



## AGENDA

### SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 10 September 2018

Time: 5.30 pm

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

#### **Membership:**

Swale Borough Councillors Mike Baldock, Cameron Beart, Derek Conway, James Hunt, Ken Ingleton (Vice-Chairman), Bryan Mulhern and David Simmons.

#### **Kent County Council Members:**

Kent County Councillors Andy Booth, Bowles (Chairman), Sue Gent, Antony Hook, Ken Pugh, Mike Whiting and John Wright.

#### **Parish Council Members:**

Kent Association of Local Council's representatives: Jeff Tutt (Dunkirk 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**

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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 25 June 2018 (Minute Nos. 73 - 84) as a correct record.

[Link to minutes](#)

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

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

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

- |    |   |         |
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| 6. | Conyer Road, Teynham  | 1 - 22  |
| 7. | St. Mary's School, Orchard Place and Queen Elizabeth Grammar School, Abbey Place, Faversham | 23 - 30 |

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

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| 8.  | 20 is plenty for Newington Petition                      |  |
| 9.  | HGV Parking on Eurolink Industrial Estate, Sittingbourne |  |
| 10. | 7.5 Tonne Weight Restriction, Faversham                  |  |

### **Part Three - Information Items**

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| 11. | Highway Flooding            | 31 - 34 |
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| 13. | Highways Work Programme     | 39 - 50 |
| 14. | Progress Update Report      | 51 - 56 |
| 15. | Date of Next Meeting        |         |

The next meeting will be held at 5.30pm on Monday 17 December 2018.

**Issued on Tuesday , 28 August 2018**

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact DEMOCRATIC SERVICES on 01795 417330**. To find out more about the work of the Swale JTB, please visit [www.swale.gov.uk](http://www.swale.gov.uk)

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

<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item:</b>
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<b>Meeting Date</b>	Monday 10 <sup>th</sup> September 2018
<b>Report Title</b>	Petition - Parking Review – Conyer Road, Teynham
<b>Cabinet Member</b>	Cllr Alan Horton
<b>SMT Lead</b>	Martyn Cassell
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the contents of the report.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides an initial response to the petition submitted to the Swale Joint Transportation Board in June 2018 by residents of Conyer Road, Teynham, requesting a review of the current on-street parking in the area. A copy of the petition, containing 14 signatures, can be found in Annex A.

## 2. Background

- 2.1 There is a long history of consultations which have taken place with residents in Conyer Road, Teynham, around on-street parking near the junction of Lower Road/The Crescent. The initial request for parking restrictions came from Teynham Parish Council back in 2005, when concern was expressed by the Parish Council that larger vehicles were experiencing problems accessing Conyer Road due to the on-street parking, and a series of consultations commenced to reach a satisfactory conclusion.

## 3. Issue for Decision

### Consultation History

- 3.1 Following discussions between Teynham Parish Council and the then Principal Engineer for Swale Borough Council, Ian Lewis, an informal consultation took place with residents and the Parish Council back in August 2006 on proposals to install double yellow lines around the junction of Conyer Road and The Crescent/Lower Road and remove the existing single yellow line on the east side of Conyer Road outside of Bridge Cottages.

- 3.2 The response from the Parish Council, shown in Annex B, was that they felt that the proposals did not address the problems explained to Mr Lewis, and requested a meeting to discuss the issues further. A copy of the original consultation material from August 2006 can be found in Annex C. Of the 19 residents consulted, 8 responses were received, 7 supporting the proposals and 1 objecting.
- 3.3 Following the first informal consultation, a site meeting took place with Kent County Council Highways and Teynham Parish Council to discuss the issues, and Kent County Council recommended the installation of double yellow lines around the junction as per the consultation, but could not commit funding to undertake the work as there had not been a history of personal injury crashes at the location.
- 3.4 In February 2007, a second consultation took place with residents and the Parish Council, with proposals to install double yellow lines around the junction of Conyer Road and The Crescent/Lower Road, to remove the existing single yellow line on the west side of Conyer Road and replace the single yellow line on the east side of Conyer Road, outside Bridge Cottages, with a double yellow line. Of the 21 residents consulted, 12 responses were received, 6 supporting the proposals and 6 objecting.
- 3.5 A series of further discussions took place with the Parish Council and local residents in an attempt to reach a mutually acceptable proposal for restrictions, and in September 2009 an evening meeting took place with residents, farmers and the Parish Council to try to resolve the issues. Following this meeting, further communication took place with the Parish Council to agree an acceptable proposal for restrictions, and in March 2010 it was agreed that a third consultation would take place asking residents to comment on proposals requested by the Parish Council and proposals suggested by Swale Borough Council.
- 3.6 A total of 12 responses were received from the 21 residents consulted. 2 residents supported the proposals from the Parish Council and 6 objected to these proposals, and 6 residents supported the Swale Borough Council proposals and 1 resident objected. At their meeting on 14 June 2010, Members of the Swale Joint Transportation Board considered the responses and recommended that officers proceed with the Swale Borough Council proposals. Following the legal Traffic Regulation Order process, the restrictions came into force on 19 December 2011, some 5 years after the initial consultation began.
- 3.7 In 2014, the double yellow lines on the east side of the Conyer Road/Lower Road junction were extended following a request from Swale's Parking Operations Team as a result of the new development to the rear of Bridge Cottages, now Selby Court.

#### Points Raised in Petition

- 3.8 The petition received is a comprehensive document, detailing the current issues of parking in Conyer Road. Some initial responses have been provided to the points raised, and these can be found in Annex D.

- 3.9 Various suggestions to improve the parking situation for residents have been detailed in the petition document. The preferred option is for Residents' Parking to be introduced. The introduction of a Residents' Parking Scheme can be considered to tackle issues with commuter parking and parking by visitors to nearby town centres. Such schemes are not introduced in single roads but are implemented in areas, as this ensures that there the maximum number of spaces are available for residents within the scheme and that effective enforcement can be undertaken. To introduce a scheme it would need to be demonstrated that the majority of residents supported the proposals, and in many previous cases this has not been the case with many residents objecting to the annual cost of a permit and the limitations placed on parking for visitors and other non-permit holders.
- 3.10 Residents' Parking Schemes cannot increase on-street parking capacity, and in the case of Conyer Road the main issue is the restrictions currently in place and the lack of available parking for residents. Since the introduction of the restrictions back in 2011, Kent County Council have converted a short section of the grassed verge in Lower Road/The Crescent to increase on-street parking capacity, and whilst residents of adjoining roads can park in Conyer Road, the opposite also applies where residents of Conyer Road can park in nearby roads when possible.
- 3.11 Since the original parking restrictions were introduced in 2011, local authorities such as Swale have had to strengthen their position with regard to the agreed Parking Protocol which states that Kent County Council are responsible for safety related Traffic Regulation Orders, to ensure that we make best use of the limited resources available to us. For information, Paragraph 4.2 of the Parking Protocol document reads as follows:-
- 3.12 *"For clarity Safety Related TROs are considered to include maintaining vehicle movements and driver visibility at road junctions and similar locations, maintaining road width to prevent obstruction or hazards to road traffic and prevention of footway obstruction to maintain pedestrian safety, including school keep clear zones"*
- 3.13 Having said this, we will liaise with both Kent County Council and the Parish Council to consider the issues at this location, and will report back to the Joint Transportation Board with a further update. Having been through a previous consultation period of over 5 years in an attempt to resolve issues in the Conyer Road area, it is imperative that our limited resources are used effectively.

#### **4. Recommendation**

- 4.1 Members are asked to note the contents of this report.

## 5. Implications

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Substantial resource used to date to conclude this matter, will need to carefully manage to avoid future resource issues.
Legal and Statutory	Consultation and drafting of Traffic Regulation Order and associated lining and signing costs for any revision to current restrictions.
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 Petition Received
- Annex B - Copy of Letter from Teynham Parish Council – August 2006
- Annex C - Copies of Previous Consultation Documents
- Annex D - Initial Responses to Issues Raised in Petition

## 7. Background Papers

- 7.1 None

**Petition to review parking restrictions in Conyer Road,****ME9 9ED****May 2018****History:**

- A parking resolution was promised after planning was granted for the development of houses behind Bridge Cottages, i.e. Selby Court. This never happened.
- A single yellow line has been on both sides of the road, however restrictions only enforced on the opposite side for Monday-Saturday 830am-630pm.
- No consultation has ever carried out with the residents of Bridge Cottages/Conyer Road regarding parking restrictions.

**Background information:**

- According to recent correspondence with Glenn Insell, Operations Office (Maidstone Borough Council), in response to an email from one of us, it was the local Parish Council that requested the restrictions to allow larger farming vehicles to negotiate the junction into Conyer Road to access the farms off Conyer Road.

**Current situation:**

- We have not been given the opportunity to have our points of view heard and without warning a new restrictions plate has been put up and restrictions have now been applied to the side of the road of the cottages (Monday-Friday 830am-630). So in affect, restrictions on both sides of the road. This means we have nowhere to park that will not cause inconvenience/congestion in other roads and potential safety risks.
- Whilst we realise the Council's main concern isn't to provide parking spaces outside our houses, but to maintain traffic flow and safety measures, the knock on affect of these new restrictions have done the complete opposite simply by moving the congestion problem on beyond the bridge, and in addition creating potential health and safety issues in this lane.

**Basis of objections:**

**1. *Parking obstructions***

We have nowhere to park other than over the bridge. This has huge congestion implications, as it is a narrow lane in parts and our cars will either partially block a farm gateway, partially block neighbouring drives, inconvenience the Scout Hut and/or cause a potential obstruction for the farm machinery that apparently have trouble negotiating their way into Conyer Road. Buses and bin men may also find negotiating past us difficult but perhaps more importantly larger emergency vehicles such as fire engines may also have trouble.

**2. *Unclear on current problem***

We have observed that large farm machinery and articulated lorries have no problem negotiating this junction on a Sunday or an evening after 630pm when we are all parked (sensibly and considerately) on both sides of the road. We see no reason why they can't continue to negotiate this road in the week and daytime – particularly as we all use our cars for work every day and the road would be part/fully clear anyway. Congestion problems only seem to arise when cars from other roads park in Conyer Road or the road opposite without consideration for other road users and we feel we are being penalised for this other road users.

**3. *Health and Safety/Dangerous road considerations***

Come winter/darker nights, many of us will now face the stressful experience of parking in the dark on an unlit country lane in rush hour where cars whizz up and down and walking back alone to our houses.....this in itself presents health and safety concerns, as this road can be very dangerous at times.

**4. *Damage to our cars***

Some of our cars have been vandalised parking them at the Scout Hut or near to it in the lane.....it is unreasonable that we have nowhere safe to park our hard earned assets. Damage to cars affects our insurance premiums or is a personal cost and puts an additional financial strain on already tight budgets. There is also an emotional cost to fearing repeated damage and time required to fix any damages.

### **5. House value/saleability**

We are worried that the fact we have nowhere to park will affect our house prices and ability to sell/rent. Number 1 is currently up for rent and viewers have asked where to park – it must be off-putting to hear there is none!

