane motorway and often close to its maximum link capacity, overtaking lorries already cause significant congestion; with a greater proportion of lorries possibly using the Lower Thames Crossing and the A2/M2 Route to Dover rather than the M20, this congestion is likely to be worsened.

7.13 It is important that, with any support that SBC may give to a Lower Thames Crossing, Highways England introduce measures to avoid extra congestion on the M2 and consequential spill over on to the A2.

### **Better alternatives to road freight**

7.14 The carriage of freight by sea or by rail would have less environmental impact than transporting it by road. The scope for more internal waterborne freight traffic passing through Swale's ports will be driven by the market opportunities and the commercial case for such services. Currently opportunities are limited but if circumstances change the local authority can be supportive, for example through the planning process where relevant, but the key decisions will be by the private sector.

7.15 On the rail network, as indicated in paragraph 3.19, there are severe limitations on making significant changes to increase rail freight. The lack of spare capacity on the rail network off the Isle of Sheppey means that extra freight services are in competition with passenger services, which are themselves under pressure. There are also very limited routes with the loading gauge needed for full rail freight services. Overcoming these limitations would take substantial investment and there remains the essential question of whether goods distributors view such services as economic. Nevertheless Swale BC and other authorities support the principle of moving traffic onto rail wherever possible. If any opportunities arise to develop rail freight, including any depots for transfer direct from sea to rail or from road to rail, the Council will work with all stakeholders (including freight businesses, Peel Ports, National Rail, KCC and Central Government) to deliver such facilities

### **KCC soft initiatives,**

7.16 The Borough welcomed the proposals in KCC's 2012 Freight Action Plan for non-infrastructure actions such as organising town centre deliveries to take place when least disruptive (this is presently not in the new draft KCC 2016 Freight Action Plan), creating a freight route planner, working with service providers to develop HGV sat navs, the Lorry Watch Scheme improved signing provision for HGVs and working with industry on education and good practice. Although the Borough does not have technical expertise in some of these areas it does have a range of contacts and communication networks through which it can assist KCC in taking these forward, for example through Town Centre Managers and local business networks. Its work with ECO Stars has demonstrated the Borough's commitment to these kinds of initiatives and it will continue to support similar activities, as far as it is able, in the future.

### **Local traffic management and highway improvements**

7.17 A number of possible improvements to the strategic road network have been discussed above. These are all funded by Central Government directly and progressed by Highways England under the Road Investment Strategy. Local government is consulted on the programme and possible candidates for the Strategy. It is by no means certain that they will all go ahead and even if they do it will be some years before they are completed. Even with these improvements there will still be local problems of congestion and air quality both resulting from and affecting freight traffic. There are already issues on sections of the A2 fronted by houses and on the A251, as well as on other local roads.

7.18 There is no panacea to resolve these issues but there may well be scope for local measures such as:

- Traffic management measures, e.g. access or movement restrictions at certain times of day, parking controls, speed restrictions

- better information systems through more variable message signs
- clean air zones
- small scale highway improvements
- encouraging alternative modes to car use to reduce congestion and hence pollution from freight and other traffic.

7.19 It may be noted that the current form of clean air zones being promoted by Government focusses on large cities and involves charging and would not be appropriate for towns in Swale. However, given the wide interest in reducing air pollution from road traffic, other models for clean air zones better suited to towns, or to smaller areas within towns, may well be developed and could be explored as future options in the Borough.

7.20 Care is needed in assessing what effects these measures will have; the effects may be subject to the 'law of unintended consequences'. For example, a speed limit may reduce the noise produced by heavy lorries but might increase the emissions. Also, the needs of all road users must be taken into account; solving a problem for freight movements should not be at the expense of pedestrians, for example. Nevertheless the Borough is keen that small scale options for improving conditions are not ignored and will bring these to the attention of KCC as the highway and traffic authority. The Borough will work with the County to investigate options, find funding and implement solutions.

### **Traffic Commissioners**

7.21 The Borough has had concerns that the local knowledge of the area does not weigh enough in the issuing of operating licences. The Government recently reviewed the operation of the Traffic Commissioners and decided not to make significant changes to the present system. The process of consultation by the Commissioners will continue to be the means by which local authorities will have any influence on applications by potential operators. The Borough will work with KCC to ensure that appropriate representations are made on applications for operator licences.

## 8 Summary of potential actions

1. Swale BC will review the Kent and Medway Air Quality Partnership Air Quality Planning Guidance to see whether to incorporate it formally into their planning decision making processes, after a suitable Local Plan parent policy has been adopted.
2. Swale BC will actively monitor compliance with air quality planning conditions and take action to remedy any failures identified.
3. The Borough will explore opportunities for using its purchasing power to reduce freight related emissions.
4. The Borough will seek discussion with KCC about the potential for using roadside information to reduce emissions from lorries and vans.
5. The Borough will actively support KCC and work with other Kent Boroughs in the work necessary to deliver night-time lorry parking bans and improved facilities for overnight lorry parking.
6. The Borough will continue to make its views known to Highways England, as necessary, as their plans for a lorry park near junction 11 of the M20 are implemented
7. The Borough will engage with Highways England and KCC in developing designs for junction 5 on the M2 to ensure that any scheme will have a beneficial effects for the longer term.
8. The Borough will continue to actively engage with the highway authorities and developers to achieve suitable mitigation schemes for the A249 corridor junctions with the non-trunk road network to support committed and planned development..
9. Swale BC would support a route study of the M2 in Swale by Highways England which includes looking at what improvements are needed at junction 7 of the M2 to cater for potential future developments in Swale and in districts further east, The Borough will cooperate in any such study.
10. While the Borough supports the principle of the HE scheme for a Lower Thames Crossing, it will need to be reassured that any possible adverse consequences of more traffic, and particularly lorry traffic, on the M2 will not add to congestion or resilience problems of the M2 resulting in potential diversions on to the A2.
11. The Borough will actively look for and support any initiatives to encourage more freight to be carried by sea or rail.
12. The Borough will work with KCC on non-infrastructure initiatives for reducing the impact of freight traffic.
13. The Borough will work with the County to investigate local traffic management options for addressing air quality problems.
14. The Borough will work with KCC to ensure that local views are made clear to the Traffic Commissioners when consultations take place on goods vehicle operator licences.

**Appendix 1****Extract from Swale Borough Local Plan – Bearing Fruits 2031****Objectives**

Our core objectives:

1. Adapt to climate change with innovation, reduced use of resources, managed risk to our communities and opportunities for biodiversity to thrive.
2. Use our coastal assets to support a strong economy and a sustainably managed environment.
3. Support economic success and improve community wellbeing with a network of maintained, protected and improved natural assets in town and country.
4. Conserve and enhance our historic and natural assets as the means to drive regeneration, tourism, and environmental quality and to reverse declines in their condition.
5. Strive for high quality design to bring a better quality of life, opportunities for healthy living and self-confidence to our communities.
6. Be flexible, provide choice and support sectors that can build on our strengths, diversify our economy, promote investment in skills, and develop our distinct opportunities in pursuit of greener and pioneering technologies.
7. Bring economic growth, regeneration and community development, especially to our most deprived communities.
8. Support our farming and food sectors so that they are at the forefront of increasing food security, reducing food miles and increasing local food consumption.
9. Provide the right housing to support demographic change and housing needs to regenerate and build stronger, greener communities.
10. Develop tourism and culture to support regeneration, employment growth, communities and environmental management.
11. Improve prosperity and environmental quality with efficient and sustainable transport networks.
12. Ensure timely delivery of the services and infrastructure to support strong communities.

Our place based objectives:

1. Re-establish Sittingbourne as the principal town with investment in retail, leisure, culture and community services and further education, within new and improved green spaces and streets.
2. Reinforce Sheppey's uniqueness by ensuring change: supports Sheerness as its commercial and service focus; strengthens and integrates communities at Rushenden and Queenborough and Minster and Halfway; manages coastal and heritage assets; modernises leisure and tourism industries; and supports isolated communities.
3. Sustain Faversham's role and character as an historic market town serving residents, visitors and a wider area with a range of businesses and services that increase diversity and interest.
4. Address identified needs in our rural communities so that they are sustained in ways that also respect their scale and character.

**Appendix 2****Extract from Swale Local Plan - Bearing Fruits 2031****Policy DM 6 - Managing transport demand and impact**

1. Development proposals generating a significant amount of transport movements will be required to support their proposal with the preparation of a Transport Assessment (including a Travel Plan), which will be based on the Council's most recent strategic modelling work. The Highways Agency may also require a Transport Assessment if development is deemed to impact on the strategic road network.
  
2. In assessing impacts on the highway network, development proposals will:
  - a. demonstrate that opportunities for sustainable transport modes have been taken up;
  - b. where the residual cumulative impact of development on traffic generation would be in excess of the capacity of the highway network and/or lead to a decrease in safety, environmentally acceptable improvements to the network agreed by the Borough Council and the Highway Authority will be expected. Such works will be carried out by the developer or a contribution made towards them in accordance with Policy CP56. If such works cannot be carried out and the residual cumulative impacts of development are severe, then the development will be refused.
  - c. avoid the formation of a new direct access onto the strategic or primary distributor route network where possible, or unless where identified by the Local Plan. Other proposals for new access onto the networks will need to demonstrate that they can be created in a location acceptable to the Borough Council and appropriate Highway Authority. Proposals involving intensification of any existing access onto a strategic, primary or other route will need to demonstrate that it is of a suitable capacity and safety standard or can be improved to achieve such a standard;
  - d. integrate air quality management and environmental quality into the location and design of, and access to, development and, in so doing, demonstrate that proposals do not worsen air quality to an unacceptable degree especially taking into account the cumulative impact of development schemes within or likely to impact on Air Quality Management Areas; and
  - e. not result in the loss of usable wharfage or rail facilities.
  
3. The location, design and layout of development proposals will demonstrate that:
  - a. priority is given to the needs of pedestrians and cyclists, including the disabled, through the provision of safe routes which minimise cyclist/pedestrian and traffic conflict within the site and which connect to local services and facilities;
  - b. existing public rights of way are retained, or exceptionally diverted, and new routes created in appropriate locations;
  - c. access to public transport is integrated into site design and layout where appropriate;
  - d. the safe and efficient delivery of goods and supplies and access for emergency and utility vehicles can be accommodated; and
  - e. it includes facilities for charging plug-in and other ultra low emission vehicles on major developments.

