



AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 24 June 2019

Time: 5.30pm

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

Membership:

Swale Borough Councillors Mike Baldock, Simon Clark, Alastair Gould, Harrison (Chairman), Peter Macdonald, Ben A Martin, Lee McCall and Bill Tatton.

Kent County Council Members:

Kent County Councillors Andy Booth, Andrew Bowles (Vice-Chairman), Jason Clinch, Antony Hook, Ken Pugh, Mike Whiting and John Wright.

Parish Council Members:

Kent Association of Local Council's representatives: TBC

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

RECORDING NOTICE

Please note: this meeting may be recorded.

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

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

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

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

Pages

1. Confirmation of Chairman and Vice-Chairman

To confirm the Chairman and Vice-Chairman for the Municipal Year 2019/20.

2. 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.

3. Apologies for absence and confirmation of substitutes

4. Minutes

To approve the [Minutes](#) of the Meeting held on 4 March 2019 (Minute Nos. 529 - 541) as a correct record.

5. 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.

6. 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 21 June 2019. 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.

Reports for recommendation to Swale Borough Council's Cabinet

- | | | |
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| 7. | Formal Objection to Traffic Regulation Order - Swale Amendment 1 | 5 - 52 |
| 8. | Proposed Amendments to Waiting Restrictions - Conyer Road, Teynham | 53 - 60 |
| 9. | Proposed Single Yellow Line - Lyndhurst Grove, Sittingbourne | 61 - 72 |
| 10. | Capel Road, Sittingbourne | 73 - 82 |

Information Items

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| 11. | A2/A251 Update | 83 - 96 |
| 12. | Highways Work Programme | 97 - 118 |
| 13. | Progress Update Report | 119 -
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| | To consider the Progress Update which outlines progress made following recommendations and agreed action at previous meetings. | |
| 14. | Date of Next Meeting | |

The next meeting will be held at 5.30pm on Monday 10 September 2019.

Issued on Thursday, 7 June 2019

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

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

SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 7
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Meeting Date	Monday 24 th June 2019
Report Title	Formal Objection to Traffic Regulation Order – Swale Amendment 1
Cabinet Member	Cllr Tim Valentine
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	<p>Members are asked to note the formal objections received to the advertised Traffic Regulation Order and recommend that:-</p> <p>(a) the proposed double yellow lines in Bell Road, Sittingbourne, be progressed and that the parking situation outside of Spicer Homes be monitored;</p> <p>(b) the proposed double yellow lines in Ridham Avenue, Sittingbourne, either be progressed or abandoned and the issues reported by residents be referred to the bus operator for comment;</p> <p>(c) the proposed double yellow lines opposite Kestrel Close in Highsted Road, Sittingbourne either be progressed or abandoned;</p> <p>(d) the proposed loading/unloading ban on the junction of The Mall/Nelson Street, Faversham, be progressed but with the installation of a loading bay in The Mall or double yellow lines across the side entrance to the business, in Nelson Street, depending on the preferred option from the nearby business;</p> <p>(e) the proposed double yellow lines on the private land off Orchard Place, Faversham, be progressed and the comments received from residents be passed to the land owners for possible liaison with residents.</p>
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of objections received to the recently advertised Traffic Regulation Order, Swale Amendment 1, which covers various amendments to on-street waiting restrictions in the Borough.

2. Background

- 2.1 A Traffic Regulation Order has been drafted for various proposed amendments to on-street waiting restrictions in Swale, and a copy of this Order can be found in Annex A. A Statement of Reasons summarising the contents of the Order can be found in Annex B. A number of formal objections have been received to some of these proposals, and these are discussed below.

3. Issue for Decision

- 3.1 A copy of the formal objections received, and indications of support, can be found in Annex C, and plans of the proposals for each of these areas can be found in Annex D. Each of these objections will be discussed in detail below:-

Bell Road, Sittingbourne – Proposed Double Yellow Lines

- 3.2 A formal objection has been received from a resident of Spicer Homes, in relation to the proposed double yellow lines in Bell Road. The waiting restrictions have been proposed by several Borough and County Members, funded through Kent County Council's Member Highway Fund Scheme, to improve traffic flows during peak and school drop off/collection times, particularly when school buses are present. Swale officers have worked with Kent County Council to produce the most appropriate waiting restrictions to allow vehicles to safely negotiate the existing traffic islands.
- 3.3 There are no off-street parking facilities at Spicer Homes and the objector has stated that four on-street spaces would be required for the residents. They have suggested that these bays should be designated for the exclusive use of Spicer Homes residents, through the issuing of residents' parking permits. Such schemes are usually introduced in larger areas to prevent commuter and town centre visitor parking, with the cost of the permits covering an appropriate level of enforcement. For such a small section of carriageway, it would not be practical to introduce such a scheme.
- 3.4 Other options, such as single yellow lines or limited waiting, would apply to all road users, including the residents of Spicer Homes, and would no doubt be deemed an ineffective solution to this issue. There is an existing disabled persons' parking bay located near Spicer Homes, and consideration could be given to installing an additional one or two bays, but this would only benefit those residents possessing a blue badge.
- 3.5 The proposed double yellow lines do leave approximately 50 metres of carriageway unrestricted in the vicinity of Spicer Homes, which would ensure some on-street

parking remains which would not impede traffic movement. The parking situation could be monitored once the new restrictions are in place to determine whether any further restrictions should be considered, such as installing a short section of single yellow line with a one-hour restriction to prevent all day parking and maximise the opportunity for parking for nearby residents.

- 3.6 County Member Comments: The County Member has stated that *“the purpose of the double yellow lines on either side of the road by the traffic islands is for pedestrian and highway safety. The section of Bell Road outside of Spicer Homes will remain unrestricted and consideration could be given to installing an additional disabled bay. The residents here do need to park, but they must park responsibly depending on the road structure and conditions, so to move them a little way from the traffic islands would be my view.”*

Coldharbour Lane, Sittingbourne – Proposed Double Yellow Lines

- 3.7 A formal objection has been received from a resident of Coldharbour Lane against proposals to install double yellow lines in the short blocked off section of Coldharbour Lane in Kemsley, between Ridham Avenue and Reams Way. When the development was built, this section of road was designed as a “buses only” route to link Ridham Avenue to Reams Way, but due to county-wide issues around the enforcement of such gateways the access was blocked off.