#### **Lastly:**

Clearly if the parking restrictions were to be completely lifted then other houses and perhaps commuters would start filling the road up with their cars, so it would seem sensible to have some sort of restrictions in place. We are totally in support of local businesses and farming and have no wish to compromise anyone's business but we would like to be able to have our concerns and objections heard. We would welcome a discussion on what might work better for all parties.

#### **Suggestions:**

##### ***In order of preference –***

1. 24/7 Residential parking – as well as giving us places to park thus clearing the lanes of our vehicles, this would also stop other people parking in "our" road causing congestion. Other cars parking in 'our' road has been a big issue for all parties in terms of creating congestion and we are very much in favour of this option for both sides of the Conyer Road and hope the Council would be too.
2. 8am-8pm part time residential parking – this would hugely limit the number of cars parked in Conyer Road at busiest times of the day and have the benefits of above.
3. Relax current restrictions – for Monday to Friday start restriction later and finish at 430-5pm and remove Saturday restriction. This would help enormously as at the moment we mainly arrive home at 430-530pm, have to park in the lanes in rush hour creating more congestion and then have to rush out at 630pm to grab the spaces outside the cottages before anyone from any other street takes the spaces. When this happens it has meant returning our cars to over the bridge when other streets have taken the spaces and the congestion in the lane continues. It will also remove the need of having to walk along the unlit lanes in the dark come winter times.

## **Individual Objections:**

### ***1 Bridge Cottages***

Myself and my work colleague both got parking tickets when we were redecorating the property whilst parked outside recently. I've had the cottage since about 2010 and not received a ticket in that time while parking there. This came as a surprise until I saw a very small new sign at the end of the road angled at 45 degrees.

A couple of ideas that have come to mind are:

1. If its used by commuters for the station, then a simple no parking between say 1-1.30 pm would solve that issue as they couldn't leave their car there all day.
2. Maybe permit parking outside for the use of Bridge Cottage occupiers only.
3. As parking was promised when Selby Court was built, this would seem a good course of action to pursue as it would keep the road free from congestion, be safer for farm vehicles to pass and be local parking for us.

### ***2 Bridge Cottages***

Working in the NHS means that I arrive home at all different times and I am unable to park outside my own property because of the waiting restrictions that have been implemented. Coming home late at night/once the clocks change, and being on my own I feel very vulnerable, even more so now after knowing that a person was attacked getting in to her car on the lower road recently.

I have been living in this property since 2007 and there have never been restrictions on this side of the road before. I feel that as a property owner, I should have been consulted on this matter.

When I moved to the area I was informed that when they built Selby Court, there would be parking areas for the residents of Bridge Cottages.....which never materialised.

Because of the restrictions that have been implemented, I have parents that are elderly and have difficulty mobilising, they are unable to visit, because there are restrictions on parking. I would welcome Parking Permits for all residents that live in Bridge Cottages, which would ease the congestion because there are lots of people that park in the area that are not residents of the community.

### **3 Bridge Cottages.**

The country lane on the far side of the bridge; whilst there are no specific parking restrictions it is not a safe place to park, there is no pavement and therefore no safe exit from the passenger side of a car, it is unlit therefore visibility is poor, this leaves both drivers and pedestrians vulnerable, in parts there is not even a grass verge but a bank and so in addition to having no safe place to walk there is also no place at all to stand to avoid oncoming traffic, the lane is narrower in parts than the section outside of the cottages and simply moves the problem on and actually makes it not only worse but possibly more dangerous.

Additional parking of cars on the country lane on the far side of the bridge will add to the congestion and increase the safety risk to people accessing the scouts hut, hindering the visibility of cars exiting the small parking area and forcing walkers into the middle of the lane.

When the residents of Bridge Cottages park sensibly outside their properties (as they do in order to access their properties and the shared rights of way) there is no visible impact on the ability of large vehicles and buses to get through, this is evident from our experience of these vehicles passing by in the evening and at weekends, a residents permit scheme would allow this to continue.

Any vehicle wishing to travel into Conyer Road needs to arrive via Lower Road or The Crescent both of which are currently holding the overflow parking of these new parking restrictions, we feel that this is another example of simply moving the problem on, again, a residents permit scheme would alleviate this.

Since we have been unable to park in Conyer Road, the 'foot print' of the parking in Lower Road and The Crescent has become much more congested and haphazard making visibility along the street poor and access to pavements when crossing the road dangerous.

This new scheme was installed at the request of the Parish Council to solve the problem of large machinery negotiating access to Conyer Road, this was carried out without consultation and in our opinion has allowed a superficial fix, the cars still need to be parked and are being parked in the immediate area which is not fit for purpose, any of the alternative solutions we have offered would allow both residents and local businesses a safer way to operate side by side in the local community.

#### ***4 Bridge Cottages***

Whilst we understand that there has to be a workable solution that works for everyone one, what thoughts and plans have the Parish council put in place to provide parking within the parish that is safe for everyone to use? If they make it so that we can't park in front of our houses are the council prepared to put in street lighting and pavements down Conyor Road to ensure the safety for everyone if we are forced to park the other side of the bridge?

The need to have access for lorries is understandable, but please can we have figures on the amount of lorry movements conducted to the farm, the times they enter and leave the road at the junction with Bridge Cottages? We would also like a list of when they haven't been able to gain access to the road.

Based on this data being provided by the Parish council be just, I would propose that a restricted resident parking scheme be introduced along with a restriction on lorry movements to coincide with the restrictions.

#### ***5 Bridge Cottages***

My primary objections to these restrictions are the chaos and potential dangerous parking alternatives over the bridge in the narrow country lanes. I already see articulated lorries trying to squeeze past parked cars and worry about potential damage to my car. I don't want to be an obstruction to bin men or emergency services. In terms of congestion, the perceived problem of vehicles in Conyer Road has just been moved over the bridge to the country lanes, which are unlit and not at all safe to walk along, especially in rush hours.

I am also particularly worried about my safety come winter when I will have to park in the dark in these lanes and walk home alone along the unlit lane at rush hour until the restriction finishes at 630pm when I will have to negotiate the lanes again to move my car to outside my cottage. I am more worried since reading about the poor lady in Teynham who was attacked whilst in her car.

I see a lot of cars from other streets park outside the cottages at times, which I think are the main problem to Conyer Street parking/congestion.

I was surprised no consultation process took place for these restrictions, which would have raised the problems now occurring.

I would welcome residential parking (24/7) arrangements. I believe residential parking would stop other streets parking in Conyer Road and vastly reduce the number of cars parked which would of course help traffic flow with the additional benefit of residents not having to leave cars in unsafe lanes.

**Signatures**

*I object to the current parking objections outside Bridge Cottages/Conyer Road for the reasons in this petition and would welcome a review to consider the alternative suggestions outlined in this petition:*

**Signed:**

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## TEYNHAM PARISH COUNCIL

**Mrs C.M. McIlroy**  
**(Clerk to the Council)**  
**Telephone: 01795 522699**  
**E-mail: [chris.mcilroy@tesco.net](mailto:chris.mcilroy@tesco.net)**  
**Website: [www.teynham.org](http://www.teynham.org)**

**51 Honeyball Walk**  
**Teynham**  
**SITTINGBOURNE**  
**Kent**  
**ME9 9TN.**

18 August 2006

Mr M Knowles  
 Engineer  
 Swale Borough Council  
 Swale House  
 East Street  
 Sittingbourne  
 Kent ME10 3HT

Dear Mr Knowles

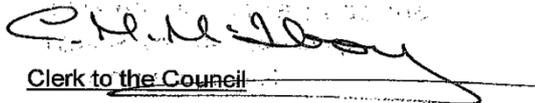
### Proposed Amendments to Parking Restrictions – Conyer Road, Barrow Green

The Parish Council was extremely disappointed that Mr Lewis did not come back to it with his proposals for amendments to the Parking Restrictions, Conyer Road, Barrow Green as promised prior to consultation with the residents in the Barrow Green area. We do not feel that the problems that were explained to Mr Lewis have been addressed by the proposed amendments. Indeed we feel they will exacerbate the situation.

As explained to Mr Lewis there has been problems with lorries trying to access Conyer Road from Station Road when delivering to and collecting from the various farms and businesses in the Conyer Area because of parking at Barrow Green despite the fact that there are already parking restrictions currently in force. Lorries in the past have been advised erroneously to use Osiers Road which has a 6ft 6" restriction and a sign indicating for Access Only and clearly this is not acceptable. The proposed amendments allowing parking outside Bridge Cottages, and with motorists ignoring as has been experienced in the past the restrictions on the opposite side of the road, will worsen the situation for the ordinary motorist let alone the School Bus and the heavy good vehicles that use the road.

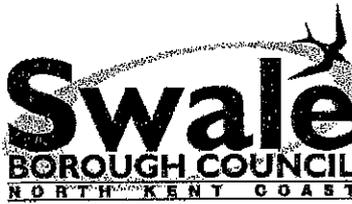
We do feel that a meeting to discuss this matter should be held with officials of both Swale Borough Council (parking) and of the Kent Highway Services (road improvements) and members of the Parish Council to see what can be done to resolve the problems in the area. [It has been suggested that the widening of the corner on the west side by reducing the grass verge may partially meet the problem.] We would hope too that any discussion would include trying to find a solution to the parking issues of the residents of Bridge Cottages.

Yours sincerely

  
 Clerk to the Council

c.c. Cllrs A Bowles, KCC Member & R Barnicott and J Disney, Swale BC Members

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ANNEX C

FIRST CONSULTATION

## Proposed Amendments to Parking Restrictions Conyer Road, Barrow Green

Swale Borough Council are proposing to amend the existing parking restrictions in Conyer Road, as shown on the plan overleaf.

It is proposed to remove part of the existing single yellow line restrictions on the East side of Conyer Road, to allow parking in this section of the road. However, in order to ensure a safe junction for motorists, it is also proposed to change the single line restrictions to double yellow lines on the junction of Conyer Road and Lower Road. The remaining section of single yellow line between the junction and railway bridge on the West side will remain unchanged.

If you support or object to the proposal please complete the pre-paid reply slip below and return to the Borough Council before Wednesday 23<sup>rd</sup> August 2006. A space has also been provided to allow you to add any further comments you may have.

If you have any further queries, please do not hesitate to contact Mike Knowles on 01795 417125.