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<b>SWALE JOINT TRANSPORTATION BOARD</b>
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<b>Meeting Date</b>	Monday 19 December 2016
<b>Report Title</b>	Eligibility of New Developments to Purchase Permits in Residents Parking Schemes
<b>Cabinet Member</b>	Cllr Mike Cosgrove
<b>SMT Lead</b>	Dave Thomas
<b>Head of Service</b>	Dave Thomas
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	<p>Members are asked to :-</p> <ol style="list-style-type: none"> <li>1. Note the report which clarifies the current position with regard to the eligibility of residents in new developments to purchase parking permits in existing Residents' Parking Schemes</li> <li>2. Recommend the current position is reconsidered and strengthened as part of any future planning policy review of Parking Standards.</li> </ol>
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## 1 Purpose of Report and Executive Summary

- 1.1 This report provides details of the current position of the Authority in relation to new developments being built within existing Residents Parking Schemes, and the eligibility of those properties to purchase parking permits to park on-street within the Scheme.

## 2 Background

- 2.1 There has previously been an adopted policy that any new developments within existing Residents Parking Schemes would not be eligible to purchase permits to park on-street within the Scheme area.
- 2.2 This historical decision was presumably based on concerns that where a former property was re-developed into a larger number of smaller properties, each of these dwellings would be entitled to purchase up to two permits per household, which could substantially reduce the on-street parking capacity within the Scheme.
- 2.3 However, following investigation into this policy it has not been possible to locate any written agreement to that effect, and as such any challenge from such developments could be difficult to defend.

### **3 Issue for Decision**

- 3.1 Discussions have taken place with the Head of Development Services regarding the current informal policy, and the following information in relation to parking standards and new developments has been provided:-
- 3.2 Currently the Council as the Local Planning Authority is dependent upon the National Planning Policy Framework (NPPF) and Kent County Council's car parking standards for assessing parking requirements in relation to planning applications. For Town Centre sites in close proximity to transport interchanges, car parking requirements are significantly reduced. Planning Committee members have raised concerns about the practicability of imposing such standards and the consequences for neighbouring residential areas. It is intended that once the Local Plan has been adopted (currently programmed for early Summer 2017) work will proceed on preparing a Car Parking Supplementary Planning Document which once agreed, would supplement or replace the KCC car parking standards. The drafting of the document would involve all members, particularly those on the Planning Committee and given the requirements for public consultation would take at least 12 months to adopt.
- 3.3 The current Traffic Regulation Order covering Residents Parking Schemes in Swale states that *"the Council shall not be required to issue a greater number of Residents Parking Permits under the provisions of this Order than the number of parking spaces available in any of the parking places"* but also states that *"it shall be entirely within the Council's discretion in such circumstances whether or not additional Residents Parking Permits beyond the number of parking spaces available may be issued"*.
- 3.4 Based on these provisions, the Head of Development Services is of the opinion that the Council is able to consider each new development within an existing Residents Parking Scheme based on the adjacent parking capacity with regard to the issuing of permits.

### **4 Recommendation**

- 4.1 Members are asked to :-

Note the report which clarifies the current position with regard to the eligibility of residents in new developments to purchase parking permits in existing Residents' Parking Schemes

Recommend the current position is reconsidered and strengthened as part of any future planning policy review of Parking Standards.

## 5 Implications

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	None identified at this stage.
Legal and Statutory	Development of Car Parking Supplementary Planning Document.
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.

## 5 Appendices

5.1 None

## 6 Background Papers

6.1 None

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## Report from the 20s Plenty for Faversham Working Group 28 November 2016

The Working Group has been examining how to best implement a 20mph speed limit throughout all residential streets in Faversham.

### **1. Background and local context**

Faversham is a truly special place, as well as being beautiful and historic it is much loved. It benefits from a strong and active community of residents, who are connected to each other and their local environment. They are passionate about what happens in the town and many work tirelessly to make it the best it can be.

Faversham is also a place where people choose to live, and for this reason it has attracted significant housing development. However the very qualities that make it attractive to developers, its compact size, its sense of community and its 'walkability' are also threatened by this new development. 2,000 new dwellings are planned for Faversham bringing with them more vehicles, more congestion, more pollution. Ospringle St/the A2 already suffers pollution levels above legally acceptable limits and is a designated Air Quality Management Area.

Faversham needs to be a 20mph town because driving at 20mph is part of an infrastructure that is good for health, good for congestion and good for the economy. Faversham is a 20 minute walking town, the time it takes to walk across it and we want to keep it that way. More walking and cycling must be delivered as a safer and healthier alternative to vehicle use, to enhance well-being and strengthen our town centre. Without an infrastructure that supports this shift, we face the very real crisis of gridlock and the certain escalation of life- threatening pollution.

Faversham is largely residential but experiences high volumes of traffic (including significant numbers of commercial vehicles and HGVs). Many of its pavements are narrow, so residents walk uncomfortably close to fast-moving traffic. Topography and rows of parked cars obscure sight lines, making visibility difficult for both motorists and pedestrians. Several alleyways provide short-cuts to health centres, green spaces, schools, nurseries and the town centre but they are cleaved by busy roads that are difficult and dangerous to cross. There are very few pedestrian crossings. There are two secondary schools and three primary schools in town but not a single one has traffic calming measures, slower speed signs, pedestrian crossings or crossing assistants.

### **2. Consultation**

The 20s Plenty Campaign in Faversham began by asking fellow residents how they felt about roads here. Many people mentioned the speed of local traffic and identified key spots where they felt unsafe. They were aware that two people had been killed on zebra crossings and said they currently drive short distances rather than walk.

During the Faversham Transport Weekend in May of this year, we consulted just over 100 residents and asked them to place red dots on the map, to indicate places where they felt unsafe walking or cycling or where cars went too fast. The map was then circulated on social media, where many more residents continued to comment.

The map identifies 478 places where people felt unsafe in Faversham. These problems are clearly not confined to one area, **they are everywhere**. Within this, some very clear ‘hot spots’ emerged, where people felt particularly unsafe crossing roads or are aware of speeding. Unless people live right in the centre of Faversham they would need to cross at least one of these roads to get into town safely. The survey also showed overwhelming support for a 20mph speed limit throughout Faversham.

The map survey provided valuable social engagement, a key part of making any 20mph scheme work. We found that residents were keen to talk about their experiences and learn about the benefits of 20mph limits.

We know what the killed and serious injury statistics are for Faversham and we know they are rising for vulnerable road users<sup>1</sup> but this research also gives us key information that those statistics can't:

- it tells us about the roads residents avoid
  - the places they won't cross
  - the journeys they won't make
- It tells us how these issues affect their everyday lives

*“Nelson Street. I live there with my 5 year old.... the amount of times we've stepped out of the front door to go to school in the morning and a car has come flying up the road way too fast”*

*“Walking along the London Road. It's the quickest way to Ethelbert School from my home but it feels far too scary. All it would take is a moment of lapsed concentration to come off the road onto the path... I tend to avoid this way.”*

*“Crossing between the rec and Simply Fresh. Cars never seem to stop at the crossing and I've nearly been hit a few times in the evening, despite being extra careful.”*

*“Exactly. I don't like crossing with my oldest daughter.”*

### 3. Technical Appraisal

The working group instructed Andrew Saffrey of Phil Jones Associates to carry out an independent, technical appraisal of the feasibility of a 20mph zone encompassing the whole town of Faversham. Andrew is a highways and traffic engineer with previous experience at Sunderland City Council, London Borough of Harrow, and London Borough of Waltham Forest. He has also worked on the implementation of the borough-wide 20mph zone in Waltham Forest.

His report cost £500 and was paid for out of the Swale Borough Councillors Localism fund. It sets out five key principles in developing a strategy for 20mph in Faversham: the first two of these we have already begun.

- a. **Understanding Local Context**
- b. **Gaining Social Proof and Consent through Social Engagement and Education**
- c. **Creating a Transition Buffer from Higher to Lower speed roads**
- d. **Creating Self-Enforcing Mechanisms / Natural Traffic Calming to aid compliance**
- e. **Ongoing Monitoring and Targeted Action**

These are all key in delivering a 20mph scheme that works for Faversham.

#### **4. Why 20mph for Faversham now**

As we have already said, new development set for sites on all four sides of the town will bring almost 2,000 new dwellings and with them more vehicles, more congestion, more pollution. Outdoor air pollution is responsible for 20 times more early deaths than the number of people killed on our roads. That's 50,000 early deaths and £27bn in costs every year.<sup>2</sup> Heart attacks, strokes, lung and bladder cancers,<sup>3</sup> low birth weight,<sup>4</sup> cognitive impairment in children<sup>5</sup> and earlier onset of dementia,<sup>6</sup> are all linked to pollution. This is being hailed as the biggest public health crisis of our time. On November 2nd the High Court ruled for the second time that the government is not doing enough to combat the national air pollution crisis.<sup>7</sup> They are ignoring many measures that could help and placing too much weight on costs.

75% of the particulate emissions that vehicles produce come from their tyres and brakes, and erosion of the road surface,<sup>8</sup> so driving an electric car won't help. Driving at 20mph significantly reduces congestion, traffic merges more easily at 20mph than at 30mph but it also reduces particulates and NOx emissions.<sup>9</sup> Better still is driving less, which means, when possible, walking or cycling. 20mph limits have been proven to deliver a modal shift to walking and cycling.

**The message is clear, 20's plenty and 30's dirty.**

More than 25% of the UK population now live in boroughs that are or are about to become 20mph.

The majority of the largest 40 UK authorities have a 20mph policy<sup>10</sup>

- City of London and 80% of inner London boroughs,
- Edinburgh,
- Bristol,
- Brighton,
- the centres of Glasgow and Belfast.

In October the entire council of the Isle of Wight voted in favour of making all of the Isle of Wight a 20mph zone.<sup>11</sup>

20mph schemes are proving to be very popular:

The most recent British Social Attitudes Survey found that 73% say 20's plenty for residential roads.<sup>12</sup> In February of this year, the Interim findings of the Department for Transport commissioned Atkins Report, show that they are more popular after implementation: 51% of residents supporting prior, rising to 75% after implementation and 66% of drivers also say the new limits were a good idea.<sup>13</sup>

## 5. Funding

The cost to implement a 20mph default limit across all residential roads in Faversham as been estimated at between £35 and £60K. We need more information and support, to help us access this funding and apply it effectively.

In October, Tunbridge Wells received approval for a 20mph zone covering 50 roads and their Kent County councillor Peter Oakford, is spearheading the £40,000 plan following demand from householders and residents' groups. £20,000 came from Mr Oakford's community grant, £15,000 from Kent County Council and £5,000 from Tunbridge Wells Borough Council.

Kent County Council's Local Transport Plan 4 states:<sup>14</sup>

*"Investment in transport networks is essential for unlocking development sites, relieving congestion, improving safety and enabling a shift to more sustainable modes of travel.../...We will also work to ensure that all the schemes proposed deliver beneficial outcomes for all users, especially the most vulnerable."*

The Kent County Council Growth without Gridlock transport plan states:<sup>15</sup>

*"we will continue to develop our County in a sustainable way, which minimises the effect of pollution and climate change on the environment."*

The scheme we are proposing today is working entirely within these aims.