- 3.8 This section of road is now used by buses to turn around at the end of their route, and following a request from the bus operator, proposals were drafted to install double yellow lines around this section of carriageway to prevent vehicles parking here and obstructing the reversing of buses. A number of issues have been raised by the formal objector, including the lack of lighting and anti-social behaviour in the allocated parking at the rear of the properties resulting in residents parking at the front of their properties. Issues have also been raised around the noise of the buses from 6am, vibrations, double deckers affecting privacy of the properties, oil and cigarette ends, and issues with driver behaviour which it is stated have been reported to the Police.

- 3.9 Ward Member Comments: The Ward Member has agreed with officers that the Borough Council is in a difficult situation and would not wish to get involved with disputes between the bus operator and residents. As such, he was unsure what recommendation he would make at this time.

Highsted Road, Sittingbourne – Proposed Double Yellow Lines

- 3.10 A formal objection has been received from a resident of Highsted Road regarding the proposed installation of double yellow lines opposite the junction of Kestrel Close. The proposed restrictions were requested by several Borough and County Members, funded through Kent County Council’s Member Highway Fund Scheme, aimed at improving the movement and visibility of vehicles along Highsted Road.

- 3.11 The formal objection states that there is already a lack of parking capacity in Highsted Road due to the nearby school and hospital, and that introducing waiting restrictions will increase the bottleneck that exists towards the bottom end of Highsted Road. Other issues include concerns around where family members and

visitors will park, and also that the issues in Highsted Road are not unique and asking whether similar restrictions are proposed throughout all residential roads.

- 3.12 Two indications of support have been received for the proposed restrictions, but both have asked for the length of the proposed double yellow lines to be extended.
- 3.13 County Member Comments: The County Member stated that his view was that people are not entitled to park on the road but to drive on it. He stated that there are other parking spaces along this road and highway/pedestrian safety must come first. As such, the County Member felt that the proposed double yellow lines should be installed as detailed in the Traffic Regulation Order.

Love Lane/Windermere Junction, Faversham – Proposed Double Yellow Lines

- 3.14 An indication of support has been received for the proposed double yellow lines on the junction of Windermere and Love Lane in Faversham.

The Mall/Nelson Street Junction, Faversham – Proposed Loading Ban

- 3.15 A formal objection has been received from one of the businesses in the vicinity of a proposed loading/unloading ban on the junction of The Mall and Nelson Street in Faversham. The proposals, to prohibit loading and unloading near the junction between 8am and 6pm on all days of the week, came about following complaints of vans parking on the footway, obstructing the sightline of the junction of Nelson Street.
- 3.16 The objection states that introducing this loading ban would seriously affect the business, and explained that they undertake loading and unloading as quickly as possible, generally only a couple of times per week, but other vans delivering to nearby properties and businesses park here far more frequently. Further comments included that they did previously use the gate at the side of the property to load and unload but this is constantly obstructed by parked vehicles despite their efforts to advise motorists otherwise, and photographs were also submitted showing the vast majority of vehicles in Nelson Street parked facing away from the junction of The Mall indicating that most vehicles drive into Nelson Street from The Mall, not out of Nelson Street into The Mall, and that any vans parked near the junction on the footway would not obstruct the sightline of these vehicles.
- 3.17 Ward Member Comments: The Ward Member stated that he was aware of the issues of vans and cars parking on the pavement outside of 39A The Mall, and felt that the priority should be the safety of pedestrians, cyclists and drivers. He suggested that the side entrance to the premises should be used for loading and unloading, as this was what it was designed for, and to assist the Police in keeping this side entrance clear of parked vehicles consideration could be given to the installation of double yellow lines across the gates into Nelson Street. The Ward Member also suggested the option of the installation of a loading bay in The Mall, possibly outside No.37, to assist the businesses, but felt that the suggestion of making Nelson Street one way was not the answer.
- 3.18 Faversham Town Council Comments: *“The Committee discussed the request from Swale Borough Council to consider the objections to the Road Traffic Regulation*

Order for the junction of The Mall and Nelson Street. The Town Council agreed with the objections to the loading ban on this junction.”

Orchard Place, Faversham – Proposed Double Yellow Lines

- 3.19 Three formal objections have been received from residents of Orchard Place in Faversham on proposals to install double yellow lines in the entrances to St Mary’s School. The proposals were submitted by the school owners, who are funding the works to install double yellow lines on the private land immediately in front of the school gates to prevent vehicles obstructing access into and out of the school. The formal objections state that with parking capacity already limited in Orchard Place, the proposals will displace around ten vehicles from outside the school gates, leaving these residents with nowhere else to park.
- 3.20 Photographs to show the road full of parked vehicles have also been submitted. There are existing School Keep Clear markings outside of the school entrances which are in operation during school drop off and collection times, but the school have asked for double yellow lines to be installed on their land at the school entrances to prevent vehicles parking here and obstructing access.
- 3.21 As the land where the proposed double yellow lines are to be installed does not form part of the Public Highway, ultimately the decision as to whether the double yellow lines should be installed would no doubt come down to the land owner, and the only input from the Borough or County Council would be around the Traffic Regulation Order process.
- 3.22 Faversham Town Council Comments: *“The Committee discussed the request from Swale Borough Council to consider the objections to the Road Traffic Order for Orchard Place. It was agreed that whilst sympathetic to the concerns raised by residents of Orchard Place, the Town Council had concerns about emergency access to the school and considered that yellow lines should be painted in order to keep the entrances clear.”*

4. Recommendation

- 4.1 Members are asked to note the formal objections received to the advertised Traffic Regulation Order and recommend that:-
- (a) the proposed double yellow lines in Bell Road, Sittingbourne, be progressed and that the parking situation outside of Spicer Homes be monitored;
- (b) the proposed double yellow lines in Ridham Avenue, Sittingbourne, **either** be progressed **or** abandoned and the issues reported by residents be referred to the bus operator for comment;

(c) the proposed double yellow lines opposite Kestrel Close in Highsted Road, Sittingbourne **either** be progressed **or** abandoned;