### Proposed Amendments to Parking Restrictions – Conyer Road, Barrow Green

Please tick one of the following boxes

I Support the proposal to amend the parking restrictions as shown above

I Object to the proposal

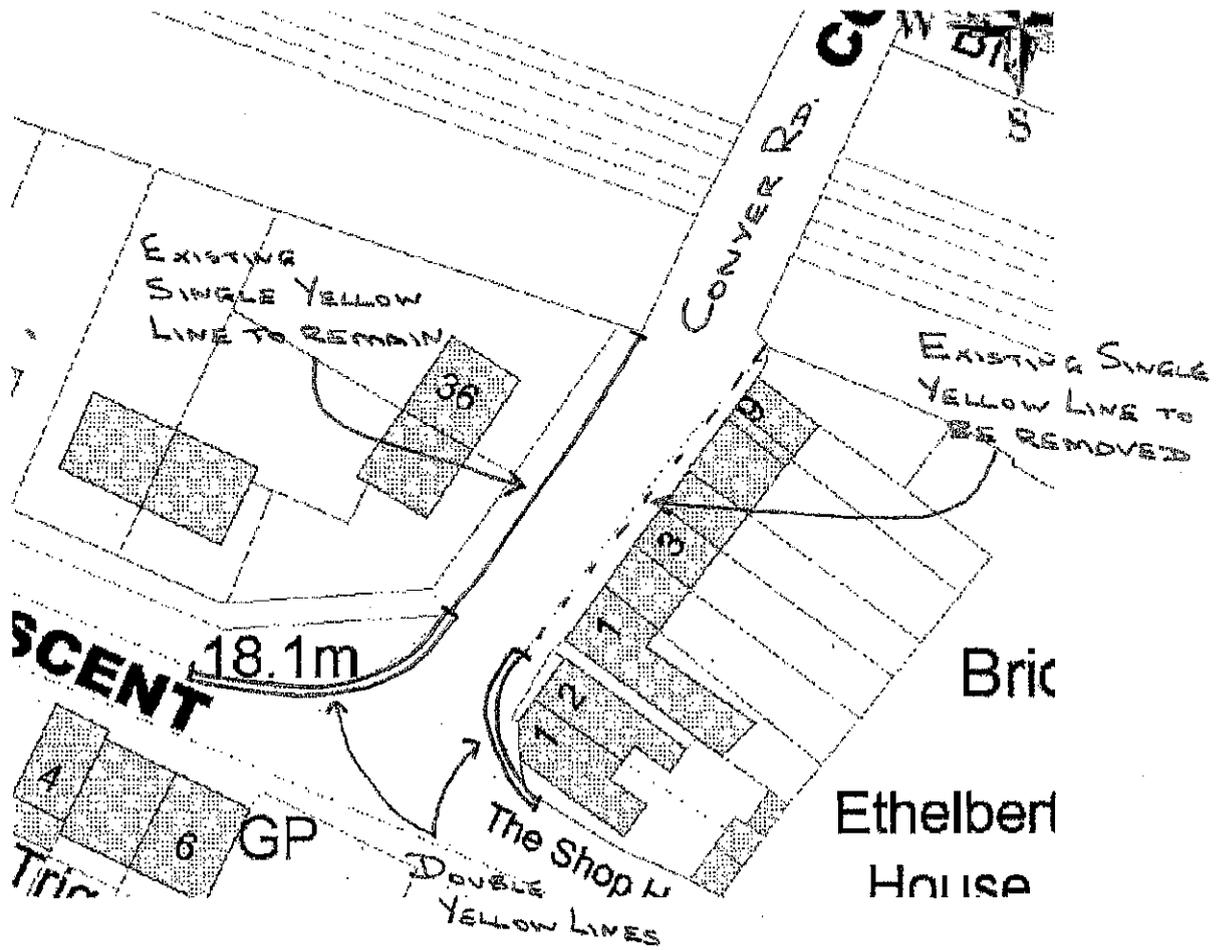
Name & Address	Comments

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

FIRST CONSULTATION



Plan of proposed restrictions



BUSINESS REPLY SERVICE  
Licence No SX20

2 | |

Head of Technical Services  
SWALE BOROUGH COUNCIL  
Swale House  
East Street  
Sittingbourne  
Kent  
ME10 3BR



ANNEX C.

SECOND CONSULTATION

## Proposed Amendments to Parking Restrictions Conyer Road, Barrow Green – Second Consultation

You may recall that Swale Borough Council wrote to you last Summer to obtain your views on proposals to amend the existing waiting restrictions in Conyer Road, Barrow Green.

Following this consultation, Teynham Parish Council commented that they felt that the proposals to remove the single yellow line on the East side of the road would exacerbate the current problems with the movement of larger vehicles, and instead requested the removal of the single yellow line on the West side of the road to allow parking, with the installation of a double yellow line on the East side of the road, as shown on the plan overleaf. In addition to this, the Parish Council also requested the installation of double yellow lines in Lower Road, from the wall adjacent to Jordan Cottages to the entrance into Triggs Row.

If you support or object to the proposal please complete the pre-paid reply slip below and return to the Borough Council before Wednesday 21<sup>st</sup> February 2007. A space has also been provided to allow you to add any further comments you may have.

If you have any further queries, please do not hesitate to contact Mike Knowles on 01795 417125.

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### Proposed Amendments to Parking Restrictions – Conyer Road, Barrow Green (Second Consultation)

Please tick one of the following boxes

I Support the proposal to amend the parking restrictions as shown above

I Object to the proposal

Name & Address	Comments

Plan of proposed restrictions – Second Consultation



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2 |||

Head of Technical Services  
SWALE BOROUGH COUNCIL  
Swale House  
East Street  
Sittingbourne  
Kent  
ME10 3BR



THIRD CONSULTATION

## Proposed Amendments to Parking Restrictions Conyer Road, Barrow Green – Third Consultation

As you are no doubt aware, the issue of proposed amendments to the parking restrictions in Conyer Road, Barrow Green, has been the subject of much debate, two previous consultations and a public meeting. A request has now been received from the Parish Council to consult with residents on their proposals as detailed in Plan 'A' on the reverse of this letter. In addition to this, the Borough Council has prepared proposals detailed in Plan 'B' following comments made at the public meeting. I would be most grateful to receive your views on both proposals, so that all comments can be reported back to the Joint Transportation Board for further consideration.

If you support or object to either proposal please complete the reply slip below and return to the Borough Council in the pre-paid envelope provided, before Friday 21<sup>st</sup> May 2010. A space has also been provided to allow you to add any further comments you may have.

Many thanks for your continued assistance in this matter.

### Proposed Amendments to Waiting Restrictions – Conyer Road, Barrow Green Third Consultation

Please tick one of the following boxes for each plan

- I Support proposals detailed in Plan A     
  I Object to the proposal in Plan A  
 I Support proposals detailed in Plan B     
  I Object to the proposal in Plan B

Name & Address	Comments

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



Initial Responses to Petition for Parking Review – Conyer Road, Teynham

	<b>Petition Comment</b>	<b>Response to Comment</b>
A	A parking resolution was promised after planning was granted for the development of houses behind Bridge Cottages, i.e. Selby Court. This never happened.	SBC's Planning Officer has advised that both planning decision notices have conditions requiring the parking spaces within the development to be kept available for parking by residents of that development, but there is nothing referring to parking for any neighbouring dwellings.
B	A single yellow line has been on both sides of the road, however restrictions only enforced on the opposite side for Monday-Saturday 8.30am-6.30pm.	The single yellow lines were installed on both sides of the road in December 2011 following substantial consultation. If signing has disappeared or lining has faded over time the Parking Operations Team may have deemed the restrictions to be unenforceable until remedial work had been completed.
C	No consultation has ever been carried out with the residents of Bridge Cottages/Conyer Road regarding parking restrictions.	We can confirm that a substantial amount of consultation has previously been undertaken with residents, as detailed in the main JTB report.
Page 21	According to recent correspondence with Glenn Insell, Operations Office (Maidstone Borough Council)..... it was the local Parish Council that requested the restrictions to allow larger farming vehicles to negotiate the junction into Conyer Road to access the farms off Conyer Road.	We can confirm that a request was received from the Parish Council in 2005/2006 for waiting restrictions to be introduced, following reported issues with larger vehicles negotiating the junction and experiencing difficulties accessing local farms.
E	We have not been given the opportunity to have our points of view heard and without warning a new restriction plate has been put up and restrictions have now been applied to the side of the road of the cottages..... This means we have nowhere to park that will not cause inconvenience/congestion in other roads and potential safety risks.	The views of residents were requested and obtained during the extensive consultations which took place prior to the restrictions being introduced. It is acknowledged that residents may have had the opportunity to park on some of these restrictions if signing was not to a standard considered enforceable, but the Traffic Order has been in place since 2011.
F	Whilst we realise the Council's main concern isn't to provide parking spaces outside our houses, but to maintain traffic flow and safety measures, the knock on effect on these new restrictions have done the complete opposite simply by moving the congestion problem on beyond the bridge, and in addition creating potential health and safety issues in this lane.	It is acknowledged that in many areas of the Borough, particularly those with terraced properties, on-street parking is limited and as such any proposed restrictions are carefully considered and consultation undertaken with residents. As previously stated, these restrictions have been in place since 2011, and should safety and obstruction issues occur further along Conyer Road this would be something for Kent County Council to consider as Highway Authority.

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<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item:</b>
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<b>Meeting Date</b>	Monday 10 <sup>th</sup> September 2018
<b>Report Title</b>	Request for Double Yellow Lines – St Mary’s School & Queen Elizabeth School, Faversham
<b>Cabinet Member</b>	Cllr Alan Horton
<b>SMT Lead</b>	Martyn Cassell
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the contents of the report with regard to St Mary’s School, and recommend that Officers add a short section of single yellow line in Abbey Place, Faversham to the next Traffic Regulation Order.
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## 1. Purpose of Report and Executive Summary

- 1.1 The report considers the request made at the June 2018 Swale Joint Transportation Board meeting for double yellow lines to be considered outside St Mary’s School, Orchard Place and Queen Elizabeth Grammar School in Abbey Place, Faversham.

## 2. Background

- 2.1 At the June 2018 JTB, a Member gave a verbal explanation of parking issues at St Mary’s School, Orchard Place, Faversham and referred to the photographs tabled at the meeting. Another Member supported action to prohibit cars blocking the entrance to the school and advised that, as there was a similar issue at the Queen Elizabeth Grammar School in Abbey Place, the two sites could be considered together. The problem reported is overnight parking by vehicles, which are left in position causing obstruction to the school entrances in the morning, as opposed to problems experienced during school drop off and collection times.

## 3. Issue for Decision

St Mary’s School, Orchard Place

- 3.1 There are currently School Keep Clear Markings along the frontage of St Mary’s School which prevent vehicles from stopping outside of the school between the hours of 8.30am and 9.30am or 2.30pm and 5.00pm on Mondays to Fridays during school term time. Unlike double yellow lines, it is not permitted to stop on these

restrictions for the purposes of loading and unloading, and therefore these restrictions are more effective in ensuring that the area outside of the school is kept clear to improve the safety of the pupils entering and exiting the premises.