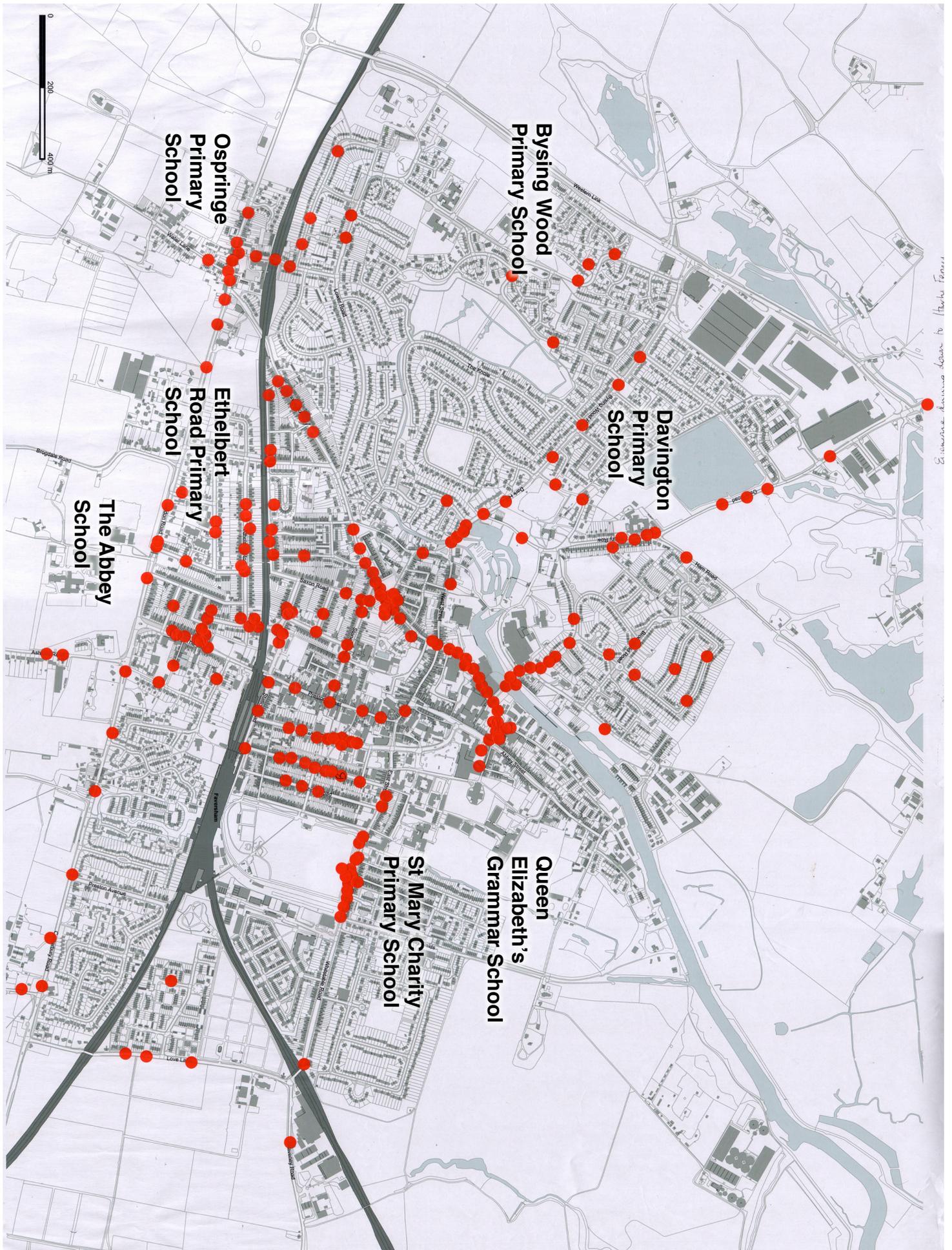
## 6. The way forward

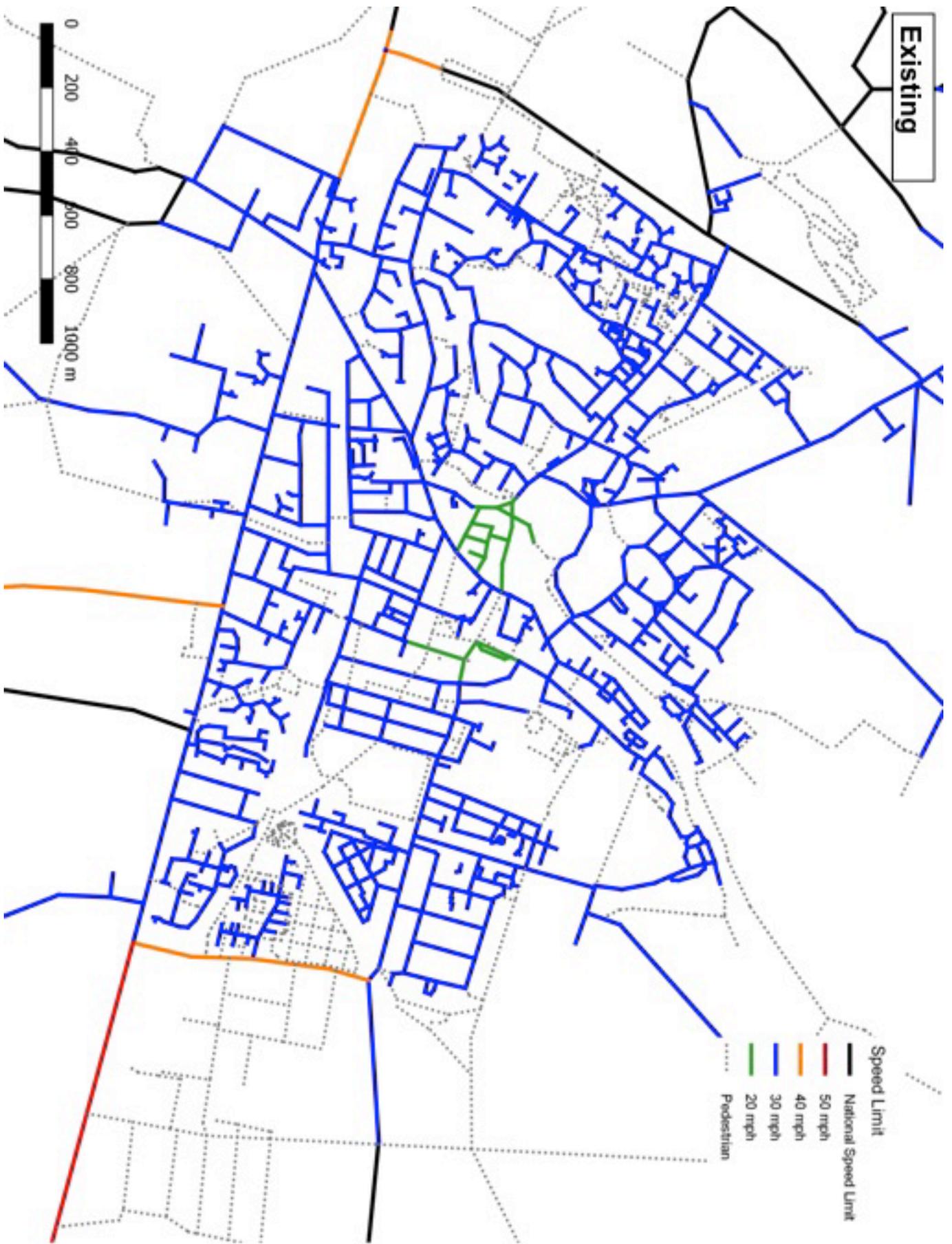
**Today we are asking for a commitment to:**

1. A 20mph limit across the whole of Faversham to include required signage, social engagement and self-enforcing traffic calming.
2. Fund-raising to meet the expected cost of 60K
3. A town-wide consultation.
4. Ongoing monitoring to identify where compliance is achieved and where further work may be required.
5. The working group's ongoing involvement in the implementation process
6. Support of an independent consultant with experience of devising 20mph schemes that deliver.

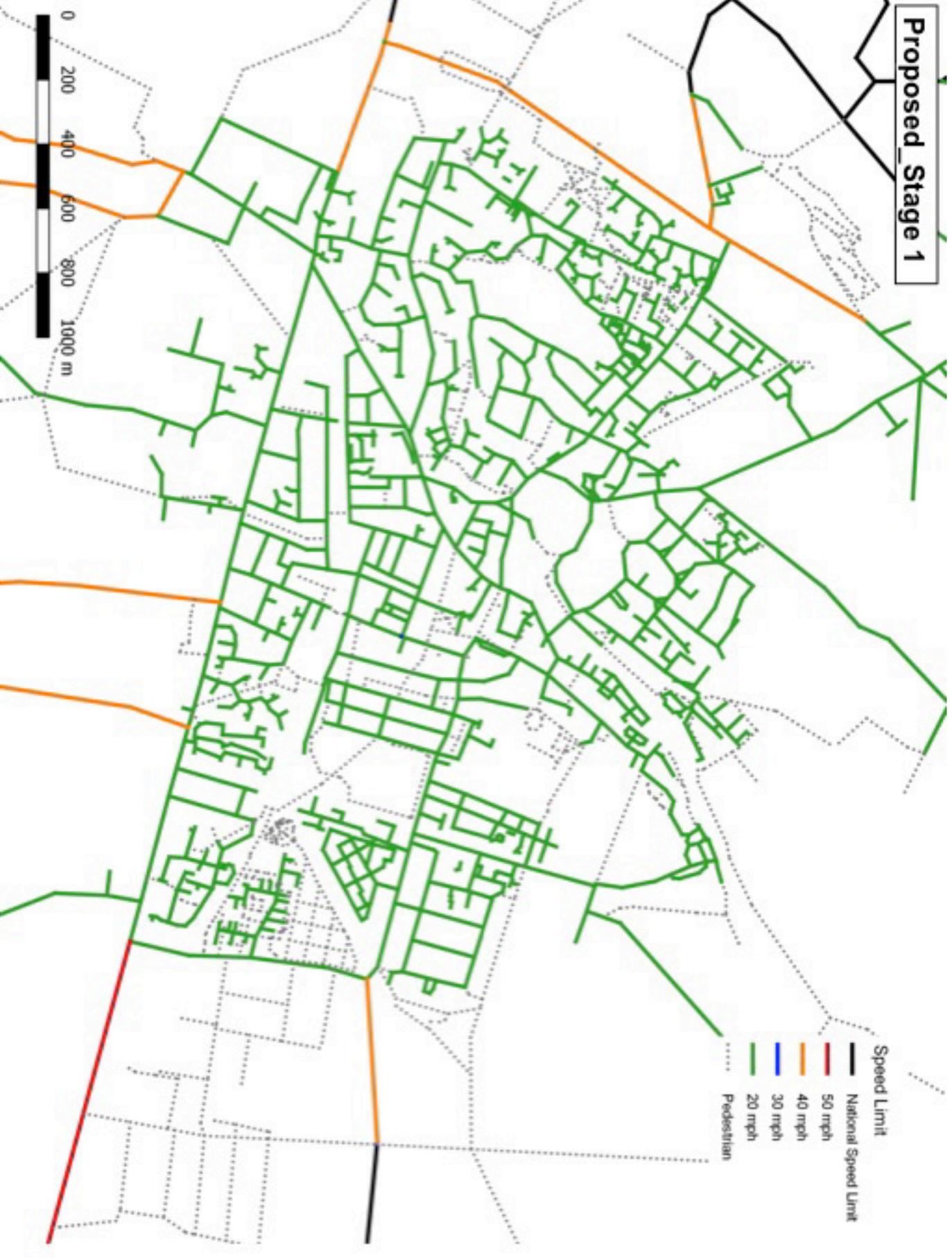
- <sup>1</sup> [www.crashmap.co.uk](http://www.crashmap.co.uk)
- <sup>2</sup> <http://www.publications.parliament.uk/pa/cm201516/cmselect/cmenvfru/479/479.pdf>
- <sup>3</sup> <http://www.cancer.org/cancer/news/world-health-organization-outdoor-air-pollution-causes-cancer>
- <sup>4</sup> <https://www.theguardian.com/environment/2015/apr/28/air-pollution-causes-low-birth-weight-beijing-study-shows>
- <sup>5</sup> <http://journals.plos.org/plosmedicine/article?id=10.1371/journal.pmed.1001792>
- <sup>6</sup> <https://www.alzinfo.org/articles/air-pollution-raise-dementia-risk/>
- <sup>7</sup> <http://www.airqualitynews.com/2016/11/02/high-court-rules-defra-air-quality-plan/>
- <sup>8</sup> <http://www.publications.parliament.uk/pa/cm201516/cmselect/cmenvfru/479/479.pdf>
- <sup>9</sup> [http://www.20splenty.org/emission\\_reductions](http://www.20splenty.org/emission_reductions)
- <sup>10</sup> [http://www.20splenty.org/20mph\\_places](http://www.20splenty.org/20mph_places)
- <sup>11</sup> <http://www.20splenty.org/isleofwight>
- <sup>12</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/481877/british-social-attitudes-survey-2014.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/481877/british-social-attitudes-survey-2014.pdf)
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- <sup>15</sup> [http://www.kent.gov.uk/\\_data/assets/pdf\\_file/0017/6092/growth-without-gridlock.pdf](http://www.kent.gov.uk/_data/assets/pdf_file/0017/6092/growth-without-gridlock.pdf)