(d) the proposed loading/unloading ban on the junction of The Mall/Nelson Street, Faversham, be progressed but with the installation of a loading bay in The Mall or double yellow lines across the side entrance to the business, in Nelson Street, depending on the preferred option from the nearby business;

(e) the proposed double yellow lines on the private land off Orchard Place, Faversham, be progressed and the comments received from residents be passed to the land owners for possible liaison with residents.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Installing Double Yellow Lines.
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 – Copy of Draft Traffic Regulation Order
- Annex B – Copy of Statement of Reasons
- Annex C – Formal Objections and Indications of Support Received
- Annex D – Plans of Proposals Subject to Objections

7. Background Papers

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No. 1) ORDER 2019**

OBJECTIONS RECEIVED: 7

SUPPORT RECEIVED: 3

**THOMAS ROAD SITT – REQUEST FOR EXTENSION TO DOUBLE YELLOW LINES
WITHDRAWN**

BELL ROAD – PROPOSED DYL EXTENSION – OBJECTION x1 (1)

COLDHARBOUR LANE – PROPOSED DYLS - OBJECTION x1 (2)

HIGHSTED ROAD – PROPOSED DYLS OPP KESTREL CLOSE – OBJECTION x1 (3)

HIGHSTED ROAD – PROPOSED DYLS OPP KESTREL CLOSE – SUPPORT x2 (4) & (5)

LOVE LANE/WINDERMERE, FAV – PROPOSED DYLS – SUPPORT x1 (6)

THE MALL/NELSON STREET, FAV – PROPOSED LOADING BAN – OBJECTION x1 (7)

**ST MARYS SCHOOL, ORCHARD PLACE, FAV – PROPOSED DOUBLE YELLOW LINES –
OBJECTIONS x3 (8) , (9), and (10)**

The Kent County Council, acting as the local traffic authority and in exercise of its powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, ('the Act') and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act, propose to make the following Order:-

A - This Order may be cited as "The Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) (Amendment No.1) Order 2019" ('this Order') and shall come into force on the xx day of xxxxx, 2019.

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

PART B – PROHIBITIONS ON WAITING

The following shall be inserted in Part B Table (Article 7) (Prohibition on Loading and Unloading) in place of the existing Table:-

**TABLE
(Article 7)**

1	2	3	4
Item	Name of Road	Specified length	Specified days and times
1	BELL ROAD SITTINGBOURNE	On the western side (a) from the junction with the High Street for a distance of 26 metres in a southerly direction; (b) from a point 53 metres south of the southern kerblines of the High Street to the junction with the rear service road.	Between 10.00 am and 6.00 pm, on all days
2	EAST STREET FAVERSHAM	On the northern side from a point in line with the western building line of 5 East Street to a point opposite the western building line of the Post Office.	Between 5.00am and 8.00am Monday to Friday
3	PARK ROAD SITTINGBOURNE	On the eastern side from the junction with West Street to a point in line with the boundary of 1/5 Park Road.	Between 7.30am and 7.00pm Monday to Friday and between 8:30am and 7:00pm Saturday and Sunday
4	CROWN QUAY LANE SITTINGBOURNE	On the western side from the northern kerblines of High Street to the southern kerblines of St Michael's Road	Between 8am and 6pm, on all days
5	THE MALL, FAVERSHAM	On the eastern side from a point in line with the northern building line of 39 The Mall to point in line with northern building line of 43 the Mall.	Between 8am and 6pm, on all days
6	NELSON STREET, FAVERSHAM	On both sides, from the eastern kerblines of The Mall for a distance of 13 metres in an easterly direction.	Between 8am and 6pm, on all days

OBJECTION – THE MALL/NELSON ST, FAVERSHAM

In the Schedules to the Order

FIRST SCHEDULE

Roads in Faversham

Back Lane

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

BACK LANE On both sides, from the eastern kerblines of Leslie Smith Drive around the full circumference of the service area between the rear of Natwest Bank, 13 Market Place and 10-11 Market Street.

Love Lane

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

LOVE LANE On the west side

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

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

(c) between points 19 metres north of the northern kerblines of Windermere and 18 metres south of the southern kerblines of Windermere.

SUPPORT

Orchard Place

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

ORCHARD PLACE (Northern west-east arm)

(1) On the northern side ~~for the entire length~~

(a) for the entire length;

(b) around both vehicle accesses on the private land adjacent to the St Mary's School gates.

OBJECTIONS x3

(2) On the southern side

(a) from the junction with the western arm of Orchard Place to a point in line with the boundary of 28-29 Orchard Place;

(b) from a point in line with the boundary of 2-3 Orchard Place to the junction with the eastern arm of Orchard Place.

Preston Park

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

- PRESTON PARK
- (1) On the western side from the junction with A2 Canterbury Road ~~for a distance of 26 metres in a northerly direction~~ to a point in line with the boundary of 2/4 Preston Park.
 - (2) On the eastern side from the junction with A2 Canterbury Road ~~for a distance of 44 metres in a northerly direction~~ to a point in line with the western building line of 1 Preston Park.

Windermere

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

- WINDERMERE
- On both sides, from a point in line with the western kerbline of Love Lane for a distance of 17 metres in a westerly direction.

Roads in Queenborough in the Borough of Swale

Castle Road

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

- CASTLE ROAD
- (1) On the south-western side, from the south-eastern kerbline of Chalk Road to a point in line with the front building line of 9 Chalk Road.
 - (2) On the north-eastern side, from the south-eastern kerbline of Chalk Road to a point in line with the front building line of 11 Chalk Road.

Chalk Road

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

- CHALK ROAD
- (1) On both sides from the junction with North Road for a distance of 30 metres in a northerly direction.
 - (2) On the south-eastern side, from a point in line with the boundary of 7/9 Chalk Road to a point in line with the boundary of 11/13 Chalk Road.

Roads in Sheerness in the Borough of Swale

Acorn Street

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

ACORN STREET On both sides, from the southeast kerbline of Invicta Road, for a distance of 7 metres in a south-easterly direction.

Broad Street

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

BROAD STREET (1) On both sides

 (a) from its junction with Railway Road to a point 16 metres south east of the junction;

 (b) from the south-eastern kerbline of Rose Street (northeast of Broad Street) for a distance of 7 metres in a southeasterly direction;

 (c) from the south-eastern kerbline of Hope Street (northeast of Broad Street) for a distance of 7 metres in a southeasterly direction;

 (d) from the north-westerly kerbline of Hope Street (northeast of Broad Street) for a distance of 7 metres in a north-westerly direction.