- 3.2 The advice from Kent County Council's Parking Manager is that double yellow lines should not be used to tackle parking issues outside of schools, as an adjudicator previously considered that parents stopping on these restrictions to drop off or collect children could be considered loading and unloading of the vehicle and therefore permissible under the Traffic Regulation Order.
- 3.3 As stated by the Member, the current School Keep Clear Markings do not prohibit parking outside of the Public Highway. Any parking restrictions are enforceable up to the boundary of the Public Highway, but as the entrances to the school are off of the Public Highway they would not be covered by the restrictions, and would not come under the remit of Swale Borough Council with regard to the installation of any waiting restrictions. A plan showing the limit of the Public Highway can be found in Annex A.
- 3.4 As the entrances do not form part of the Public Highway, the landowners would need to consider if parking controls are necessary and any restrictions would be funded independently to Swale Borough Council. If the land owner is Kent County Council, they may wish to instruct their Highways Team to make an Amendment Traffic Regulation Order to include the school entrances and install double yellow lines.
- 3.5 Should a Traffic Regulation Order be completed and double yellow lining be installed by Kent County Council, I have been advised that whilst the area is outside of the Highway boundary, Swale's Parking Enforcement Team would be able to undertake Civil Parking Enforcement to help improve levels of driver compliance.

#### Queen Elizabeth Grammar School, Abbey Place

- 3.6 The entrance to the school is located at the end of Abbey Place, with the school gates abutting the limit of the Public Highway.
- 3.7 There is currently a single yellow line on the south and west side of Abbey Place, with a restriction in place between 8.00am and 6.30pm Monday to Saturday, continuing up to the school gate. On the opposite side of the road, there is space for up to two vehicles to park between the school gate and an existing vehicle crossing.
- 3.8 A single yellow line could be considered between the school gate and the vehicle crossing, as shown on the plan in Annex B, with similar times to the existing restriction opposite. By introducing a restriction between 8.00am and 6.30pm Monday to Saturday, the width of the access into the school would be maintained whilst minimising the impact on the on-street parking for residents. Due to the minor nature of the proposed restriction, an informal consultation is not considered necessary and the restrictions could be included in the next Traffic Regulation Order Amendment which will include the standard formal consultation.

## 4. Recommendation

- 4.1 Members are asked to note the contents of the report with regard to St Mary's School, and recommend that Officers add a short section of single yellow line in Abbey Place, Faversham to the next Traffic Regulation Order.

## 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Drafting, Advertising and Sealing Traffic Regulation Order and installing lining and signing. Estimated Cost £1,000.
Legal and Statutory	Formal Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.

## 6. Appendices

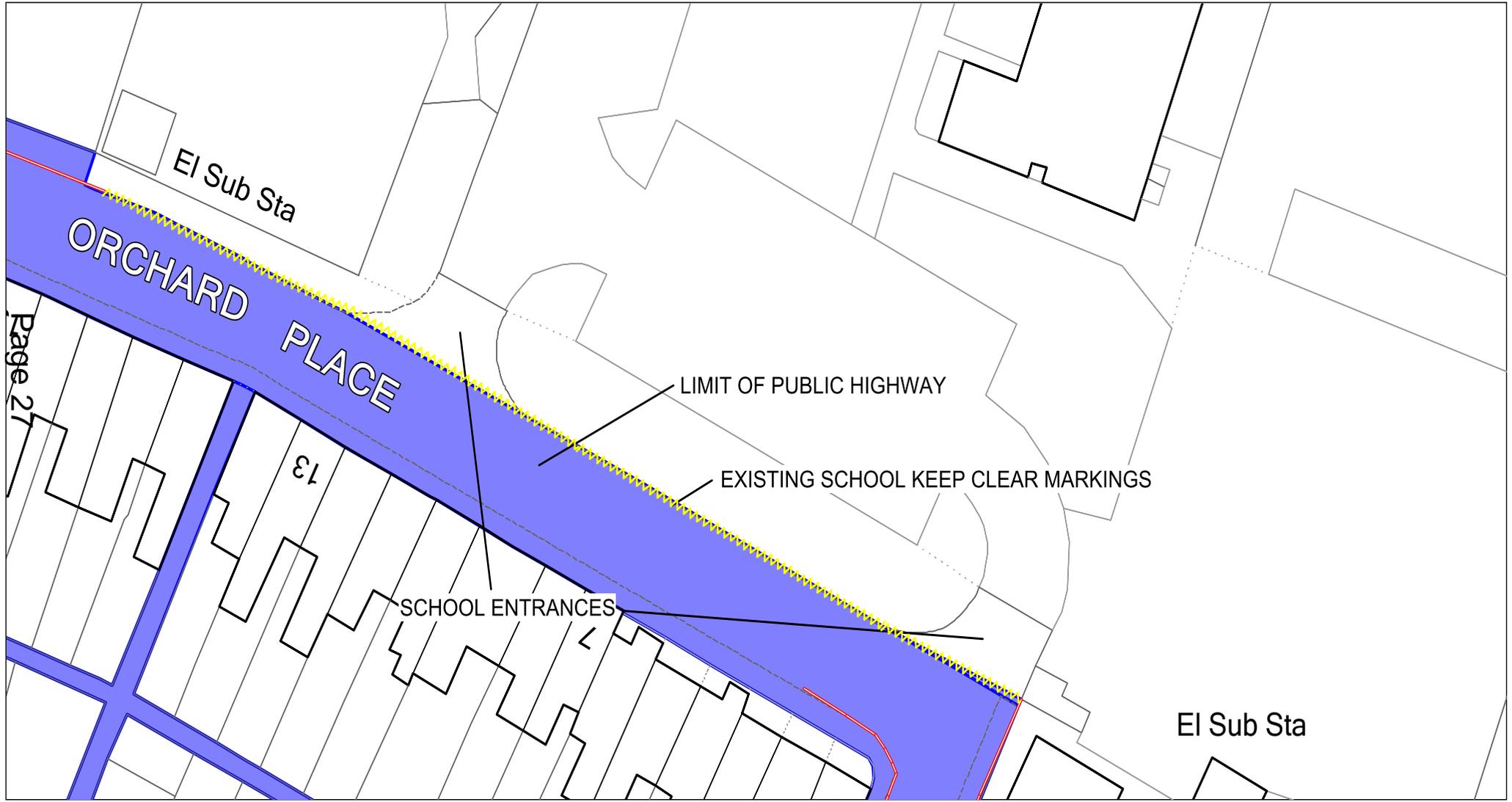
- 6.1 Annex A – Plan showing Public Highway boundary, Orchard Place, Faversham  
Annex B – Plan of possible Single Yellow Line, Abbey Place, Faversham

## 7. Background Papers

- 7.1 None

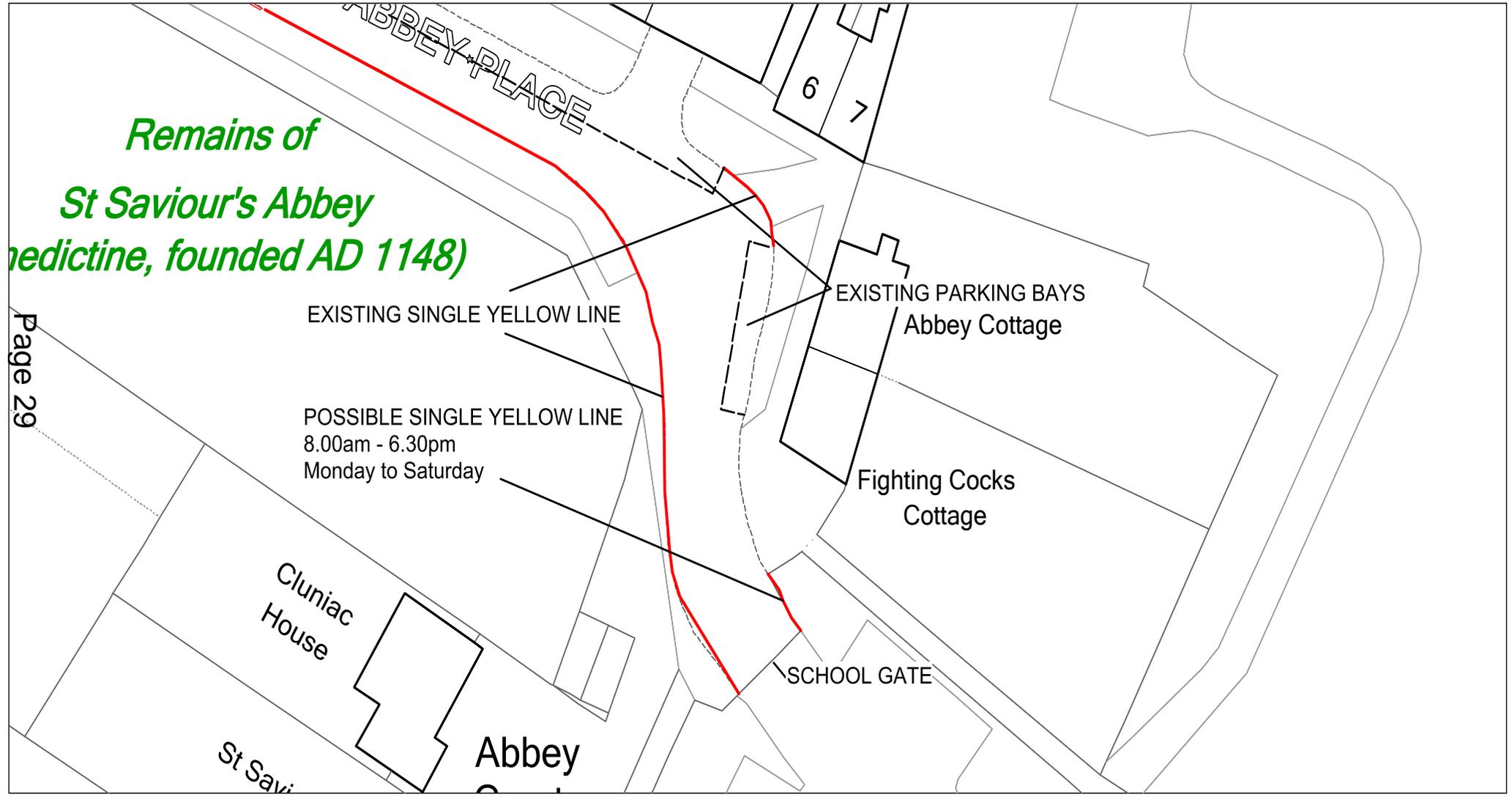
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Plan to Show Limit of Public Highway – Orchard Place, Faversham



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Plan to Show Possible Single Yellow Line – Near Entrance to Queen Elizabeth Grammar School, Abbey Place, Faversham



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## Highway Flooding on the 29<sup>th</sup> May 2018

To:	Swale Joint Transportation Board
Main Portfolio Area:	Growth, Environment & Transport
By:	Kathryn Moreton – Asset Manager [Drainages, Structures & Safety Barriers]
Classification:	For Information
Ward:	All
Division:	All
Summary:	Provides details of the flooding that occurred on the 29 <sup>th</sup> May 2018, works carried out to date and planned drainage maintenance and improvements

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### 1. Introduction

- 1.1. The County Council maintain around 250,000 drains across the adopted highway network. Of these, 70,000 drains are located on main roads<sup>1</sup> and are therefore subject to annual maintenance visits. The 180,000 located on minor roads are cleaned on a targeted basis in response to reports of blockages or flooding. The volume of assets that are maintained increases year on year with approximately 60km of highway adopted or added for other reasons per annum.
- 1.2. As the Highway Authority, the County Council has a statutory obligation to, so far as is reasonably practicable, maintain the highway and associated drainage systems in a safe condition. By virtue of this, there is a duty to maintain existing highway drainage systems and take steps to maintain highway safety when flooding occurs. There is no obligation to install new highway drainage however the County Council may be found liable for causing a nuisance if reasonable steps to manage highway surface water are not taken.
- 1.3. In an average year the County Council would expect to receive around 7,000 drainage and flooding enquiries. Each enquiry is evaluated to determine the type of response required e.g. drainage cleansing, drainage improvements, an emergency response. An assessment is then made of the risk to highway safety and the risk of internal property flooding and where the risk is moderate to high, the prescribed action is taken.
- 1.4. The regime outlined above is intended to ensure that finite resource is targeted where the need is greatest both from an asset management and a customer perspective. Nevertheless, maintenance has its limitations; whilst it ensures that the available capacity is maximised, it does not enhance capacity to the extent that the drainage system will accommodate the kind of prolonged or intense downpours seen on the 29th May.