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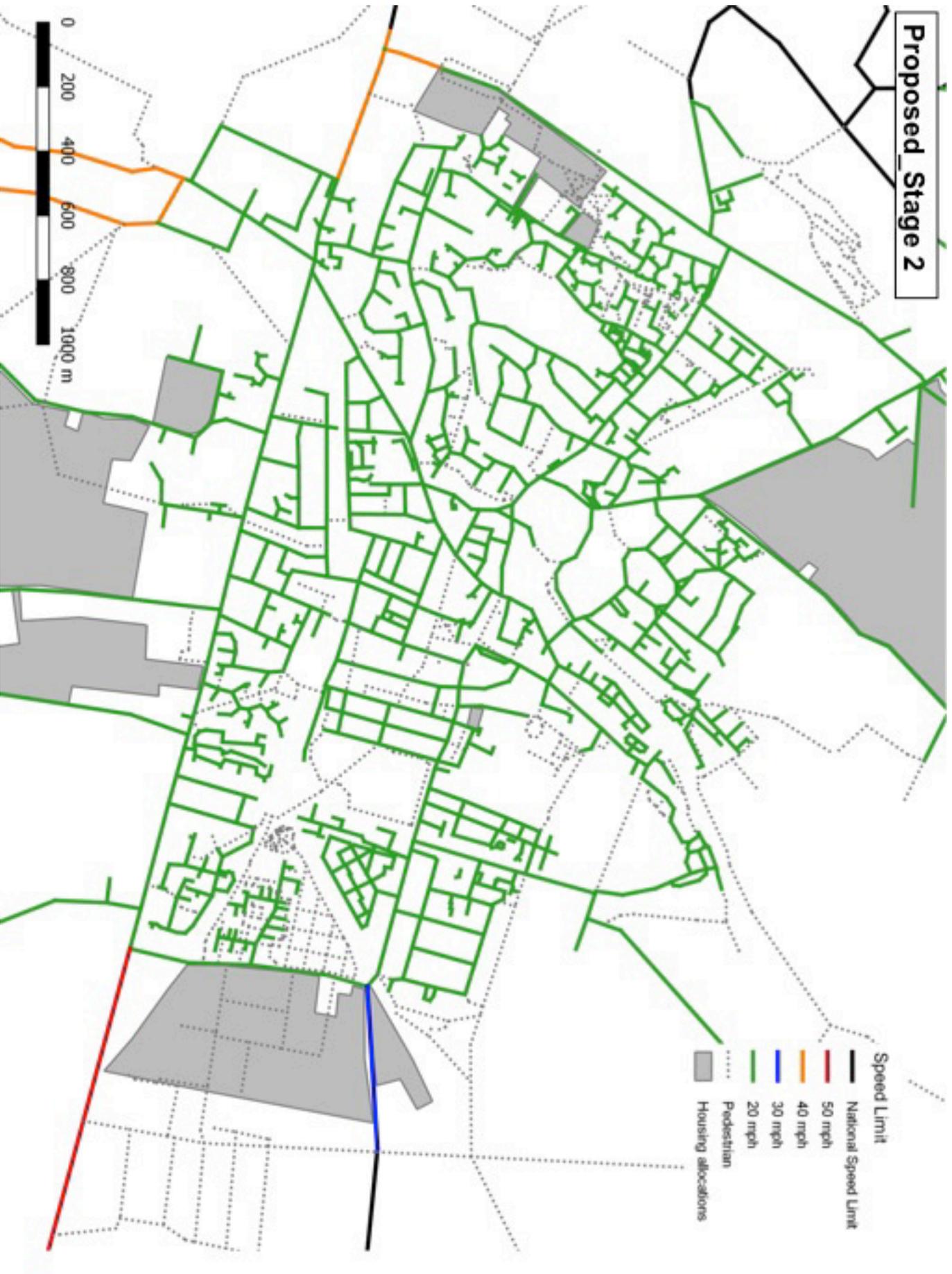




Proposed Stage 1



Proposed Stage 2









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# Technical Note

**Project:** Faversham 20's plenty

**Subject:** Concept appraisal

<b>Client:</b>	Faversham Town Council	<b>Version:</b>	4
<b>Code:</b>	02322	<b>Author:</b>	Andrew Saffrey
<b>Date:</b>	21 September 2016	<b>Approved:</b>	Phil Jones

## I Summary

- 1.1 This note sets out an independent objective technical appraisal of the feasibility of a 20mph zone encompassing the town of Faversham. It seeks to advise the local stakeholders in order to ensure that relevant issues and considerations are understood by all parties involved in the delivery of any proposal, and that a comprehensive overview of the benefits and requirements of a 20mph are properly considered.
- 1.2 The note considers both the strengths of the concept as well as possible drawbacks, and makes recommendations on a method of delivery and direction of travel that is consistent with the aims of the concept in a comprehensive and holistic fashion.

## 2 About the author

- 2.1 This technical note has been prepared by Andrew Saffrey of Phil Jones Associates. Andrew is a highways and traffic engineer with previous experience at Sunderland City Council, London Borough of Harrow, and London Borough of Waltham Forest. He has worked on the implementation of the borough-wide 20mph zone in Waltham Forest, in addition to corridor schemes, junction improvements, and parking regulation schemes for all three authorities. His work at Harrow on the Mollison Way town centre scheme (2011) was recognised in the Transport for London (TfL) best practice document "Better Streets: Delivered".
- 2.2 At PJA, Andrew has led on the design of TfL Cycle Superhighway CS9 between Chiswick and Kensington Olympia, working closely with the host boroughs of Hounslow and Hammersmith & Fulham. He has also been seconded to Sustrans to act as Senior Highway Engineer on the cycling Quietways design and delivery contract on behalf of TfL.
- 2.3 PJA is a multi-disciplinary transport planning, urban design and public realm consultancy. Phil Jones heads up the business, and Phil is recognised within the industry as a leading thinker in progressive approaches to streets design and urban development. He has been centrally involved in the production of Manual for Streets and Manual for Streets 2, amongst other notable guidance documents.

### 3 General principles of 20mph zones and limits

- 3.1 There is a considerable nationwide movement towards making 20mph the default speed limit in urban areas. London Boroughs such as Camden and Islington already have blanket 20mph limits, and Birmingham is moving towards a city-wide 20mph limit in all residential streets. Reduced speed limits can help create conditions more favourable for walking and cycling.
- 3.2 The normal approach to 20mph limits and zones is for them to be self-enforcing or self-explaining as far as practicable as regular police enforcement is burdensome. This means that streets should be narrow and without significant lengths of clear straight road, i.e. not conducive to speeding. It would be expected that long straight roads without urban frontage would struggle to fulfil these conditions.
- 3.3 It is appreciated that not all streets may experience conditions that are consistent with 20mph, however the application of a default 20mph sets out an important message about the local community's priorities and values, and also provides "social proof" or "consent" so that compliance is *expected* if not always achieved. Where overtaking is naturally limited, the driver of a leading vehicle sets the speed of the entire convoy behind, and as such when compliance with a 20mph limit begins to increase, there is almost a universal effect.
- 3.4 The development of autonomous vehicles, which will be regulated by computers with reference to set rules of behaviour, presents an opportunity for 20mph zones to become self-enforcing without the need for comprehensive traffic management and road re-engineering.

### 4 Local context

- 4.1 Faversham is a compact town that is relatively untouched by large-scale 20th-century highway infrastructure, as it lies off the main A2 road. Historic proposals for a major road across Abbey Street in the north of the town centre had been resisted locally. A significant proportion of the town's housing predates the motor car and hence is laid out in terraced streets and a traditional permeable street network. There has been little in the way of urban sprawl by comparison to other nearby towns. Faversham is therefore of a size and urban form that lends itself to walking or cycling, although specific facilities for the latter are largely absent, and pedestrian desire lines are not always met with commensurate crossing facilities. Nevertheless, it is essentially a "slow speed" town by virtue of its narrow main road network, and as such a town-wide design speed of 20mph will ensure that additional development is consistent with the existing character. Many of its main roads are narrow and winding, and parking one or both sides restricts comfortable passage of two-way traffic. Parking therefore acts as a form of natural traffic calming, and as such is part of a self-enforcing mechanism that will aid compliance with a 20mph zone.
- 4.2 A number of development sites are earmarked around the edge of town. The southerly development parcels are south of the A2 Watling Street, which currently is effectively the southern perimeter of the urban area. The A2 is a former trunk road and carries traffic both

cross town (east-west) and, also forms part of a route from many areas of the town towards the M2 motorway.