 (2) On the north-eastern side, from the north-western kerbline of Rose Street (northeast of Broad Street) to a point in line with the south-eastern building line of 111 Rose Street.

Hope Street

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

HOPE STREET (1) On both sides

 (a) from the junction with the High Street to a point 10 metres south-west of the junction with High Street;

 (b) from the north-eastern kerbline of Broad Street, for a distance of 9 metres in a north-easterly direction;

 (c) from the south-western kerbline of Broad Street, for a distance of 8 metres in a south-westerly direction.

 (2) South side from a point 4 metres south-west of the junction with road un-named (orientated north-west) south-west to end of turning head.

 (3) North Side from a point 10 metres of junction with road un-named (orientated north-west) south-west to end of turning head.

Invicta Road

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

- INVICTA ROAD
- (1) On both sides
 - (a) between points 2 metres north-east and 5 metres south-west of the junction with Winstanley Road;
 - (b) between points 10 metres north-east and 10 metres south-west of the centre of the junction with Galway Road;
 - ~~(c) from the junction with High Street for a distance of 10 metres in a north-easterly direction.~~
 - (2) On the eastern and south-eastern sides
 - (a) from the junction with Marine Parade for a distance of 10 metres in a southerly direction;
 - (b) between points 5 metres north-east and 5 metres south-west of the junction with Acorn Street.
 - (3) On the western and north-western sides
 - (a) from the junction with Marine Parade for a distance of 35 metres in a southerly direction;
 - (b) between points 5 metres north-east and 5 metres south-west of the junction with Cavour Road;
 - (c) from the north-eastern kerblines of High Street, for a distance of 4 metres in a north-easterly direction.

Ranelagh Road

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

- RANELAGH ROAD
- (1) On both sides from the north-western kerblines of Alma Road for a distance of 6 metres in a north-westerly direction.
 - (2) On the southern-western side, from the eastern kerblines of Strode Crescent for a distance of 8 metres in a south-easterly direction.
 - (3) On the north-eastern side, from the eastern kerblines of Strode Crescent ~~to a point in line with the rear boundary of 36 Broadway~~ for a distance of 10 metres in a south-easterly direction.

Rose Street

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

- ROSE STREET
- (1) On both sides
 - (a) from the junction with Millennium Way to end of the cul-de-sac;
 - (b) from the junction with Granville Road to end of the cul-de-sac;
 - (c) from the north-eastern kerblines of Broad Street, for a distance of 10 metres in a north-easterly direction.
 - (2) On the south-eastern side
 - (a) from the south-western kerblines of Granville Road for a distance of 10 metres in a south-westerly direction.

Roads in Sittingbourne

Bale Grove, Kemsley

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

- BALE GROVE
- On the east side, from the southern kerblines of Reams Way for a distance of 8 metres in a southerly direction.

Barrow Grove

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

- BARROW GROVE
- (1) On the eastern side
 - (a) from a point 4 metres north of the northern kerblines of Bassett Road to a point 10 metres south of the southern kerblines of Bassett Road;
 - ~~(b) from a point 20 metres north of the boundary line of 58/60 Barrow Grove, to a point 5 metres south of the boundary line of 58/60 Barrow Grove.~~
 - (b) from the northern kerblines of College Road, north to a point 2 metres south of the boundary of 78/80 Barrow Grove.
 - (2) On the western side from the junction with College Road north to a point ~~a point~~ 3 metres north of the southern building wall of 84 Barrow Grove. ~~to a point 21 metres south of the southern building wall of 84 Barrow Grove.~~

Bell Road

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

BELL ROAD

~~(1) On both sides between points 25 metres north and 25 metres south of the junction with Brenchley Road and Capel Road.~~

OBJECTION

(1) On the eastern side

(a) from the northern kerbline of Northwood Drive for a distance of 10 metres in a northerly direction;

(b) from the southern kerbline of Northwood Drive for a distance of 10 metres in a southerly direction.

(c) from a point in line with the southern kerbline of Brenchley Road for a distance of 31 metres in a southerly direction;

(d) from a point in line with the northern kerbline of Brenchley Road north to a point in line with the northern kerbline of The Mews;

(e) from a point in line with the southern boundary of Borden Grammar School Sports Field, to a point 30 metres south of the southern end of the central traffic island situated between Little Glovers and the Cemetery Lodge;

(f) from a point in line with the southern kerbline of Stanhope Avenue for a distance of 8 metres in a southerly direction;

(g) from the junction with Crown Quay Lane to the junction with Chilton Avenue;

~~(b) from a point 3 metres south of the northern building line of 69 Bell Road to a point 2 metres north of the northern building line of 42 Bell Road;~~

(2) On the western side

(a) from a point in line with the southern kerbline of Capel Road for a distance of 28 metres in a southerly direction;

(b) from a point in line with the northern kerbline of Capel Road north to a point 8 metres north of the northern kerbline of The Mews

(c) from a point in line with the southern boundary of Borden Grammar School Sports Field, south to a point 30 metres south of the southern end of the central traffic island situated between Little Glovers and the Cemetery Lodge. ~~3 metres south of the northern building line of 69 Bell Road to the junction with Little Glovers.~~

(d) from a point opposite the boundary of 45/47 Bell Road to a point 10 metres north of the boundary of 55/57 Bell Road;

(e) from a point 4 metres south of the southern building line of 4 Trotts Hall Gardens to a point 4 metres north of the southern building line of 33 Bell Road;

(f) from a point 1 metre north of the southern building line of 2 Trotts Hall Gardens to a point 1 metre south of the northern building line of 3 Trotts Hall Gardens;

(g) from a point in line with the northern building line of 1 Trotts Hall Gardens, for a distance of 4 metres in a southerly direction;

(h) ~~from~~ from a point in line with the southern kerblines of High Street for a distance of 4 metres in a southerly direction; ~~the junction with Crown Quay Lane to a point 5 metres south of the northern building line of 2 Bell Road;~~

~~(b) from a point 8 metres south of the boundary of 4/Bell Shopping Centre to a point 4 metres south of the northern building line of 1 Trotts Hall Gardens;~~

Berkeley Court

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

- BERKELEY COURT
- (1) On both sides from the junction with Homewood Avenue for a distance of 10 metres in a southerly direction;
 - (2) On the west side, from a point 12 metres north of the northern kerblines of Silverdale Grove to a point 12 metres south of the southern kerblines of Silverdale Grove
 - (3) On the east side, from a point 10 metres north of the northern kerblines of Windermere Grove to a point 10 metres south of the southern kerblines of Windermere Grove.