### 2. Report

- 2.1. Over the course of the 29th May 2018, parts of Kent experienced a month's rainfall in a matter of hours. Swale experienced some of the biggest impacts with over 90mm falling in places. The volume and intensity of rainfall far exceeded the capacity of both the highway drainage system and surrounding land drainage ditches. Large volumes of water poured off the land, exacerbating the situation on the road network and flooding occurred at numerous locations normally unaffected by heavy rain.

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<sup>1</sup> Main roads are defined as all major strategic, other strategic and locally important routes.

- 2.2. The County Council received over 500 drainage enquiries including many reports of property flooding and impassable roads. Of these enquiries, 79 routine enquiries and 56 emergency enquiries related to locations in the district of Swale.
- 2.3. Highway drainage cleansing and emergency responses to flooding are ordinarily prioritised based on the risk to highway safety and the risk of internal property flooding. Where appropriate, minor roads are closed, or warning signs are displayed to enable the deployment of tankers and cleansing vehicles to main road and homes affected by flooding.
- 2.4. Unfortunately, on the 29th May the number and severity of flooding reports meant that, despite having additional resources in place, further prioritisation was required. It became necessary to focus the available resources on the main road network and on impassable roads where the risk to safety could not be mitigated by a road closure. This is not a decision that was taken lightly and one that was only actioned once all other options had been exhausted.
- 2.5. A recovery operation has been ongoing since the 29th May. Due to the County Council's statutory obligation to maintain highway safety it has been necessary to prioritise issues of highway safety in the first instance with an initial focus on the main road network. This recovery operation, which includes inspections, maintenance and further investigations, is expected to be ongoing over the summer period and into the early autumn.
- 2.6. Since the 29th May, the County Council have received a further 270 drainage and flooding enquiries regarding locations in Swale. 90 sites are currently programmed for inspection and assessment, 203 drainage cleansing jobs have been completed with a further 62 programmed for completion in the coming months. 40 sites are currently under investigation by the area drainage engineer.
- 2.7. In preparation for the winter, additional drainage cleansing will be carried out at number of flood prone drainage hotspots throughout October and November. These sites are identified and prioritised based on reports of safety critical flooding and include 28 locations in Swale; these locations are listed at Appendix A.
- 2.8. Finally, scheduled annual maintenance of roadside drains on main roads will be ongoing from late November.
- 2.9. As the frequency of prolonged and intense downpours appears to increase, investment in our highway drainage system becomes more and more vital. Much of the County's drainage infrastructure was installed when the roads were constructed. Over the years, settlement of the soil, ingress of tree roots and road works by third parties has caused damage limiting or obstructing the flow of water. Development and changes in land use have resulted in increased volumes of surface water being discharged into the drainage system and in many places the sewers are now running at capacity.
- 2.10. Investment in drainage renewals and enhancements is prioritised based on the frequency of flooding during normal to heavy rainfall, the risk to highway safety and the risk of flooding to inhabited buildings. In 2018/19 the County Council will invest around £3m delivering a range of routine renewals and large-scale improvements to the highway drainage system across Kent. Details of the 2018/19 schemes scheduled for completion in Swale are listed at Appendix B.

### **3. Legal Implications**

- 3.1. Not applicable.

### **4. Financial and Value for Money Considerations**

4.1. Not applicable.

## 5. Risk Assessment

5.1. Not applicable

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**Contact:** Kathryn Moreton – Drainage & Structures Asset Manager [Tel: 03000 418181]

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## **HIF Funding, Key Street & Grovehurst Junctions Sittingbourne**

To: **(Swale Joint Transportation Board – 10<sup>th</sup> September 2018)**

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

By: **Tim Read, Interim Director of Transportation & Public Transport**

Classification: **For Information**

Ward: **Bobbing, Iwade & Lower Halstow**

Division: **Swale West**

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**Summary: Update report on the submitted Housing Infrastructure Fund (HIF) application**

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### **1.0 Introduction and Background**

#### **1. Introduction**

- 1.1 The County Council submitted a Housing Infrastructure Fund application to central government in September 2017 with a view to unlock existing congestion concerns. The congestion issues relating to the Key St and Grovehurst Junctions were the Planning Inspectorates principle reasons for enforcing an early review, in 2022, of Swale Borough Councils Local Plan. The application was made with the intention of releasing the post 2022 residential development proposed within the originally submitted local plan.
- 1.2 A total value for the bid submitted is £39,667,917 which includes the following three elements;  
Key St Junction Improvements - £6m  
Grovehurst Junction Improvements - £30m  
SNRR/SSRR feasibility - £3m

#### **2.0 Bid Progress Update**

- 2.1 A letter dated 20<sup>th</sup> March was received from the Ministry of Housing, Communities and Local Government, confirming that the application had successfully passed the first phase. The application will now be taken through a co-development stage with the Ministry to develop the business case.
- 2.2 The Ministry has provided three dates at which the business case can be submitted these being; September, December 2018 or February 2019. At present the County Council are looking at submission at the December opportunity.
- 2.3 Grovehurst Progress - In January 2018, KCC commissioned Capita to undertake a review of the initial feasibility study produced by Amey Consulting in 2016 the following tasks were completed by the end of April 2018:
  - Provide full topographical survey to include all four slip roads, the mainline A249, the existing roundabout arrangements and where accessible, points associated with the proposed realignments/new construction.
  - A review of the current feasibility study and the resultant layout, providing comments on potential suitability of design, consideration of the south western quadrant and

any concerns/solutions/mitigation measures that should be considered if it is viewed that traffic flows could be improved.

- Establish design criteria from DMRB standards for slip roads and roundabout geometry for both horizontal and vertical alignments including headroom
- Undertake new traffic surveys
- Consideration of existing Transport Assessments and provide comment on suitability of feasibility design
- Consideration and comment on NMU provision and requirements for improved connectivity

- 2.4 Key Street Progress - KCC have been working with developer consultants to optimise the proposed plan submitted in the EOI. CCTV evidence has been collected from various arms of the junction and the Eastbound A2. This evidence has been used to identify other factors that may be further contributing to the poor performance of the current junction layout. A review of that data was undertaken in March 2018 and a small number of factors have been identified that could be included in the final design solution. To properly evaluate the junctions performance a Micro-simulation (VISIM) traffic model has been prepared. A base simulation was completed in early April and future date runs up to 2031 will be completed imminently. Simulation testing has commenced on the various identified design improvements to evaluate their effectiveness in optimising the junctions' performance. The proposed scheme has evolved since the application submission from full signalisation to signalisation of the A249 off-slip and contravening circulatory only.
- 2.5 The drawings submitted for the HIF application can be found at Appendix 1. It should be noted however that changes have already been made to the Key St junction following an evaluation of its capacity.

### **3.0 Financial**

- 3.1 The cost estimates for Grovehurst Junction and Keycol Junction are as submitted within the bid and referenced above. These will be reviewed during the next design phase.
- 3.2 Developer Contributions Update
- 3.3 Grovehurst – No contributions have been collected against this junction to date although there are several applications expected to come forward in 2018.
- 3.4 Key Street – A total of £452,487 has been, or is expected to be, collected through signed Section 106 agreements to date. A further two sites currently allocated in the Adopted Local Plan are expected to come forward in 2018 and make further contributions; these are Manor Farm and South West Sittingbourne. However, without HIF funding, the ability to bring forward a long term solution to the junctions capacity to meet current and future highway demands would be curtailed and ongoing congestion and potential highway safety issues would remain.
- The collections have been received from the following planning applications;
- High St Newington—reference 16/501266, £102,487, 124 homes.
- Crown Quay, reference 16/507877, £300,000, 405 homes. (TBC)
- Spirit of Sittingbourne, reference 14/505440, 212 residential apartments, £50,000.

### **4.0 Legal implications**

- 4.1 No update on the legal implications is provided at this time.

### **5.0 Conclusions**

- 5.1 This report is for information only and no conclusions are included.

### **6.0 Recommendations**

6.1 This report is for information only and no recommendations are included.

Future Meeting if applicable:	Date:
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Contact Officer:	Colin Finch
Reporting to:	Tim Read – Interim Director of Transportation & Public Transport