## 5 Challenges and exceptions

5.1.1 There are a handful of roads that are incongruous to the otherwise “slow speed” nature of the town, namely:

- A2 Watling Street (London Road / Canterbury Road)
- Crescent Road
- Love Lane
- Oare Road
- Western Link
- Whitstable Road

5.1.2 Other than Crescent Road which lies in the town centre, these roads are essentially peripheral to the town. Crescent Road is a purpose-built road skirting the town centre to the north east, and appears to date from the 1950s. It is effectively part of an incomplete inner ring around the very centre of Faversham

5.1.3 Western Link is currently a national speed limit peripheral road leading from the A2 to the main industrial area at the north western edge of the town. Its lack of any frontage would mean an urban speed limit would be inappropriate. However, its current National Speed Limit may be inappropriate given its relatively short length, and the staggered junction midway along its length.

5.1.4 The A2 Watling Street runs to the southern edge of the built-up area, and with a few exceptions, marks a strong boundary of the town. Some of it is bounded on both sides by buildings, but some sections feel more like a trunk road, particularly around The Abbey School, which is somewhat incongruous. A narrow footbridge is provided to allow children to cross this section of the A2, and it becomes very congested at school times. However, new development is earmarked south of the A2 which will mean it will over time become more part of the town, and its barrier status will need to be overcome in order to achieve local legibility.

5.1.5 Love Lane is at the eastern edge of the town, and connects to the A2. It somewhat mirrors the Western Link in terms of peripheral function, although it is not a purpose-built by-pass road. It is fronted on one side with residential properties, and abuts farmland on the other.

5.1.6 Oare Road is a north-western radial into Faversham from the hamlet of Oare. It is predominantly built up but has a short section with undeveloped frontage, between Lakeside Avenue and Ham Road

## 6 Recommendations

6.1 In light of the local context, opportunities and challenges, this technical notes makes some guiding recommendations. These are not exhaustive, but should be considered as a general guidance to explore further during the process of scheme development, design, and scrutiny.

6.2 These recommendations are grouped into four categories:

- overall approach
- interim and initial low-cost measures
- longer-term strategy
- additional considerations

### **Overall approach**

6.3 Whilst not all streets may exhibit inherent “low speed” characteristics, there is nevertheless scope for an in-principle 20mph zone to be cast around the entire urban area, given the predominant “slow-speed” nature of the town’s streets. Many residential side streets are cul-de-sac or narrow and short, and thus volumes and speeds are expected to be low.

6.4 Streets peripheral to the town would form part of a transition buffer of 30 or 40mph to help bring down speeds in a stepped but logical manner. Normally, speed limits are to be a minimum of 800m in length to be consistent with national guidance. It therefore may be appropriate or necessary to extend the 30mph or 40mph buffer beyond existing change in speed limit locations. The recent change to TSRGD has relaxed the requirements for repeater signs, hence a comprehensive 30mph or 40mph buffer zone would now require far less signage than previously was the case.

6.5 Following this principle, it is advisable to reduce the speed limit on Western Link to 40mph, in recognition of its relatively short length and its interruption by a staggered junction and uncontrolled pedestrian crossing points. Turning off Western Link at Bysing Wood Road would result in a strong 20mph gateway at the edge of the contiguous urban area. The junction of Oare Road and Western Link would also be 20mph, so there is a clear termination of the high-speed environment at the end of Western Link.

6.6 Along the A2, the speed limit could be reduced to 20mph within the contiguous urban section. That is, from the west of Ospringe to the junction with Love Lane. The section between Brogdale Road and Love Lane is more or less trunk road in characteristics, and hence some intervention here may be required to reinforce the 20mph limit. This is discussed further in the subsequent sections of this note.

6.7 Oare Road should be within the 20mph zone, although its short rural section between Lakeside Avenue and Ham Road may feel like an exception. This could be addressed by permitting development to front the road, consistent with a 20mph design speed, or introducing traffic calming features.

6.8 A pre-implementation programme of speed surveys would inform where 20mph conditions may already be met, and then this can be compared at a later date to determine the effect of the interim measures. This is consistent with the 20mph default speed limit in Camden, where the authority accepts that not all roads are self-compliant, but monitoring speeds allows it to set in motion a programme where funds are sought to improve the effectiveness of the scheme over time. The pre-implementation surveys may help give certainty to the external boundary of the 20mph zone, although it is desirable for the entire urban area to be consistently covered.

### **Interim and initial low-cost measures**

6.9 Parking in some streets could be amended to create natural chicanes, i.e. alternating from one side of the road to the other, or in other streets rotated through 45 or 90 degrees in order to reduce carriageway width. Control of footway parking, i.e. so that vehicles park wholly on the carriageway, would also create a natural traffic calming effect, although it is noted that footway parking appears to be rare in Faversham.

6.10 Some streets could benefit from the introduction of cycle lanes in order to reallocate road space. This could take the form of “parking-protected” cycle lanes, i.e. where parking is moved 2m out from the kerb to create a cycling lane between the nearside of vehicles and the footway. This may be achievable on parts of Whitstable Road.

6.11 Most streets could have the centre line marking removed. TfL research has found that this has the effect of reducing traffic speeds as drivers are less confident and hence take more care. Although some specific sites may require turning pockets for capacity reasons, where volumes are low, consideration should be given to removal of turning pockets and reallocating kerbside space to parking or additional footway or cycleway. Low-cost road narrowing could be introduced by using stick-down kerbs, kerbside hatching or ground-mounted planters. This could then be improved at a later date when the concept has been proven and funds become available.

6.12 These interim low-cost measures would be feasible along the A2 around The Abbey School, where the current “trunk road” typology is in conflict with the need to cater for crossing movements to and from the school

### **Longer-term strategy**

6.13 Monitoring of the scheme will identify where compliance is achieved and where further work may be required.

6.14 Moneys from Section 106 and CIL could be utilised to introduce point traffic-calming measures or corridor schemes to address streets where 20mph conditions are not observed after the introduction of the zone.

- 6.15 Point measures would comprise junction geometry tightening, raised tables, or localised narrowings (e.g. at pedestrian crossing points). Corridor treatments would comprise “road space reallocation” (i.e. cycle tracks, footway widening) along main roads, or neighbourhood traffic calming schemes (essentially a local programme of point measures).
- 6.16 A town-wide traffic management plan would be of benefit to identify a more comprehensive package of measures that can support growth in Faversham in a sustainable manner that is also consistent with the character of the “slow speed” town.

**Additional considerations**

- 6.17 A corridor scheme could replace the proposed new roundabout at the A2/A251 junction, which is incongruous with the town’s urban form. Roundabouts are not pedestrian or cycle friendly, and generally create the feeling of motor priority. As such, a roundabout is likely to re-emphasise the barrier effect of the A2 road, whereas effort ought to be made to “urbanise” the A2 so that new development to the south is better tied-in with the rest of the town. The corridor scheme could still bring about capacity improvements if, with lower speeds achieved, gap acceptance is improved and courtesy behaviour observed. Moreover, a more walking and cycling friendly A2 would support efforts to encourage trips away from the private car, as evidence has shown that people are more willing to consider e.g. cycling where the environment to do so is conducive. This in turn would help manage traffic congestion.
- 6.18 It is advisable that an independent consultant with experience in innovative street design reviews the current junction proposal, with a view to making recommendations that may include a junction arrangement that is at a more “human scale” that would unlock movement by active modes.
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## **A2500 Lower Road / Barton Hill Road**

To: **Swale Joint Transportation Board - 19 December 2016**

Main Portfolio Area: **Growth, Environment & Transport**

By: **Roger Wilkin, Director of Highways & Transportation**

Classification: **For Information**

Ward: **Sheppey Central**

Division: **Sheppey**

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**Summary: Update on proposals for a Junction Improvement at Lower Road / Barton Hill Road - Minster**

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### **1.0 Introduction**

1.1 Kent County Council and Swale Borough Council are working to put together a scheme to support improvements to the junction between Barton Hill Drive and Lower Road, on the Isle of Sheppey.

### **2.0 Current Situation**

2.1 Initial design work has been undertaken a copy of the current proposals detailed on drawing no. 4300505/000/05 rev 0 are shown in Appendix A

2.2 A bid had been submitted to the South East LEP for part funding of the proposals from the Local Growth Fund (LGF3). At the time of preparing this report the South East LEP is still to confirm if the project will be allocated funding subject to acceptance of a business case. This is expected to be confirmed during December 2016. A verbal update on funding will be given at the JTB meeting

### **3.0 Programme**

3.1 Subject to confirmation of funding, KCC would then need to complete the following processes;

- public engagement and consultation
- prepare Business Case and other approvals
- submit Business Case to SELEP to secure LGF3 funding
- complete acquisition of land and s106 contributions
- finalise detailed design and procurement process

3.2 The earliest start date on site would be summer 2018 but if the above approvals are delayed there is a risk that this may be delayed to spring 2019.

3.3 Consideration will be given to ensure that construction works have minimal impact during the main tourist season.

#### **4.0 Communications**

4.1 The current proposals shown in appendix A were reported to the Minster Parish Council on 20 October 2016.

4.2 On confirmation of funding a Communications Plan will be developed. This will involve consultation with residents, road users and key organisations.

#### **5.0 Financial**

5.1 The latest cost estimate of the junction stands at £1.8m and assumes a land contribution from the relevant landowner as part of any condition for developing the adjacent land. Contributions of c£540,000 are being sought from the proposed developments at Plover Road and Harps Farm, with the balance of £1,260,000 being sought via the current round of LGF3.

5.2 If the contribution of the land is not forthcoming then a CPO will be required and the cost of the scheme will rise. Further match funding would need to be found.

5.3 Should the bid for LGF3 funding be successful, a Business Case will need to be produced and submitted to SELEP for approval before the funding is confirmed.

5.4 The current cost estimate is a robust estimate, based on outline proposals, that has been reviewed by external cost consultants and includes;

- construction costs
- budget estimates from the Utilities
- an allowance for preparation of a business case in support of the SELEP funding.
- project management costs
- contingencies and risk allowance

#### **6.0 Legal implications**

6.1 This Report is for information only and hence there are no legal implications for the Board.

#### **7.0 Conclusions**

7.1 Confirmation of LGF funding, land acquisition and match funding from s106 agreements are required to enable this project to progress.