Brenchley Road

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

- BRENCHLEY ROAD
- (1) On the northern side from the junction with Bell Road for a distance of 60 metres in an easterly direction;
 - (b) from a point in line with the eastern boundary of 22 Brenchley Road for a distance of 35 metres in an easterly direction.
 - (2) On the southern side
 - (a) from the junction with Bell Road for a distance of 27 metres in an easterly direction;
 - (b) from a point in line with the eastern boundary of 22 Brenchley Road for a distance of 35 metres in an easterly direction.

Coldharbour Lane, Kemsley

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

COLDHARBOUR LANE, KEMSLEY

On the northwest and southeast side of the access between Ridham Avenue and Reams Way, from the north-eastern kerblines of Ridham Avenue to a point in line with the boundary of 126 Coldharbour Lane/98 Reams Way, including around the turning head

OBJECTION

College Road

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

- COLLEGE ROAD
- (1) On the northern side
 - (a) from the junction with Burley Road to a point 9 metres west of the western kerblines of Bassett Road;
 - (b) from the eastern kerblines of Barrow Grove for a distance of 15 metres in a north-easterly direction
 - (2) On the southern side from the junction with Burley Road to a point 27 metres west of the western kerblines of Bassett Road.
 - (3) On the western side
 - (a) from the southern kerblines of Homewood Avenue for a distance of 43 metres in a southerly direction;
 - (b) from the northern kerblines of Homewood Avenue north to the junction of Barrow Grove
 - (4) On the eastern side
 - (a) from the southern kerblines of Homewood Avenue for a distance of ~~14~~ 43 metres in a southerly direction;
 - (b) from the northern kerblines of Homewood Avenue north and east to a point 2 metres southeast of a point in line with the back footway on the southeast side of College Road.

Highsted Road

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

- HIGHSTED ROAD
- (1) On the northern side
 - (a) between points 8 11 metres west and 8 11 metres east of the centre of the junction with Grayshott Close;
 - (b) between points 28 metres west and 10 metres east of the junction with Kestrel Close.
 - (2) On the north-eastern side from the junction with Bell Road to a point 5 metres south-east of the boundary of 5/7 Highsted Road.
 - (3) On the south-western side
 - (a) from the junction with Bell Road to a point 53 metres south-east of the southern kerblines of Bell Road;
 - (b) from a point opposite the north-western building line of 5 Highsted Road to a point 2 metres north-west of the north-western building line of 8 Highsted Road;
 - (c) between points 11 metres west and 11 metres east of the centre of the Grayshott Close junction.
 - (d) from a point in line with the boundary of 40/42 Highsted Road to a point in line with the boundary of 46/48 Highsted Road.

OBJECTION x1

SUPPORT x2

Hilton Drive

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

- HILTON DRIVE
- (1) On the eastern side, between points 10 metres and 25 metres south of the centre of the Clive Road junction;
 - (2) On both sides, from the northern kerblines of Sandford Road north to a point in line with the northern boundary of 63 Sandford Road.

Homewood Avenue

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

- HOMEWOOD AVENUE
- (1) On both sides from the junction with Ufton Lane for a distance of 15 metres in a westerly direction.
 - (2) On the southern side

- (a) from the eastern kerbline of Berkeley Court for a distance of 10 metres in an easterly direction;
- (b) from the western kerbline of Berkeley Court for a distance of 10 metres in a westerly direction;
- (c) between a point 14 metres west of the western kerbline of College Road south and a point 14 metres east of the eastern kerbline of College Road south;
- (3) in Service Road, on both sides including around central island, from a point 5 metres west of the boundary of 12 and 14 Homewood Avenue to the end of the cul-de-sac.
- (4) On the northern side, between a point 14 metres west of the western kerbline of College Road south and a point 17 metres east of the centre of the College Road north junction.

Reams Way, Kemsley

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

REAMS WAY On the south side, from the southwest kerbline of Swale Way to the northeast kerbline of Bale Grove.

Sandford Road

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

SANDFORD ROAD (1) On both sides of the road, from the northern kerbline of London Road for a distance of 22 metres in a northerly direction;

 (2) On the west and north side

 (a) from a point in line with the north-eastern boundary of 31 Sandford Road, to the western kerbline of Hilton Drive;

 (b) from the eastern kerbline of Hilton Drive to the north-western kerbline of Woollett Road;

 (3) on the east and south side

 (a) from a point opposite the north-eastern boundary of 31 Sandford Road, to a point in line with the boundary of 60/62 Sandford Road, including both sides of the access road between 54 & 56 Sandford Road to a point 2 metres west of the western building line of 54 Sandford Road;

 (b) from a point in line with the boundary of 68/70 Sandford Road a point in line with the boundary of 72 Sandford Road/105 Gadby Road.

Silverdale Grove

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

SILVERDALE GROVE On both sides of the road, from the western kerbline of Berkeley Court for a distance of 9 metres in a westerly direction.

Swale Way, Kemsley

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

SWALE WAY (1) On the southwest side

(a) from a point 15 metres southeast of the southeastern point of the traffic island east of the Castle Road roundabout, for a distance of 200 metres in a southeasterly direction;

(b) from the point in line with the southern kerbline of Reams Way, to a point in line with the northern end of the central traffic island to the south of the Reams Way junction.

(2) On the northeast side, from a point 15 metres southeast of the southeastern point of the traffic island east of the Castle Road roundabout, for a distance of 200 metres in a southeasterly direction.

The Mews

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

THE MEWS On both sides, from a point in line with the western kerbline of Bell Road for a distance of 6 metres in a westerly direction.