**Annex List**

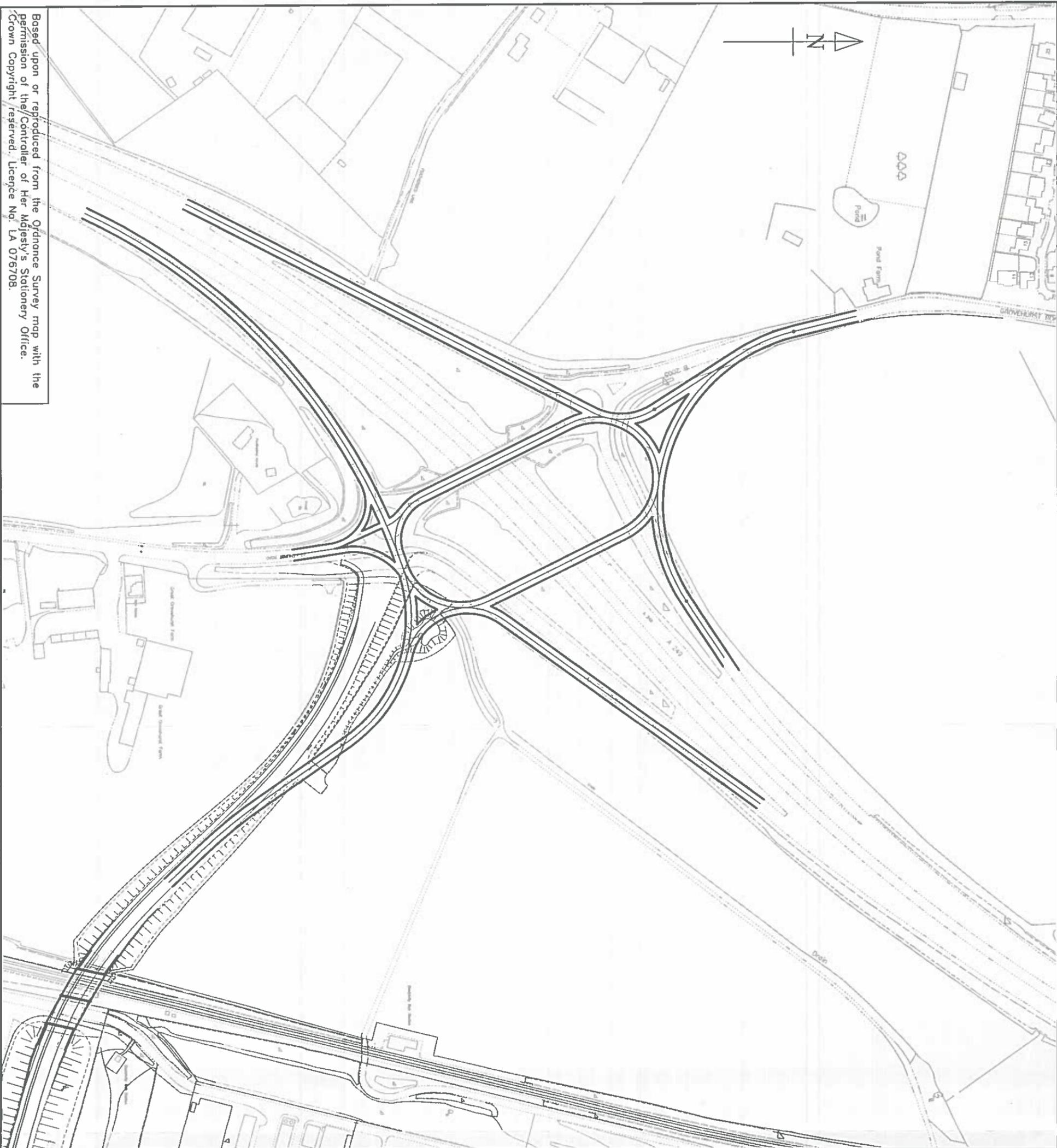
<i>Annex 1</i>	<i>Grovehurst Junction Scheme Proposal submitted for HIF funding</i>
<i>Annex 2</i>	<i>Key Street Junction Scheme Proposal submitted to HIF funding</i>



HIF report Annex 1  
Grovehurst Submitt

HIF report Annex 2  
Key Street.pdf

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Drawing number  
B0179700/S/SK2

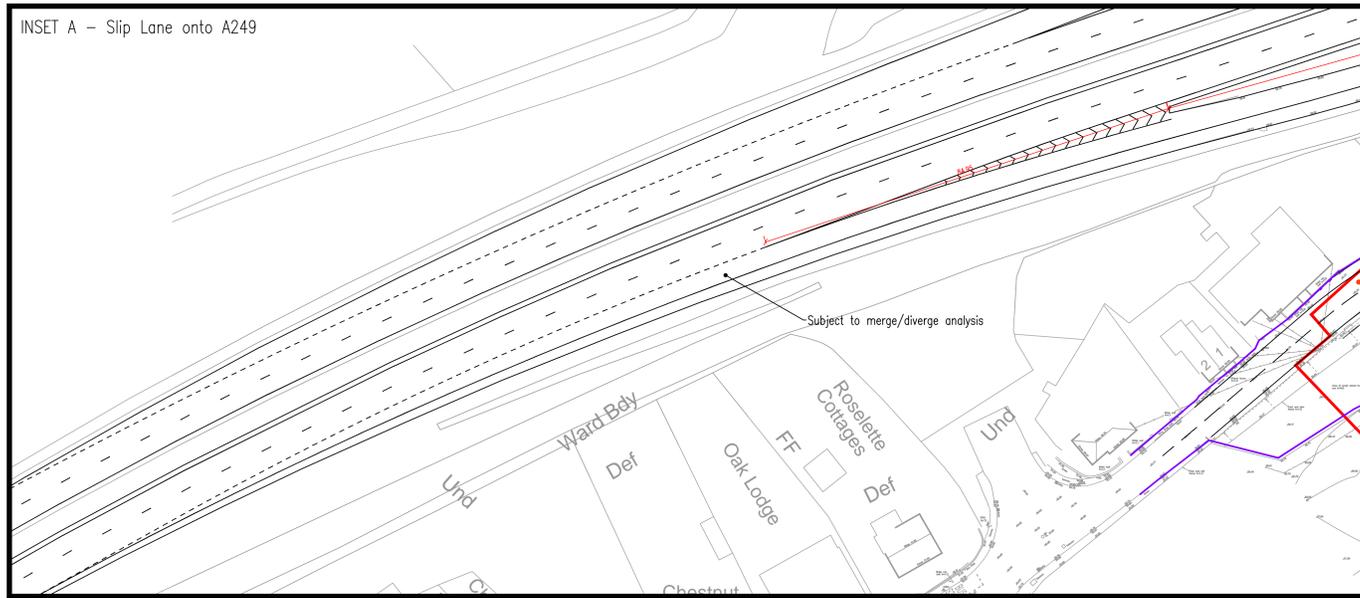
Notes

Rev	Revision Date	Purpose of revision	Drawn	Checked	App'd
Client					
KENT COUNTY COUNCIL REGENERATION & ECONOMY					
					
<b>JACOBS</b> Miller House, 43 - 51 Lower Stone Street, Maidstone Kent, ME15 5GB, England Tel: 01622 666000 Fax: 01622 695085 www.jacobs.com					
Project					
Sittingbourne Northern Relief Road East Hall Farm to Bapchild					
Drawing title					
Grovehurst Interchange (Option 2)					
Drawing status					
Scale					
1:2500@ A3		Do not scale			
Drawing number					
B0179700/S/SK2				Rev	
				0	

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

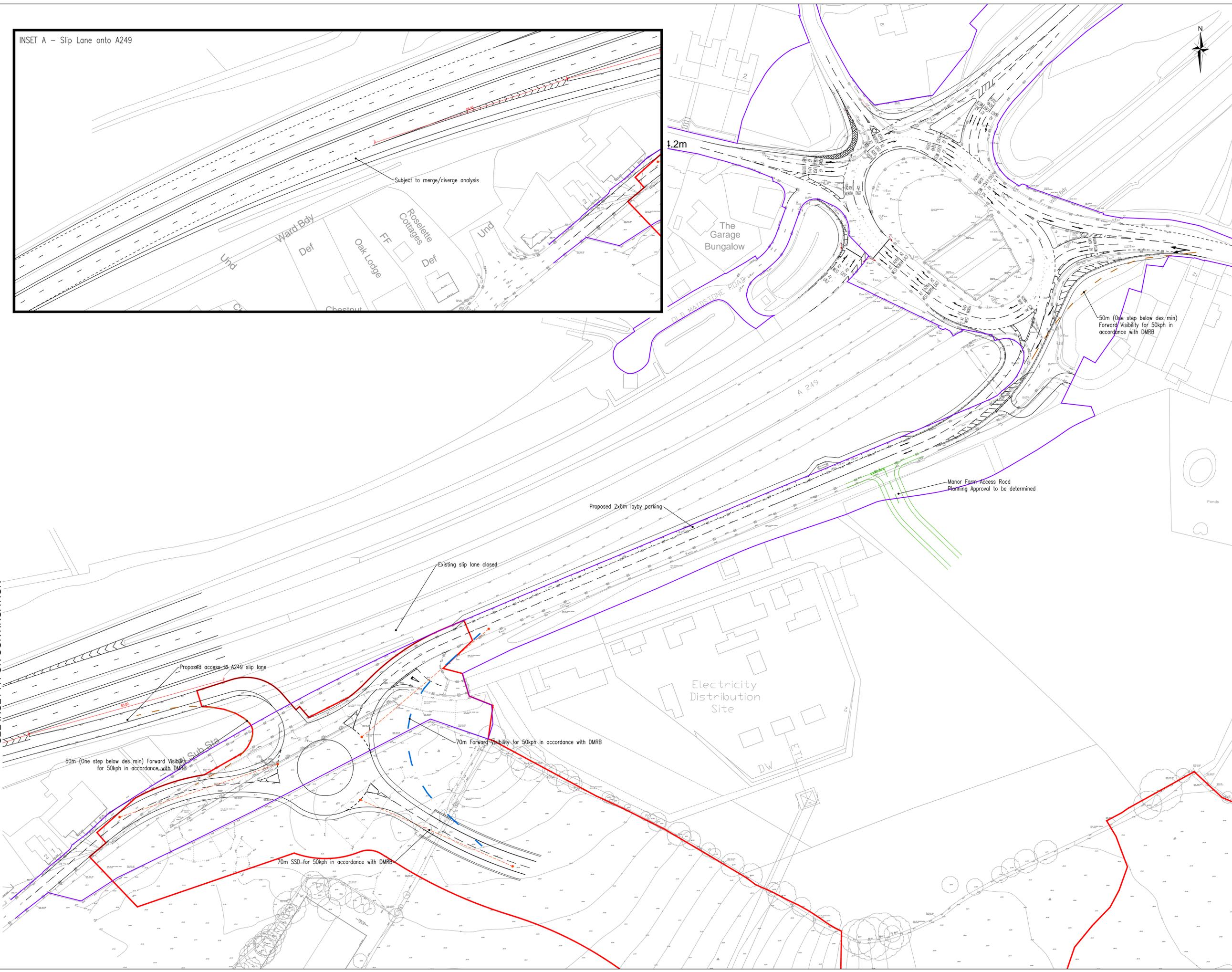
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INSET A - Slip Lane onto A249



Page 41

SEE INSET A FOR CONTINUATION

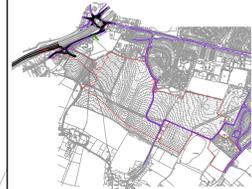


NOTES

- Highway Boundary
- Site Boundary

# Annex 2

DRAFT - FOR DISCUSSION ONLY



KEY PLANS

Amendments	Rev	Chg	Date
Standard layout improvements added	001	JW	April 15
Final layout approved	002	DH	April 17
Final layout approved	003	JW	April 17



Leadwork Done	Issued to	Print Issue
Drawn	Checked	Approved
13-042	JW	JW
Job Title	Wises Lane, Sittingbourne	
Drawing Title	Chesnut Street R'about Access & Key St Roundabout Proposals	
Client	Quinn Estates	
Scale	Date	Designed
1:500	July 17	DH
Drawn	Checked	Approved
DH	JW	JW
Job No	Drawing No	Rev
13-042	13-042-45	C

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**To:** Swale Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 10<sup>th</sup> September 2018  
**Subject:** Highway Works Programme 2018/19  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction in 2018/19

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2018/19

**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 and Safety Schemes** – see Appendix F

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

**Bridge Works** – see Appendix H

**Member Highway Fund** – see Appendix I

**Pothole Blitz** – see Appendix J

## 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
Katie Williams	Drainage and Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	Transportation, PROW and Safety Schemes
Nick Abrahams	Economic Development