## 8.0 Recommendations

For Information

Future Meeting if applicable: As necessary but none planned at present	Date: TBA
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Contact Officer:	Richard Shelton - Project Manager (Major Capital Programme Team) e mail: Richard.Shelton@kent.gov.uk tel: 03000 419550
Reporting to:	Mary Gillett - Major Projects Planning Manager

## Appendices

Appendix A	Scheme Plan – Drawing no. 4300505/000/05 rev 0
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**KEY**

1. Road markings and traffic signal head positions are indicative only.

**KEY**

-  Carriageway Improvement
-  Verge / Earthworks / Landscaping
-  Pedestrian Footway
-  Shared Footway / Cycleway
-  Traffic Islands
-  Driveway Accesses

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Rev	Revision details	Chkd	Appd	Date
	Drawn: MJF		Preliminary	✓
	Design: MJF		For comment	
	Chkd: CSS		For tender	
	Appd: CSS		For construction	
	Date: 02/09/2016		As constructed	
			Other	



Client



Project Name  
**Lower Road / Barton Hill Drive**

Drawing Title  
**Proposed Junction Layout**

Original Drg Size : A3	Dimensions : m
Scale : 1 : 1000	Copyright © Amey

Drawing No <b>4300505/000/05</b>	Rev <b>0</b>
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**To:** Swale Joint Transportation Board  
**By:** KCC Highways, Transportation and Waste  
**Date:** 19<sup>th</sup> December 2016  
**Subject:** A2 Teynham speed limit petition  
**Classification:** Information Only

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Summary: This report updates Members on the response provided by Kent County Council

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## **1. Introduction**

This report updates Members on the response provided by Kent County Council

Please see attached a copy of the formal response from KCC Cabinet Member for Environment and Transport, Mr Matthew Balfour

Also attached is a survey report from the Kent & Medway Safety Camera Partnership

## **Conclusion**

1. This report is for Members information.

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## **1.1 Legal Implications**

- 1.1.1 Not applicable.

## **1.2 Financial and Value for Money Considerations**

- 1.2.1 Not applicable.

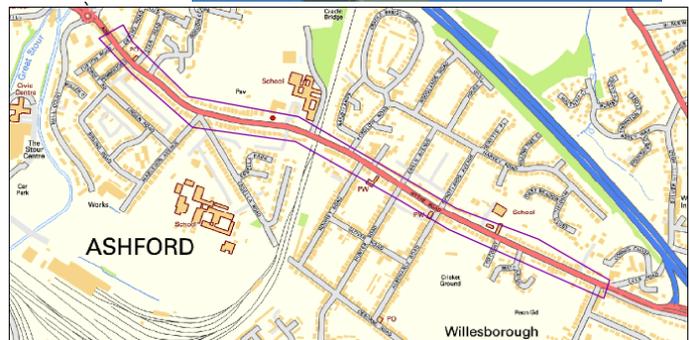
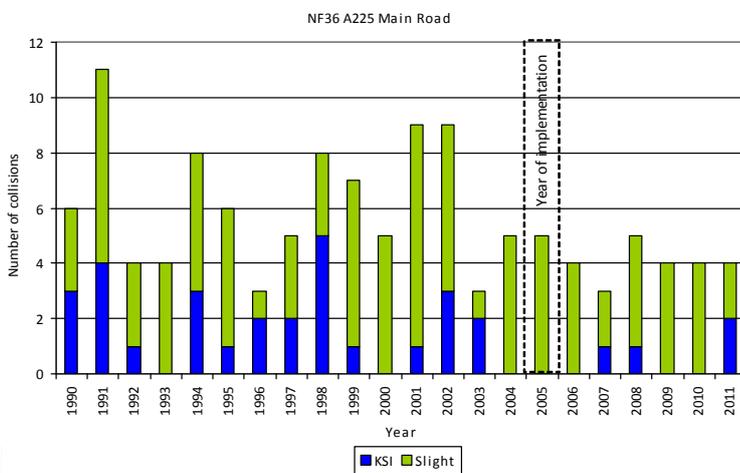
## **1.3 Risk Assessment**

- 1.3.1 Not applicable
- 

Contact: Nikola Floodgate / Jamie Watson 03000 418181

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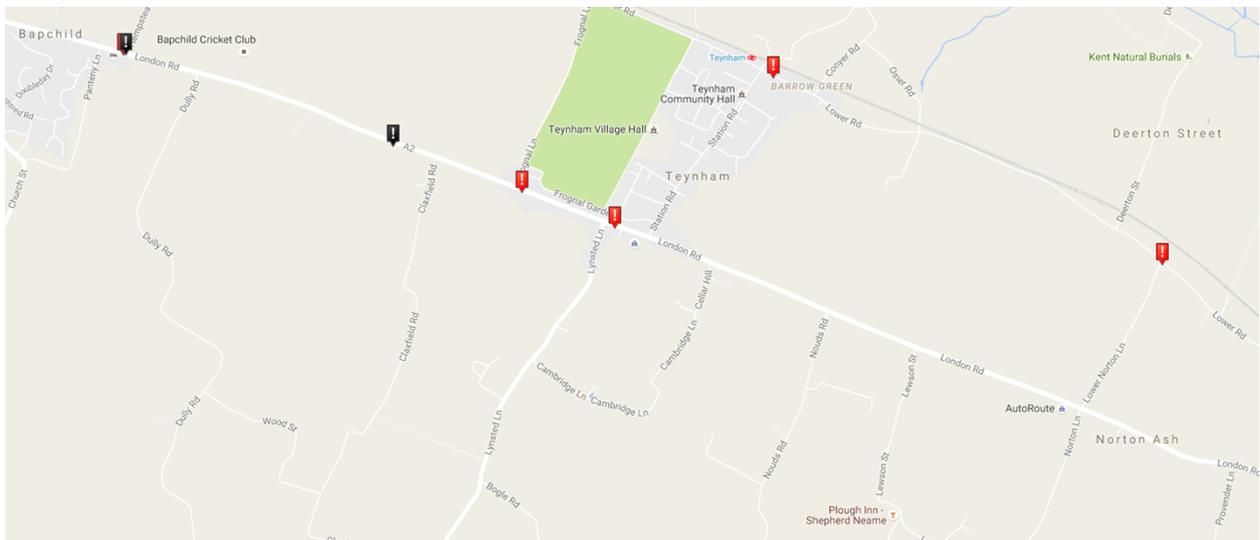
### London Road Teynham



**Publication date:** August 2016  
**Author:** Colin Evans, K&MSCP  
**Contributors:** A.M. Penny, K&MSCP  
 KCC Crash Data Team

## Background

Following a fatal crash in the early hours of New Year's Day 2016 involving a Renault Clio that collided with a parked car and then a monument, seriously injuring the driver and front passenger and killing the two rear passengers the Partnership became aware of comments from a local councillor calling for a safety camera in Teynham. The driver in question is thought to have been driving without a license or insurance in a car not registered to him. Teynham sits on the A2 between Sittingbourne and Faversham, it is a busy commuter route and the main alternative to using the M2.



The map of fatal and serious injury crashes for the last three years for which validated data is available shows three crashes resulting in serious injury and two resulting in fatal injury.

The table below shows the crashes and the severity in the last three years for which validated data is available on A2 between Bapchild and Norton Ash. Validated data for 2016 is not yet available and as such data relating to the New Year's Day crash is not included in this report.



Fatal	Serious	Notes
2013	-	HGV turned right across path of motorcycle. Speed not identified as a causation factor.
-	2015 x 3	<ol style="list-style-type: none"> <li>1. Car turned right across path of 50cc motorbike, speed not identified as a causation factor.</li> <li>2. Car owner leaned in through window of car to start engine, car was in gear and dragged owner down driveway. Speed not identified as a causation factor.</li> <li>3. Medical episode – driver became unconscious at the wheel. Speed not identified as a causation factor.</li> </ol>
2015	-	Car turned right across path of on-coming motorcycle, causing head on collision. Speed not identified as a causation factor.

Crash cluster sites for 2015/16 have not yet been assessed so it is not yet known whether Teynham will appear as a priority in the list.

There is no speed survey data available for the area of London Road in question. The nearest survey was undertaken in 2010 and was disrupted by heavy snowfall, it was also located outside of the 30mph zone being considered here.

**Recommendations**

Although there have been a number of fatal and serious injury crashes on London Road as it passes through Teynham excess speed does not appear to have been a factor in any of them. Although excess speed was clearly a factor in the fatal crash on New Year’s Day 2016, it is unlikely that the presence of either a fixed or mobile enforcement site in Teynham would have affected the outcome. Concerns about the perception of excessive speed in the area could be addressed by the formation of a Community Speedwatch Group.

	<b>Recommendation</b>	<b>Action by</b>
1.	No further action for the Partnership	Anne-Marie Penny
2.	Kent Police District Commander to be advised	Colin Evans
3.	Community Speed Watch Co-ordinator to be advised	Colin Evans
4.	KCC District Manager to be advised	Colin Evans

**Review and Progress**

*5<sup>th</sup> January 2016*

- KCC Crash Data team asked for details of KSI crashes

*17<sup>th</sup> May 2016*

- Crash data analysed
- Report updated

*7<sup>th</sup> June 2016*

- Report revisited
- No 2015 data available yet

*9<sup>th</sup> August 2016*

- KCC Crash Data team asked for 2015 update on KSI data

*15<sup>th</sup> September 2016*

- Report signed off by Partnership Manager and circulated



Matthew Balfour  
Cabinet Member for Environment & Transport



Mr P Hope  
20 London Road  
Teynham  
Kent  
ME9 9QS

Members' Desk  
Sessions House  
County Hall  
Maidstone  
Kent  
ME14 1XQ  
Tel: 03000 415808  
E-mail: [members.desk@kent.gov.uk](mailto:members.desk@kent.gov.uk)  
Your Ref:  
Our Ref: 323  
Date: 11 October 2016

Dear Mr Hope

As you are aware your letter and petition, addressed to the Chair of the Swale Joint Transportation Board on 12 August 2016, have been passed to Kent County Council (KCC).

Thank you for taking the time to put together this petition and bringing these concerns to the attention of Swale Borough Council and KCC.

The petition asking "to enforce traffic calming measures along the A2 through the village of Teynham" has been considered by my officers, along with the requests you have personally made for speed limit reductions and Safety Cameras on the A2 at Teynham.

KCC Highways, Transportation and Waste (HTW) receive many requests for traffic calming / speed reduction measures, and as such all requests must be prioritised. This is especially important at the current time due to the economic climate and the reduced budgets which are available as a result. The main method of prioritisation is analysing the personal injury crash record for the past 3 years of available data to assess if there is a pattern of crashes which could be addressed by engineering methods.