Thomas Road

REMOVE FROM TRO – REQUEST FOR EXTENSION WITHDRAWN

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

THOMAS ROAD (1) On the northern side

(a) from the eastern kerbline of ~~junction with~~ Harold Road for a distance of ~~5~~7 metres in an easterly direction;

(b) from a point 7 metres west of the western kerbline of Cowper Road to a point 7 metres west of the eastern kerbline of Cowper Road.

(2) On the southern side from the eastern kerbline of ~~junction with~~ Harold Road for a distance of ~~5.5~~ 8 metres in an easterly direction.

West Lane

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

- WEST LANE
- (1) On both sides from the junction with East Street for a distance of 10 metres in a northerly direction.
 - (2) On the eastern side from a point ~~1.5 metres north of a point in line with the rear boundary of 79 East Street~~ 2 metres north of the southern building line of 1-3 The Old Coach House to a point in line with the boundary of 8/10 West Lane.
 - (3) On the western side from a point ~~1.5 metres north of a point in line with the rear boundary of 79 East Street~~ 2 metres north of the southern building line of 1-3 The Old Coach House to a point in line with the boundary of 7/9 West Lane.

Windermere Grove

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

WINDERMERE GROVE

On both sides, from a point in line with the eastern kerblines of Berkeley Court for a distance of 12 metres in an easterly direction.

Woollett Road

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

WOOLLETT ROAD On the north-western side, from the northeast kerblines of Sandford Road to a point in line with the south-western boundary of 1 Woollett Road.

THIRD SCHEDULE

Roads in Faversham

The following shall be added into the Third Schedule (*Daytime Waiting Restrictions*) in the correct alphabetical sequence:

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Faversham			
FORGE CLOSE	On both sides, for the entire length of the road.	Monday to Friday	10am to 11am

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Faversham			
PRESTON PARK	<p>On both sides from a point north east of the junction with Canterbury Road (A2) for the whole of the length of the road.</p> <p>(1) On the western side</p> <p>(a) from a point in line with the boundary of 2/4 Preston Park to a point in line with the boundary of 44/46 Preston Park;</p> <p>(b) from a point in line with the northern boundary of 34 Preston Park to a point opposite the boundary of 66/68 Preston Park in the north-western spur road;</p> <p>(c) in the north-western spur road, from a point in the line with the boundary of 64/66 Preston Park to a point opposite the boundary of 85/87 Preston Park;</p> <p>(d) from a point 3 metres northeast of the boundary of 87/89 Preston Park to the end of the road, including the spur road between 70 and 80 Preston Park.</p> <p>(2) On the eastern side</p> <p>(a) on the south side of the spur road, from a point in line with the eastern building line on</p>	Monday to Friday	10am to 11am

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
	<p>1 Preston Park, around the spur road to a point opposite the boundary of 6/8 Preston Park;</p> <p>(b) opposite a point 4 metres south of the boundary of 10/12 Preston Park, around the spur roads between 21 and 55 Preston Park and 57 and 77 Preston Park, to the end of the road, including the turning point across 94 to 86 Preston Park.</p>		

Roads in Sheerness

Broad Street

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in the correct alphabetical sequence:

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Sheerness			
BROAD STREET	<p>On the northeast side</p> <p>(a) from a point 7 metres southeast of the south-eastern kerbline of Hope Street to a point in line with the south-eastern building line of 111 Rose Street;</p> <p>(b) from a point 7 metres from the south-eastern kerbline of Rose Street (northeast side of Broad Street) for a distance of 24 metres in a south-easterly direction.</p>	Monday to Friday	8.00am – 5.00pm

Invicta Road

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Sheerness			
INVICTA ROAD	<p>On both sides from the junction with High Street to the junction with Cavour Road.</p> <p>(1) On the north-western side, from a point 4 metres northeast of the north-eastern kerbline of High Street, to the south-western kerbline of Cavour Road.</p> <p>(2) On the south-eastern side</p> <p>(a) from the north-eastern kerbline of High Street to a point 5 metres southwest of the south-western kerbline of Acorn Street;</p> <p>(b) from the north-eastern kerbline of Acorn Street to a point in line with the north-eastern boundary of 180 Invicta Road.</p>	Monday to Saturday	8.30am to 6.30pm

Rose Street

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in the correct alphabetical sequence:

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Sheerness			
ROSE STREET	<p>On the southeast side</p> <p>(a) from a point 10 metres northeast of the north-eastern kerbline of Broad Street, for a distance of 24 metres in a north-easterly direction;</p> <p>(b) from a point 11 metres southwest of the south-western building line of 84 Rose Street, for a distance of 18 metres in a south-westerly direction.</p>	Monday to Friday	8.00am – 5.00pm

Roads in Sittingbourne

Bell Road

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Sittingbourne			
BELL ROAD	<p>(1) On both sides</p> <p>(a) from a point 30 metres north of the southern boundary of the cemetery to a point 25 metres north of the junction with Brenchley Road and Capel Road</p> <p>(1) On the western side</p> <p>(a) from a point 25 28 metres south of the southern kerbline of junction with Capel Road to a point opposite the boundary of 107/109 Bell Road;</p> <p>(b) between point 8 metres and 21 metres north of the northern kerbline of The Mews;</p> <p>(c) from a point 10 metres north of the boundary of 55/57 Bell Road to a point opposite the boundary of 57/59 Bell Road.</p> <p>(2) On the eastern side</p> <p>(a) from a point 10 metres south of the junction with Northwood Drive south to a point in line with the boundary of 107/109 Bell Road;</p> <p>(b) from a point 25 32 metres south of the southern kerbline of junction with Brenchley Road to a point 10 metres north of the northern kerbline of junction with Northwood Drive;</p> <p>(c) from a point in line with the northern kerbline of The Mews for a distance of 19 metres in a northerly direction;</p> <p>(d) from a point 11 metres north of the boundary of 55/57 Bell Road to a point in line with the southern boundary of Borden Grammar School Sports Field 3 metres south of the northern building of 49 Bell Road.</p>	Monday to Saturday	8:00am to 6:30pm

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
	(e) from a point in line with the southern kerbline of the junction with Chilton Avenue to a point in line with the back of the northern footway of the junction with Stanhope Avenue.		