## 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>
Eagles Close	Sittingbourne	Approximately 100m from Portland Ave	Completed
A2 St Michael's Rd	Sittingbourne	Forum to Crown Quay Lane	To be programmed early 2019
A250 High St	Sheerness	Whole extent	To be programmed early 2019
Avenue of Remembrance	Sittingbourne	Whole length	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>
Reedland Crescent	Faversham	From No. 51 to Priory Row only. (Footway Protection Treatment)	Programmed to start week commencing 3 <sup>rd</sup> September 2018
<b>Surface Treatments - Contact Officer Clive Lambourne</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
The Street	Oare	Oare Road to Cole Gates Road	Completed
Selling Road	Selling	Monica Close to Sondes Court	Completed
Otterden Road	Eastling	Between Kettle Hill Road and Kettle Hill Road (Eastling)	Completed
Halstow Lane	Upchurch	Extends through junction to Twinney Lane	Completed

Perry Wood	Selling	From Grove Road to Selling Road	Completed
South Road	Faversham	Between Napleton Road and Bridge Road	Completed
Cheney Hill	Rodmersham	From Stockers Hill to Bottles Lane	Completed
Parsonage Lane	Bobbing	From Belnor Avenue to Stickfast Lane	Completed
Bull Lane	Hartlip	M2 bridge to Old House Lane	Completed
Bank Street	Faversham	Whole Length	To be programmed for Autumn 2018

**Surface Treatments - Contact Officer Clive Lambourne**

**Surface Dressing**

<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Ashford Road	Sheldwich	New House Lane to Salters Lane	Completed
Whitstable Road (& Graveney Road)	Graveney	Whole Length	Completed
Ashford Road	Badlesmere	Bagshill Road to Shottenden Road	Completed
School Lane	Borden	Whole Length	Completed
Selling Road	Selling	Vicarage Lane to Crouch Lane	Completed
Plough Road	Minister on Sea	Whole Length	Completed

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

<b>Drainage Repairs &amp; Improvements - <i>Contact Officer Katie Moreton</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Cryalls Lane	Borden	Installation of new soakaway	Works currently on hold due to a submission by a developer who can incorporate into their works to resolve the flooding issue
A2 Dully Road	Bapchild	Installation of new drainage system	Works Completed
Noreen Avenue	Sheerness	Installation of new drainage system	Works Complete
A2	Various locations from Sittingbourne to Faversham	Extensive repairs to the drainage system	Scheme currently being designed.

## **Appendix C – Street Lighting**

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

<b>Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Whitstable Road	Graveney	Replacement of 2 no street lights complete with LED Lanterns	Completed
Attle Way	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming- To be completed by September 2018
Benstead Grove	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
Borden Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
Canterbury Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
Halfway Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
Lavender Court	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
<u>Millfield</u>	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
Norwood Rise	Minster	Replacement of 3 no street lights complete with LED Lanterns	Completed

Knightsfield Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Rowetts Way	Eastchurch	Replacement of 1 no street light complete with LED Lantern	Completed
Portlands Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
The Broadway	Minster	Replacement of 1 no street light complete with LED Lantern	Completed
Newman Drive	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	Completed
Canterbury Road	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Completed
The Street	Bapchild	Replacement of 1 no street light complete with LED Lantern	Completed
St Michaels Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
Ufton Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
Willis Court	Sheppey	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
London Road	Teynham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
Fairview Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018
Mountview	Borden	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by September 2018

## **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 - Contact Officer: Toby Butler</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

Developer Funded Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
SW/2047	School Lane Iwade	Iwade	Provision of New Junction /Access for Housing Development	End of Maintenance Works underway
SW/3038	Land at Chequers Hill Doddington	Doddington	Provision of Footway/Junction for Housing Development	Works Completed Serving Maintenance period
SW/003028	Ospringe Cof E School Water Lane Faversham	Ospringe	Provision of Revised Vehicle Access	Works Completed Serving Maintenance Period
SW/3027	Tunstall Road Tunstall	Tunstall	New School access Traffic calming changes and footway Connection	Works Completed Serving Maintenance Period
SW/003055	Scocles Court	Minster on Sea	New access to Private Housing development	Technical Design Approved
SW/003056	Sittingbourne Community College Canterbury Road Murston	Sittingbourne	New access for School bus drop-off park	Works completed awaiting Stage 3 Safety Audit
SW/003025	Sheppey Way Iwade	Iwade	Provision of New Junction/Access for Housing Development	Works Underway
SW/3046	Power Station Road Halfway Sheppey	Minster on Sea	Provision of Private Housing development Junction and Traffic Calming	Agreement being prepared
SW003094	Nova Graveney Road Faversham	Faversham	Provision of Private Housing development Junction and Pedestrian Crossing	Technical Vetting underway
SW/3043	34-40 Rushenden Road	Queenborough	Reconstruction of existing lay-by as new Footway	Works Underway
SW/003054	Ceres Court	Sittingbourne	Provision of New Housing site access road	Stage 3 Safety Audit Carried out – Certificate 1 to be issued
SW/003047	The Old Dairy Halfway	Sheppey	Provision of New entrance to private Housing Site	Works Completed – Awaiting Stage 3 Safety Audit
SW003048	Parsonage House School Lane Newington	Newington	Provision of New Access to Housing site and Traffic	Agreement in place works underway

			Calmed footway crossing	
SW/003049	Sunny View Scocles Road Minster	Minster on Sea	Provision of entrance to Private Housing Site	Stage 3 Safety Audit works to be carried out to enable Certificate 1.
SW/003050	Love Lane/Graveney Road Faversham	Faversham	Provision of New Signalised Junction to A2 Junctions to Love Lane/Graveney Road	Initial design submission received
SW/003051	Spirit of Sittingbourne SECTION 3 Milton Rd, St Michaels Rd -Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts for New Cinema -M/S Car Park-	Agreement in place works underway
SW/003063	Spirit of Sittingbourne SECTION 4 Station St, St Michaels Rd - Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts for New Cinema -M/S Car Park-Access Works	Letter of Agreement in place - Works Underway
SW/003071	Spirit of Sittingbourne SECTION 5 West St, Station St -Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts for New Cinema -M/S Car Park	Letter of Agreement in place - Works Underway
SW/003057	Spirit of Sittingbourne SECTION 6 Eurolink Way Retail Access -Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Access for Retail Park	Letter of Agreement in place - Works Underway
SW/003058	Spirit of Sittingbourne SECTION 6 Milton Road -Town Centre Highway Revisions	Sittingbourne	Provision of Pelican Crossing Upgrade for Existing Zebra Crossing	Letter of Agreement in place - Works Underway
SW/003052	Eurolink Phase 5 Swale Way Great Easthall	Sittingbourne	Provision of New Industrial Estate Road Junction Arm to Existing Roundabout	Stage 3 Safety Audit works being carried out
SW/003053	Barge Way Kemsley	Sittingbourne	Provision of Revised Access Arm from Existing Roundabout	Initial Design Submission Received.
SW/003035	109-111 Staplehurst Road Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Works Underway

SW/003026	Attlee Way/Wyvern Close Sittingbourne	Milton	Provision of revised traffic calming and vehicle access for Housing developments	Works Completed Serving Maintenance Period
SW/0033024	Dover Street Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Works complete awaiting Safety Audit
SW/003029	Thistle Hill Way Minster Sheppey	Minster on Sea	Provision of new Primary School Exit and Footpath	Works Completed Serving Maintenance Period
SW003077	Spirit of Sittingbourne SECTION 4 Station St, St Michaels Rd - Town Centre Highway Revisions (FULL AGREEMENT)	Sittingbourne	Provision of Revised Highway Layouts for New Cinema -M/S Car Park-Access Works	Agreement in place works underway
SW/003033	Grove Ave/The Promenade Leysdown on Sea	Leysdown	Revision of Surface Water Drainage	Works Completed Serving Maintenance Period
SW/003040	Otterham Quay Lane Upchurch	Upchurch	Provision of Right Turn Lane / Junction and Footway for Housing Development	Agreement in place, Works underway
SW/003041	Larkrise, Conyer Road, Conyer	Teynham	Provision of footway to Small Housing Development	Works Completed Serving Maintenance Period
SW/003034	Selling Road Faversham	Faversham	Provision of Access into Proposed Public House/Restaurant	Works Completed Serving Maintenance Period
SW/003036	Wyvern Close Sittingbourne	Milton	Provision of Revised Footway and Access to Housing Development	Works Completed Serving Maintenance Period
SW/003032	Old Water Works Site Rook Lane Keycol Bobbing	Bobbing	Provision of Revised Footway and Access to Housing Development	Technical Vetting of Design Submission
SW/003068	Canterbury Road Sittingbourne	Sittingbourne	Revision of existing footways to proposed Retirement Home frontage	Technical Vetting of Design Submission
SW/003067	Old Brickworks Western Link Faversham	Faversham	Provision of New Roundabout Access for Housing Development	Design Approved Agreement being prepared.

SW/003074	School Lane Bapchild	Bapchild	Provision of Vehicle access and new footway connection for small housing development	Technical Vetting of Design Submission
SW/003069	Rushenden Road Queenborough Sheppey	Queenborough	Provision of New Access for Housing Development	Agreement in place works underway
SW/003081	Ham Road Oare Road Faversham	Faversham	Provision of Access Road to new Housing Development and Revision of Ham Road from Junction	Technical Vetting of Design Submission
SW/003082	Brogdale Road Ospringe	Ospringe	Provision of Access Road to new Housing Development	Technical Vetting of Design Submission complete Agreement instructed
SW/003084	Eurolink Way Sittingbourne	Sittingbourne	Provision of Junction Access Road to new Housing Development	Letter of Agreement in Place.
SW/003085	Brogdale Road Ospringe	Faversham	Provision of temporary construction access for housing development	Letter of Agreement in place works programmed
SW/003086	Lower Road Teynham	Teynham	Provision of Footway for small Housing Development	Technical Vetting underway
SW/003087	A251 Ashford Rd & A2 London Rd Faversham	Faversham	Provision of Roundabout access to Housing Development	Agreement in place Works underway
SW/003088	Leysdown Road Eastchurch Sheppey	Eastchurch	Provision of revised access for Wind Farm	Agreement in place Works programme to be Agreed
SW/003089	A2 High St Newington	Newington	Provision of Access for new small Housing Development	Letter of Agreement in place Works underway
SW/003090	Minster Road Minster Sheppey	Minster	Provision of Access for new small Housing Development	Technical Vetting of Design Submission
SW/003091	Eurolink Way, Milton Road Sittingbourne	Sittingbourne	Footway Access to Retail Development	Agreement in place works underway

SW/003092	Castle Road Sittingbourne	Sittingbourne	New Access and footway to Industrial Units	Letter of Agreement in place works underway
SW003096	North St Milton Regis	Sittingbourne	Temporary Construction Access for proposed School Drop Off facility	Agreement in place Works underway

## Appendix F – Transportation and Safety schemes

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

<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>
Church Hill junction with <b>Chequers Lane</b>	<b>Doddington</b>	Signing and lining scheme	Works completed, pending inspection.

<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.	Further investigations taking place prior to producing a report. Capacity issues with both options.
Various roads in Halfway and Queenborough <sup>1</sup>	Queenborough and Sheerness	Traffic signs for 20 miles per hour speed limit.	Works complete for all roads except as noted below.