As set out in KCC's Road Casualty Reduction Strategy it is vital that death and injury on Kent's roads continues to be tackled as effectively as possible by all agencies involved. In this strategy, which can be found at [www.kent.gov.uk/roads-and-travel/road-safety/road-casualty-reduction-strategy](http://www.kent.gov.uk/roads-and-travel/road-safety/road-casualty-reduction-strategy), you will be able to see how KCC will work with its partners using education, engineering and enforcement to continue to ensure its roads are as safe as they can be while acknowledging our financial constraints.

The two dreadful road traffic crashes, that took place on the A2 at Teynham earlier this year, are still subject of investigation by Kent Police and the Kent Coroner. We will need to await the outcome of these enquiries to establish if there is a need for any further engineering measures to be introduced on the A2 at Teynham.

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When the site was surveyed in January 2016 by the Kent & Medway Safety Camera Partnership, their comments were as follows:

- The remit of the Partnership extends to addressing injury road crashes where excess speed has been a factor. Although there have been a number of fatal and serious injury crashes on London Road as it passes through Teynham excess speed has not been recorded as a factor in any of them.
- Although excess speed was clearly a factor in the fatal crash on New Year's Day 2016 it was not the only factor and as such it is unlikely that the presence of either a fixed or mobile enforcement site in Teynham would have affected the outcome.

Attached to this letter is a copy of the Kent & Medway Safety Camera Partnership report for Teynham.

If the local residents, as a community, are concerned about vehicles speeding in the area they can also contact the Kent Police Speed Watch Team at <https://www.kent.police.uk/advice/community-support/speedwatch/>

This team can provide training on community led speed enforcement, and act as a link with the local Police regarding Police speed enforcement.

Thank you for raising these matters with us. I understand you are concerned for road safety at this location and I can reassure you that we take this matter seriously. As part of our annual Casualty Reduction Programme we will continue to monitor the safety record in the area.

Yours sincerely



Matthew Balfour

CC: Cllr Andrew Bowles, Local Member for Swale East

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**To:** Swale Joint Transportation Board

**By:** Andrew Loosemore – Head of Highway Asset Management

**Date:** 19<sup>th</sup> December 2016

**Subject:** Local Winter Service Policy & Plan 2016/17

**Classification:** Information only

---

**Summary: This report outlines the arrangements that have been made between Kent County Council and Swale Borough Council to provide a local winter service in the event of an operational snow alert in the borough/district**

## **1. Introduction**

1 (1) Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 9<sup>th</sup> September 2016 and subsequently approved by the Cabinet Member.

## **2. District based winter service plans**

2(1) The Local Winter Service Plan for the Swale District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2016/17; the Policy is available on the KCC website.

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>

2(2) Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects the district of Swale.

### **3. Pavement clearance**

3 (3) Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

### **4. Farmers**

4(1) The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract.

### **5. Conclusion**

5(1) Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

### **6. Recommendations**

6(1) Members are asked to note this report.

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<b>Background documents: Kent County Council Winter Service Policy and Plan 2016/17</b>
---

**Contact officer:**  
Alan Blackburn -Tel: 03000 41 81 81

**To:** Swale Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 19<sup>th</sup> December 2016  
**Subject:** Highway Works Programme 2016/17  
**Classification:** Information Only

---

Summary: This report updates Members on the identified schemes approved for construction in 2016/17

---

## **1. Introduction**

This report provides an update and summarises schemes that have been programmed for delivery in 2016/17

**Footway and Carriageway Improvement Schemes** – see Appendix A

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

**Traffic Systems** – see Appendix D

**Developer Funded Works** – see Appendix E

**Transportation, PROW and Safety Schemes** – see Appendix F

**Public Rights of Way** – see Appendix G

**Bridge Works** – see Appendix H

**Member Highway Fund** – see Appendix I

## **Conclusion**

1. This report is for Members information.

**Contact Officers:**

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

Kirstie Williams	Highway Manager (Mid)
Alan Blackburn	Swale District Manager
Alan Casson	Road & Footway Asset Manager
Kevin Gore	Interim Drainage Manager
Paul Hopkins	Interim Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	Transportation, PROW and Safety Schemes

## **Appendix A – Footway and Carriageway Improvement Schemes**

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

<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Dawes Rd/ Courtenay Rd	Dunkirk	Various locations	Completed
B2005 Grovehurst Rd	Sittingbourne	Grovehurst Road and Mill Way Roundabouts	Completed
<b>Footway Improvement - Contact Officer Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
Minterne Avenue	Sittingbourne	Sections of footway from its junction with Roseleigh Road to its junction with Woodside Gardens. (Footway Reconstruction).	Completed
Marine Parade	Sheerness	North side only, from its junction with Alma Road to the change in surface type opposite No. 16 Marine Parade. (Footway Reconstruction)	Completed
Marine Parade	Sheerness	South side only, From its junction with Alma Road to its junction with Richmond Street. (Footway protection treatment).	Completed
Wards Hill Road	Minster	Entire Length (Footway protection treatment).	Completed
Shurland Avenue	Sittingbourne	Entire Length (Footway protection treatment).	Completed

**Surface Treatments - Contact Officer Mr Clive Lambourne**

<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Ashford Road	Sheldwich Badlesmere Leaveland	Surface Dressing Newhouse Lane to Dayton Road and Badlesmere Green to Shottenden Road	Completed
Eurolink Way	Sittingbourne	Micro Surfacing Castle Road to Mill Way	Completed
Hearts Delight & Bannister Hill	Borden	Micro Surfacing From The Street to Wrens Road including Hearts Delight	Completed
London Road	Ospringe	Surface Dressing Western Link to Faversham Road	Completed
North Street	Queenborough	Micro Surfacing Chalk Road to Coronation Crescent	Completed
Queenborough Road	Queenborough	Surface Dressing Brielle Way to Lower Road	Completed
Staplehurst Road	Sittingbourne	Surface Dressing Velham Drive to railway bridge	Completed
Swanton Street	Bredgar	Micro Surfacing Admiral Road to Bashford Barn Lane	Completed
Throwley Road	Throwley	Surface Dressing Faversham Road to Loose Down Road	Completed
Western Link	Faversham	Surface Dressing Bysing Wood Road to Oare Road	Completed
Woollett Road	Sittingbourne	Micro Surfacing Whole length	Completed

## Appendix B – Drainage Repairs & Improvements

<b>Drainage Repairs &amp; Improvements - <i>Contact Officer Kevin Gore</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Hartlip Hill	Newington	Installation of new Drainage System	Works Programmed for 1 <sup>st</sup> Dec 16
Maidstone Road	Borden	Replacement of existing Drainage System	Works Complete
Gore Road	Bredgar	Installation of new Drainage system	Works Complete

## Appendix C – Street Lighting

Following Structural testing, this year's column replacement budget will be used to replace columns deemed high risk.

<b>Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Winstanley Road	Sheerness	Replacement of 15 no street lights complete with LED Lanterns	<b>12 x COMPLETED</b> Remaining 3 columns need to be done under a road closure Road closure currently being programmed & expected for completion by the end of January 2017
London Road	Newington	Replacement of 9 no street lights complete with LED Lanterns	<b>8 x COMPLETED</b> Remaining 1 Column has overgrown vegetation & traffic management issues which require further investigation. The jobs are currently being programmed & expected for completion by the end of January 2017
All Saints Road	Murston	Replacement of 3 no street lights complete with LED Lanterns	<b>COMPLETED</b>
Ambleside	Murston	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of

			January 2017
Attlee Way	Milton	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Hazebrouck Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Keswick Avenue	Murston	Replacement of 1 no street light complete with LED Lantern	<b>COMPLETED</b>
Palmerston Walk	Murston	Replacement of 1 no street light complete with LED Lantern	<b>COMPLETED</b>
Peel Drive	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	<b>COMPLETED</b>
The Finches	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	<b>COMPLETED</b>
Tribune Drive	Milton	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Blandford Gardens	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Farm Crescent	Sittingbourne	Replacement of 4 no street light complete with LED Lanterns	<b>COMPLETED</b>
Glendale Road	Minster	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Harvey Drive	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	<b>COMPLETED</b>
Haysel	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	<b>COMPLETED</b>

Imperial Drive	Warden Bay	Replacement of 2 no street lights complete with LED Lanterns	<b>COMPLETED</b>
Key Street	Sittingbourne	Replacement of 6 no street lights complete with LED Lanterns	<b>4 COMPLETED</b> Remaining 2 are currently being programmed & expected for completion by the end of January 2017
Menin Road	Kemsley	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Mills Close	Minster	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Mountview	Borden	Replacement of 2 no street lights complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of January 2017
Seasalter Close	Warden Bay	Replacement of 1 no street light complete with LED Lantern	<b>COMPLETED</b>
Seaside Avenue	Minster	Replacement of 3 no street lights complete with LED Lanterns	<b>COMPLETED</b>
Ypres Drive	Kemsley	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Kingsferry Bridge	Iwade	Replacement of 1 no street light complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of January 2017
Bellevue Road	Minster	Replacement of 1 no street light complete with LED Lantern following RTC.	<b>COMPLETED</b>
Bell Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern following RTC.	<b>COMPLETED</b>
Crossways	Sittingbourne	Replacement of 1 no street light complete with LED	<b>COMPLETED</b>

		Lantern following RTC.	
Knightsfield Road	Milton	Replacement of 1 no street light complete with LED Lantern following RTC.	<b>COMPLETED</b>
Main Road	Queenborough	Replacement of 1 no street light complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of January 2017
Preston Grove	Faversham	Replacement of 1 no street light complete with LED Lantern following RTC.	<b>COMPLETED</b>
Thomsett Way	Queenborough	Replacement of 1 no sign post complete with LED Downflood following RTC.	<b>COMPLETED</b>
Recreation Way	Kemsley	Replacement of 1 no sign post complete with LED Downflood following RTC.	Works are currently being programmed & expected for completion by the end of January 2017
Thanet Way	Forstall	Replacement of 2 no sign posts complete with LED Downfloods following RTC's.	Works are currently being programmed & expected for completion by the end of January 2017
Commonwealth Close	Murston	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of January 2017
Shortlands Road	Murston	Replacement of 8 no sign posts complete with LED Downfloods	<b>COMPLETED</b>
Bramblehill Road	Kemsley	Replacement of 1 no sign post complete with LED Downflood	<b>COMPLETED</b>
Fountain Street	Sittingbourne	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of January 2017
Frederick Street	Sittingbourne	Replacement of 1 no sign post complete with LED Downflood	<b>COMPLETED</b>
Seasalter Close	Warden Bay	Replacement of 1 no sign post complete with LED Downflood	<b>COMPLETED</b>
Seaside Avenue	Minster	Replacement of 1 no sign post complete with LED Downflood	<b>COMPLETED</b>