Hilton Drive

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Sittingbourne			
HILTON DRIVE	<p>(1) On the north-eastern side from a point in line with the boundary of 54/56 Hilton Drive to a point in line with the south-eastern building line of 46 Hilton Drive.</p> <p>(2) On the south-western side</p> <p>(a) from a point opposite the boundary of 54/56 Hilton Drive to the western kerbline of the Wellington Road junction;</p> <p>(b) from the eastern kerbline of the Wellington Road junction to the northern kerbline of the Clive Road junction;</p> <p>(c) from the southern kerbline of the Clive Road junction to the junction with Sandford Road. a point in line with the northern boundary of 63 Sandford Road.</p>	Monday to Friday	8.30am-9.30am and 3pm-4pm

West Lane

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Sittingbourne			
WEST LANE	On the western side from a point 10 metres north of the northern kerblineline of East Street to a point 1.5 metres north of a point in line with the rear boundary of 79 East Street 2 metres north of the southern building line of 1-3 The Old Coach House	Monday to Saturday	8.00am to 6.30pm

FIFTH SCHEDULE

Athelstan Road

The following shall be inserted in the Fifth Schedule (*Residents Parking*) in place of the existing entry:

1	2	3	4	5
Name of Road	Length of road	Days and times on which restriction applies	Maximum permitted waiting time	Period to elapse since last period of permitted parking
Roads in Faversham				
ATHELSTAN ROAD	<p>(1) On the northern side</p> <p>(a) from a point in line with the western eastern boundary of 55 Athelstan Road to a point 3 metres west of the boundary of 49/51 Athelstan Road;</p> <p>(b) from a point in line with the boundary of 49/51 Athelstan Road to a point in line with the boundary of 29/31 Athelstan Road;</p> <p>(c) from a point in line with the boundary of 27/29 Athelstan Road to a point in line with the eastern boundary of 13 Athelstan Road;</p> <p>(d) from a point 4 metres east of the eastern</p>	Monday to Saturday 8.30am to 5.30pm	2 hours	4 hours

1	2	3	4	5
Name of Road	Length of road	Days and times on which restriction applies	Maximum permitted waiting time	Period to elapse since last period of permitted parking
Roads in Faversham				
	boundary of 13 Athelstan Road to a point in line with the western boundary of 11 Athelstan Road; (e) from a point 5 metres west of the boundary of 11/9 Athelstan Road to a point in line with the boundary of 11/9 Athelstan Road.			

SEVENTH SCHEDULE

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

Roads on the Isle of Sheppey		
JAMES STREET	SHEERNESS	Across the frontage of 82 James Street

Roads in Sittingbourne and Milton	
GLEBE LANE	(1) In the South Eastern corner of the turning head fronting 49/51 Glebe Lane. (2) From a point 4 metres north east of the south western building line of 57 Glebe Lane for a distance of 3 metres in a north easterly direction. (3) On the southern side, across the frontage of 1 Glebe Lane; (4) On the western side, across the frontage of 40 Glebe Lane
PRINCE CHARLES AVENUE	(1) On the western side across the frontage of 53 Prince Charles Avenue; (2) On the south eastern side; (a) across the frontage of 52 Prince Charles Avenue (a) across the frontage of 38 Prince Charles Avenue
THE STREET, BREDGAR	On the western side (1) across the frontage of 1 The Street (2) across the frontage of 2 The Street

Given under the Common Seal of the Kent County Council

This xx day of xxxxx, 2019

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

Authorised Signatory

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STATEMENT of REASON



THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT NO.1) ORDER 2019

On the junction of The Mall and Nelson Street in Faversham, it is proposed to introduce a loading/unloading ban between the hours of 8.00am and 6.00pm to prevent parked vehicles obstructing the junction sightlines and footway.

It is proposed to install double yellow lines on the junction of Windermere and Love Lane in Faversham, to improve sightlines and aid the safe movement of vehicles, and it is also proposed to install double yellow lines on the private land owned by St Mary's School between the adopted highway of Orchard Place in Faversham and the school gates, to prevent parked vehicles obstructing the two accesses.

On the junction of Castle Road and Chalk Road in Queenborough, it is proposed to install double yellow lines to alleviate vehicles parking on the corners of the junction causing an obstruction to refuse freighters and other larger vehicles. For the same reason, it is also proposed to install two short sections of double yellow lines in Acorn Street, Sheerness, on the junction of Invicta Road.

In Sittingbourne, it is proposed to install double yellow lines on one side of Reams Way and around the junctions of Swale Way and Bale Grove to prevent parked vehicles causing an obstruction to sightlines, and to improve vehicle movements and highway sightlines it is also proposed to install double yellow lines on the north side of Swale Way, east of the Castle Road roundabout, on the junctions of Windermere Grove/Berkeley Court, Silverdale Grove/Berkeley Court, in Highsted Road opposite the junctions of Grayshott Close and Kestrel Close, in Brenchley Road on both sides of the road to the east of Fulston Manor School, and in Sandford Road on the brow of the hill and into the junctions of Hilton Drive and Woollett Road.

In Thomas Road, Sittingbourne, it is proposed to extend the existing double yellow lines for a distance of 2 metres on both sides of the road from the junction of Harold Road, to improve the passage of vehicles around this junction, and in Bell Road it is proposed to extend the existing double yellow lines from near the Little Glovers junction to a point 30m past the traffic island near the cemetery, and from the junction of The Mews up to the existing double yellow lines running down from Brenchley Road/Capel Road to improve vehicle movements along this road.

To allow buses to safety turn around, it is proposed to install double yellow lines in the turning head of Coldharbour Lane, between Ridham Avenue and Reams Way in Sittingbourne, and to

improve the movement of vehicles and sightlines it is proposed to install new double yellow lines on the north side of Homewood Avenue, between the junction of College Road, and to extend the existing double yellow lines in College Road on both sides of Homewood Avenue.

At the request of a local business, it is proposed to remove a short section of double yellow lines across their entrance at the rear of 36 Broadway, Sheerness, located in Ranelagh Road.

Following requests from residents, it is proposed to remove a short section of the existing single yellow line (with a one hour restriction between 10.00am and 11.00am Monday to Friday) in the vicinity of 50 to 66 Preston Park in Faversham, and to improve highway safety through clearer sightlines it is proposed to install a single yellow line outside of the school in Broad Street, Sheerness, with waiting restrictions between 8.00am and 5.00pm Monday to Friday.