## Appendix G – Public Rights of Way

<b>Public Rights of Way – Contact Officer – David Fleck</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
ZR531 -Footpath off Berkeley Close	Dunkirk	Vegetation removal, revetment work, regrade to level surface and backfill Type 1 and fines	Works completed (11/06/2018)
ZR147 – West of Tunstall Road	Tunstall	Surface improvements- Contractor dismissed. (Did not complete works)	Out to tender (Due 13/10/2018)
ZR64 – Restricted	Newington	Surface improvements	Works completed

Byway – North of Wormdale Road		(11/06/2018)
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## Appendix H – Bridge Works

Bridge Works – Contact Officer Katie Moreton			
Road Name	Parish	Description of Works	Current Status
No works planned			

## Highway Improvement Schemes Progress Report

## Appendix I – Combined Member Grant

### 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 the 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 **7 August 2018**

The details given below are for highway projects only. This report does not detail

- Contributions Members have made to other groups such as parish councils
- Highway studies
- Traffic / non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the District Manager for the Swale District.

### 2017/18 Combined Member Grant Highway Schemes

#### Mike Whiting

Details of Scheme	Status
<b>1718-CMG-SW-453</b> Munsgore Lane and Sunnyhill Road 20 mph limit	Speed surveys complete.
<b>1718-CMG-SW-492</b> Keycol Hill Extension of 30mph limit	Speed surveys complete.
<b>1718-CMG-SW-493</b> Key Street roundabout to Staplehurst Rd Speed limit reduction	Speed surveys complete.

## Appendix J – Pothole Blitz

### Pothole Blitz 2018/19 Swale District

Around 100 roads treated in total across the District, including these as below where the value of work completed at each site was greater than £5,000

Newton Road	Faversham
Thistle Hill Way	Minster
Lower Road	Minster
Broad Street	Sheerness
Horseless Road ( Hickmans Green )	Boughton
Harty Ferry Road	Leysdown
Athelstan Road	Faversham
Danley Road	Halfway
The Ridgeway	Boughton
Selling Road (South of M2)	Selling
Highstreet Road	Hernhill
Dargate Road	Hernhill
London Road A2	Faversham
Ospringe Street A2	Faversham
South Street	Boughton
London Road A2	Upchurch
London Road A2	Newington
High Street A2	Newington
Baldwin Road	Minster
Stickfast Lane	Bobbing
Kingsnorth Road	Faversham
Bell Farm Road	Minster
Marsh Lane	Teynham
Ospringe Road	Faversham
Langley Road	Sittingbourne
Brewery Road	Sittingbourne
Old House Lane	Newington
Riddles Road	Sittingbourne
Newman Drive	Kemsley
Forty Acres Hill	Minster
Lower Road	Eastchurch
Nobel Court	Faversham
Oak Lane	Minster
Bashford Barn Lane	Bredgar

**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
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 are carrying out revised traffic modelling, around the two options of roundabout or traffic lights, in order to further inform the decision of which construction option KCC would want to pursue.  Discussions are still ongoing with regards localised developments, including Perry Court, and S106 contributions.
Page 55	<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.	Further investigations necessary as capacity issues on both options.
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.	Lower Road / Barton Hill Drive Junction improvement works commenced 25 June 2018, due to be completed January 2019.  <ul style="list-style-type: none"> <li>• Lower Road / Barton Hill Drive Junction improvement works commenced 25 June 2018, due to be completed January 2019.</li> <li>• Ceremony for the commencement of the works held on Friday 29 June.</li> <li>• After a short delay to investigate areas with archaeological interest, works progressing as programme.</li> <li>• Temporary closure of Barton Hill Drive scheduled for 10 September for 12 weeks, with</li> </ul>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
				<p>diversion via Thistle Hill and Plover Road. To assist the flow of traffic temporary parking restrictions are planed on sections of Thistle Hill and Plover Road.</p> <p>A Newsletter is being produced to update residents on the progress of the Lower Road/Barton Hill junction improvement works – copies of which will be available at the JTB meeting.</p>
383/12/15  Page 56	<b>Pedestrian Crossing at South Avenue School, Sittingbourne</b>	KCC	<p>(1) A feasibility study to be carried out into highway improvements at the site.</p> <p>(2) A report on the conclusions of the feasibility study to be presented to a future JTB.</p> <p>(3) The cost of funding for the feasibility study to come from a Member's grant.</p>	Traffic speed survey and pedestrian crossing count programmed for September 2018.
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.	KCC – discussion at December JTB – see below 1079/12/166
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.	<p>LTP4 received over 500 consultation responses and a Consultation Report summarising the results was presented to KCC's Environment and Transport Cabinet Committee (ETCC) in January. The Report is available at <a href="http://www.kent.gov.uk/localtransportplan">www.kent.gov.uk/localtransportplan</a>. LTP4 is subsequently being revised and the intention is to return to ETCC in March followed by adoption by County Council later this year.</p> <p>Cllr Whiting commented that the report does not reflect Swale JTB's response to the consultation. Information about the consultation and its outcomes</p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
				can be found at <a href="https://consultations.kent.gov.uk/consult.ti/LTP4/consultationHome">https://consultations.kent.gov.uk/consult.ti/LTP4/consultationHome</a> , with links under the headings "Update June 2017 - You said, We did." and "Update January 2017 – Consultation Response Report"
1079/12/16	Update on the 20's Plenty for Faversham Working Group	Third-party scheme	(1) That the JTB supports the recommendations put forward by the Working Group, and officers submit a report to the next JTB meeting on the feasibility of the proposals. (2) That the officers' report considers how proposals might be rolled-out across the Borough.	
1084/12/16	A2 Teynham Speed Limit Petition Response	KCC	(1) That the Cabinet Member at KCC be advised that the three tiers of Local Government represented on the Swale JTB are dissatisfied with the report and would like the matter to be looked into again, to include looking at how changes could be made.	Scheme designs being progressed with a view to public consultation in December 2018.
1227/03/17	Petition to introduce a 20mph restriction on all roads within The Meads, Sittingbourne	KCC	1) That a report would be written and submitted to a future meeting of the Board.	This is now being pursued as a CMG scheme by County Member Mike Whiting.
1228/03/17	A request from Eastchurch Parish Council to investigate the possibility of installing a one-way system in the upper section of Church Road, Eastchurch	Third-party scheme	(1) That KCC supports the proposals set-out by Eastchurch Parish Council for the re-designation of Church Road, Eastchurch, as a one-way road, and note that the Parish Council was happy to fund the scheme.	KCC is providing advice and guidance to assist the Parish Council.

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
1229/03/17	A request from Minster-on-Sea Parish Council to review the speed limit on Scocles Road, Minster	KCC	(1) That KCC supports the proposals set-out by Minster-on-Sea Parish Council to reduce the remaining part of Scocles Road, Minster from 60mph to 30mph, so that the entire length of road has a 30mph speed limit.	The extending of the existing 30mph limit is currently subject to discussions between the Parish Council and KCC Development Planners, with a view to this being funded through Section 106 contributions.
69/06/17  Page 58	Public Session - Petition on behalf of local residents which sought parking restrictions in Highsted Road, Sittingbourne between 10am and 11pm Monday to Friday.	KCC	The Chairman accepted the petition and advised that a report would be written and submitted to a future meeting of the Board.	<p>The petition was forwarded, by SBC, to the KCC Cabinet Member for Environment &amp; Transport, Mr Mathew Balfour. Mr Balfour responded directly to the petition authors, stating the following:</p> <p>Dear Sirs,</p> <p>As you know, your petition calling for “the council to impose parking restrictions between 10am to 11am Monday to Friday” in Highsted Road, was passed by the Swale Joint Transportation Board to Kent County Council.</p> <p>Firstly, I would like to thank you for taking the time to organise this petition.</p> <p>Kent County Council receives many requests for the implementation of highway improvement measures and, as such, all requests are reviewed and prioritised accordingly. Our evidenced based approach is how we prioritise investment in road safety improvements.</p> <p>The implementation of all new waiting restriction schemes is managed by the Swale Borough Council parking team. Such schemes are only funded by Kent County Council if they formed part of a new safety scheme or a County Member funded scheme. As Highsted Road is neither of the above, at this time, such parking restrictions would</p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
Page 29				<p>have to be referred to the Swale Borough Council parking team.</p> <p>If such a scheme were to be implemented it would be carried out by Swale Borough Council, as the parking authority for your area, given that this would fall within their remit. We have referred your petition to their Parking Manager, contactable via 01795 424341.</p> <p>Meanwhile, if drivers are parking across the driveway of a property, with a legal vehicle crossover, and in doing so preventing a vehicle from exiting that driveway this would constitute an offence of Unnecessary Obstruction, contrary to Regulation 103 of the Road Vehicles (Construction and Use) Regulations 1986. Kent Police are the enforcement authority for such an offence and can be contacted by phoning 101.</p>
	239/09/17	Proposed Speed Limit Reduction, Queenborough and Halfway Houses, Isle of Sheppey	KCC	(1) That 20mph be installed for the whole of Queenborough, and the Halfway option be as noted in the report, with the addition of St Katherine Road, Danley Road and Filer Road, if possible, with other potential roads to come back to the next meeting of the Board.
411/12.17	Kent Community Rail Partnership	SBC	(1) That a meeting be set up between KCRP and the Cabinet Member for Regeneration and/or officers to investigate whether additional funding is needed for Swale projects and if so Cabinet look to see if funding is possible.	
412/12/17	Proposed speed limit reduction, Queenborough and Halfway Houses, Isle of Sheppey	KCC	(1) That the implementation of all the proposed speed limit changes in Halfway be agreed.	Works on site complete

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
77/06/18	Public Session – Petition on behalf of local residents which sought a review of parking restrictions in Conyer Road, Conyer	SBC	The Chairman accepted the petition which was passed to the Head of Commissioning and Customer Contact for a report to be submitted to the next meeting of the Board on 10 September 2018.	
78/06/18	Bell Road/Highsted Road Traffic	SBC/ KCC	(2) That a further report to include a proposal to implement trial parking measures by the relevant authority be brought back to a future meeting if feasible.	
79/06/18	Formal Objections to Traffic Regulation Order – Swale Amendment 11	SBC	(2) That Officers amend the Traffic Regulation Order for the proposed double yellow lines in Unity Street, Sittingbourne, to allow one parking space to remain between the existing and proposed double yellow lines.	Traffic Order Amended as per recommendation. TRO sent to KCC to be sealed on 17 August 2018, to come into effect on 3 September 2018.
80/06/18	St. Mary's School, Orchard Place/Queen Elizabeth Grammar School, Abbey Place, Faversham	SBC	(1) That a report to consider proposed double yellow lines at St. Mary's School, Orchard Place, Faversham and Queen Elizabeth Grammar School, Abbey Place, Faversham be brought to the next Swale Joint Transportation Board meeting on 10 September 2018.	Report prepared as requested, to be submitted to JTB on 10 September 2018.