St Georges Avenue	Sheerness	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of January 2017
The Promenade	Leysdown	Replacement of 1 no sign post complete with LED Downflood	<b>COMPLETED</b>
Ufton Lane	Sittingbourne	Replacement of 2 no sign posts complete with LED Downfloods	<b>COMPLETED</b>
Upper Brents	Faversham	Replacement of 1 no sign post complete with LED Downflood	<b>COMPLETED</b>
Stanhope Avenue	Sittingbourne	Replacement of 7 no sign posts complete with LED Downfloods	Works are currently being programmed & expected for completion by the end of January 2017
Addington Road	Sittingbourne	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of January 2017
Alma Road	Sheerness	Replacement of 1 no sign post complete with LED Downflood	<b>COMPLETED</b>
Attlee Way	Milton	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of January 2017
Waterham Road	Dargate	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of January 2017
Warden Road	Eastchurch	Replacement of 1 no overhead pole bracket complete with LED Lantern following damage caused by the recent Storm Katie.	Works are currently being programmed & expected for completion by the end of January 2017
Manor Way	Eastchurch	Replacement of 1 no overhead pole bracket complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of January 2017
Augustine Road	Minster	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017

Highsted Road	Sittingbourne	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Oare Road	Faversham	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
St Katherines Road	Halfway	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Scocles Road	Minster	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017 COMPLETED
Southsea Avenue	Minster	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Sea Approach	Warden Bay	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Sea View Gardens	Warden Bay	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Shurland Avenue	Leysdown	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017
Union Road	Minster	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of January 2017

**Appendix D – Traffic Systems**

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

<b>Traffic Systems - <i>Contact Officer: Toby Butler</i></b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
No traffic signal refurbishment work being carried out this year		

**Appendix E – Developer Funded Works**

<b>Developer Funded Works (Section 278 Works)</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Rook Lane / Keycol Hill Signs	Bobbing	Installation of junction warning signs and red high friction surfacing.	Scheme completed
Whitstable Road, Bus Stop Improvements	Faversham	Kerb buildouts to accommodate bus stops within parking bays.	Works completed. Now looking into associated drainage issues
Lynsted Road, Halfway Houses, Sheppey	Queenborough and Halfway	Contraflow cycle route - signs, lines and bollards	Works completed except double yellow lining and electrical connection to sign

**Appendix F – Transportation, PROW and safety schemes**

**Appendix F – Transportation and Safety schemes**

The Traffic Schemes Team is implementing a number of schemes within the Swale District, in order to meet Kent County Council’s strategic targets (for example, addressing traffic congestion, or improving road safety). Contact Officer – **Nikola Floodgate**

<b>CASUALTY REDUCTION MEASURES</b> Identified to address a known history of personal injury crashes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
High Street	Sittingbourne	Pedestrian safety scheme	Works complete.
A2500 Lower Road / Queenborough Road	Sheppey Central	Additional signage, on Lower Road, ahead of the roundabout	Works programmed

<b>INTEGRATED TRANSPORT SCHEMES</b> Local Transport Plan funded non-casualty reduction schemes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
A2 / A251 junction	Faversham	Junction improvement, to ease congestion	A detailed cost comparison has been completed on the roundabout verse the traffic light solution options. This is now being analysed whilst current funding sources are being looked at.
Bobbing Village School	Bobbing	School safety zone. Provision of part time 20mph zone	Advisory 20mph limit and other school safety measures complete. Speed survey has been ordered, now that traffic patterns have settled down following the changes, to assess the suitability of reducing the speed limit to 30mph
A2 Canterbury Rd (adj. Murston Rd)	Sittingbourne	Pedestrian crossing island	Initial investigation work delayed due to staff resource being allocated to other priority schemes. Likely implementation in 2017.

Marine Town area	Sheerness	There are a number of locations where the existing dropped kerbs are being upgraded	Construction in progress. Due for completion in December 2016
The Brents area	Faversham	There are a number of locations where the provision of dropped kerbs is required	Initial investigation work delayed due to staff resource being allocated to other priority schemes. Likely implementation in 2016/17
The Wall/Milton Road	Sittingbourne	Carriageway widening	Scheme complete

<b>THIRD PARTY TRANSPORT SCHEMES</b> Third party funded non-casualty reduction schemes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
The Street / Canterbury Road	Boughton Under Blean and Dunkirk	Extension of existing 30mph speed limit to east of Horselees Road, where the national speed limit commences	Works programmed due for construction by December 2016

### **Appendix G – Public Rights Of Way**

<b>Public Rights of Way – Contact Officer Andrew Hutchinson</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
ZR147	Tunstall	Surface improvements	Funding allocated

## Appendix H – Bridge Works

<b>Bridge Works – Contact Officer Kevin Gore</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No Planned works			

## Appendix I - Member Highway Fund programme update for the Swale District.

### **Combined Member Grant programme update for Swale Borough Council**

The following schemes are those which have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- Handed over for delivery
- Recently completed on site.

The list is up to date as of **15<sup>th</sup> November 2016**.

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 via Kent Gateway, the online database for all Combined Member Grant schemes and studies, or by contacting the Schemes Project Manager for the Swale District.

### **2016/17 Combined Member Grant Highway Schemes**

#### **Roger Truelove**

<b>Details of Scheme</b>	<b>Status</b>
<b>15-MHF-SW-31 The Street, Iwade</b> Install illuminated GIVE WAY sign	New sign installed. Awaiting electrical completion certificate
<b>14-MHF-SW-64 Volante Drive, Sittingbourne</b> Install advanced junction warning sign	Works complete on site awaiting completion certificate
<b>15-MHF-SW-104 Swanstree Avenue</b> Implementation of verge parking control measures near Sittingbourne Community College	Works complete on site

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**1.1 Legal Implications**

1.1.1 Not applicable.

**1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

**1.3 Risk Assessment**

1.3.1 Not applicable

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Contact: Kirstie Williams / 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
730/03/11	<b>Highway works programme 2010/2011</b>	KCC	Item: Mill Way, Sittingbourne Asda site – signalling junction. Design check complete - awaiting Developer to progress S278 Agreement	KCC - As Built Drawings Received and Approved. Final site remedial works recently carried out – minor works still being completed then Certificate 1 (Maintenance Period) to commence.
235/09/13	<b>A2 / A251 Junction, Faversham</b>	KCC	(1) That both proposed traffic improvements (Annex 1 and 2 in the report), the inclusion of consideration of the junction of The Mall and the A2, plus the option of ‘no change’, be approved for the purposes of a wider public consultation and the results of the consultation brought back to the JTB at a later date.	KCC - KCC are currently carrying out a detailed cost analysis on the roundabout design, incorporating the updated utility diversion costs, alongside a cost comparison between the roundabout option and the 2014 outline design for traffic lights.  Discussions are also being progressed with regard to the Perry Court Development and S106 contributions.
Page 119	<b>Subsequent related Minute No. 72/06/14 A2/A251 Junction, Faversham Highway Improvement Scheme</b>	KCC	(1) That Option B (roundabout) be progressed as the preferred option for the A2/A251 junction, Faversham.	<b><i>KCC - currently undertaking negotiations with various Utility companies regarding the extent to which their assets have to be diverted for this scheme.</i></b>
218/09/14	<b>Lower Road Junction with Barton Hill Drive, Isle of Sheppey</b>	KCC	(1) That the preferred option for the Lower Road junction with the Barton Hill Drive junction be a small roundabout, rather than a mini-roundabout.	<b><i>KCC – Report included in December JTB</i></b>
383/12/15	<b>Pedestrian Crossing at South Avenue School, Sittingbourne</b>	KCC	(1) A feasibility study to be carried out into highway improvements at the site. (2) A report on the conclusions of the feasibility study to be presented to a future JTB. (3) The cost of funding for the feasibility study to come from a Member’s grant.	

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
564/03/16	<b>Public Session</b>		(1) That a working group be set-up to examine how a 20mph limit could be implemented in Faversham and then rolled-out Borough-wide.	<b><i>KCC – discussion at December JTB</i></b>
568/03/16	<b>Fairview Road Area, Sittingbourne – Parking review</b>	SBC	(1) That a Residents' Parking Scheme is not implemented in the Fairview Road area due to the percentages of support received. (2) That officers continue to liaise with Kent Fire and Rescue and carry out further consultation with residents in the vicinity of any subsequent proposed restrictions in Fairview Road. (3) That officers report the enforcement comments to the Parking Enforcement Team to ensure resource is committed when required.	<b><i>Results of latest informal consultation reported to JTB December 2016</i></b>
866/09/16	Swale Freight Management Plan	SBC	(1) That the preparation of a Swale Freight Management Plan to identify opportunities to reduce air pollutants from freight transport and other commercial vehicle sources in the Borough be supported. (2) That any other relevant concerns be considered and be incorporated in the final report. (3) That the completed DEFRA approved report be brought back to the JTB early in 2017. (4) That the JTB notes the officers' report and agrees the value of rail freight as part of a multi-modal integrated transport policy for the Borough to help bring further economic benefit. (5) That the JTB recommends the provision	

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			<p>of an international rail head on the Sheerness Branch Line be included in the Swale Freight Management Plan to be delivered by DEFRA in December 2016, as a necessary part of the Borough and Kent's freight transport infrastructure.</p> <p>(6) That the JTB recommends the provision of an international rail head on the Sheerness Branch Line be included in the Swale Transportation Strategy 2014 – 31 as a necessary part of the Borough and Kent's freight transport infrastructure.</p> <p>(7) That the JTB recommends officers prepare and submit, in consultation with the Chairman and Vice-Chairman of the Board, a response on behalf of the Board and Swale Borough Council to Kent County Council's Local Transport Plan 4: Delivering Growth without Gridlock 2016 – 31 consultation and the Freight Plan consultation, highlighting the benefit of an international rail head in the county and proposing the Sheerness Branch Line as the preferred site due to proximity to the continent, the availability of suitable land, existing and proposed infrastructure for modal shift opportunities, (sea, rail and road) and local industry support.</p>	
868/09/16	Informal Consultation on Proposed Waiting Restrictions at Love Lane, Faversham and Capel Road (West), Sittingbourne	SBC	<p>(1) That the proposed restrictions in Love Lane, Faversham, including the amendments suggested by a resident to add further restrictions at the vehicle entrance to the flats near the cemetery be progressed.</p> <p>(2) That the proposed restrictions in Capel</p>	<b><i>(1) Proposals included in latest Traffic Regulation Order, Amendment 5. Any formal objections to be verbally reported to JTB in December</i></b>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			Road (west), Sittingbourne be deferred to the December meeting of the JTB so that Ward Members could encourage more residents to respond to the consultation.	<b><i>(2) Report submitted to JTB in December.</i></b>
869/09/16	Kent County Council Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) (Consultation Draft)	KCC	(1) That the report be noted and delegated powers be given to the Chairman, the Vice-Chairman and the Cabinet Member for Environment and Rural Affairs, following meetings with the Economy and Community Services Manager and Spatial Planning Manager, to report back to the consultation with issues that the Board had raised.	