To accommodate a new vehicle crossing, it is proposed to reduce the length of the existing Residents' Parking Bay outside 55 Athelstan Road in Faversham by one car length.

It is also proposed to install new, or formalise existing, disabled persons' parking bays outside 82 James Street, Sheerness, 1 and 40 Glebe Lane, Sittingbourne, and 2 The Street, Bredgar and to remove redundant disabled persons' parking bays outside 52 Prince Charles Avenue, Sittingbourne.

Dated 21st February 2019

MIKE KNOWLES

Formal Objections & Indications of Support Received – Traffic Regulation Order Swale Amendment 1

Objection (1) – Proposed Double Yellow Lines – Bell Road, Sittingbourne

“It has been brought to our attention that the double yellow lines are to be extended in Bell Road. This will lessen our parking facilities. Our concern is the overflow parking from the hospital, the schools, and the schools’ coaches and buses. This makes parking very difficult during these times. We are worried the situation will get worse if less parking for our use is available. We feel that “Residents Only” parking should be allowed outside Spicer Homes as some way to reserve our parking spaces. We do understand there is a fee for this.

The residents are elderly – my husband has cancer, and is also awaiting an operation for a further condition, so our cars are needed to be parked close to homes. A minimum of four parking spaces would be required, as not all residents have cars. Also carers come in, medical prescriptions etc., all need somewhere to park. The hospital and school pick up vehicles will take the available empty spaces – where do we park? The situation is causing a lot of worry and concern.

Thank you for your time and attention, and await your comments.

*Mr & Mrs *****”*

Objection (2) – Proposed Double Yellow Lines – Coldharbour Lane, Sittingbourne

“I write to object the planned restriction in parking outside our home and believe Arriva have made the application for the parking restrictions.

My wife parks directly outside of our home as the area of Kemsley behind of our home does not have working adequate street lighting and is a dangerous hot spot for drug users, groups of youths and anti-social behaviour.

The buses outside our house cause noise pollution that can start from as early as 6am. The drivers leave the engines running that has caused cracks to form around the inside of our front door frame (you can feel the door vibrating), the noise of the bus engines and reversing beepers causes us significant sleep disruption and the double decker buses that turn in the road outside our home are level with our bedroom window and impinge on our right to privacy.

Oil puddles left from the buses have caused my wife to almost slip while crossing the road. I have had to sometimes clean the mess the bus drivers leave behind from smoking and dropping their cigarette ends on the road directly outside my house.

One of the bus drivers has reversed into the lamp post outside our neighbour's home. That has still not been repaired and prior to that on multiple occasions the buses have damaged cars belonging to us, some of our neighbours and our visiting family, and multiple near misses from cyclists with the buses reversing forcing the cyclists to take evasive action.

We have ongoing issues with some of Arriva's bus drivers (2 male drivers) in particular that have been verbally aggressive to us and on occasions have threatened to use violence against me and my wife, have damaged our property and have used mobile devices to film us whilst we have been in our home.

Another couple of neighbours have had similar issues with the same drivers.

Arriva's actions and behaviour has led to us feeling harassed and violated in our own home. We have previously tried to liaise with Arriva, however they choose to ignore us and not address any of the problems we or the Police have raised. This has been reported to the Police and I have video evidence of some of the behaviours described.

We would be happy to send the Council videos of the behaviour we have had to endure as this provides clear evidence of the type of behaviour we would be exposed to if the Council introduced parking restrictions outside our home.

We are of the view that Arriva have made the application for parking restrictions. However, whilst they may be offering some public utility, our sufferance at the hands of some driver behaviour is unacceptable and by allowing these parking restrictions you will be gifting the bus company unfettered access to utilising the road outside our home to continue their anti-social behaviour.

Yours sincerely

*****"

Objection (3) – Proposed Double Yellow Lines – Highsted Road, Sittingbourne

*"I live at number ** Highsted Road . The house opposite Kestrel Close where the double yellow lines are being proposed.*

I am writing to communicate my and my husband's objection to this proposal.

My reasons are as follows:

1. Highsted Road already has a problem with lack of parking on a week daily basis. This is I believe due to the close proximity to The Memorial hospital and 2 secondary schools, Highsted Grammar school and Fulston Manor.

Reducing the availability of short term Parking for patients, parents and carers is, in my opinion not serving the local community well and will only increase the bottle neck that already exists towards the bottom end of Highsted Road. Thus causing more congestion, leading to more drivers blocking driveways etc etc . Not good for any of us wanting to use the roads simultaneously to these peak periods.

2. From my family's personal position;

*We have **** adult children with partners all having cars. My husband and I also have our own cars; all needed to get to work etc .Not an unusual situation in 2019. Bearing in mind that directly opposite our house is the cul de sac opening for "Kestrel Close" and double yellow lines already exist for several meters either side, the only parking near our home is directly outside on the road next to house and driveway. Where are my children/ spouses supposed to park when they come to visit? Or indeed any other visiting family member or friend? Both my elderly parents have mobility issues ... does that mean my father can't visit any more? Or can only visit at a weekend when just maybe there is parking available somewhere in Highsted Road?*

Please examine just how wide some of the driveways are in some of the neighbouring houses... can't park over one of my neighbours' driveways (incidentally they won't have yellow lines in front of their houses will they?) So where are my family members going to be able to park? Or indeed any other visiting family members or friends?

3. I understand the yellow lines are being proposed because neighbours are having difficulty in being able to see on-coming traffic... well that is the same for us all. Also the same in many roads throughout the town indeed many other towns in Uk . Are the councils proposing yellow lines throughout all residential roads then?

Looking more immediately, in Bell Road, Woodstock Road , Stanhope Avenue , The Burrs, Canterbury Road. etc etc . These all have driveways leading directly on to very busy highways.. many consistently busier than Highsted Road.

As far as not being able to see on- coming traffic then I would suggest reverse parking onto our drives then front facing entry to the road allows for safer, more careful manoeuvring .

4. There have been no accidents in the last 17 years said to have been caused by parking outside my home. So what is the issue? There is no evidence to support the need to implement this proposal.

However we fully support the request for a foot path to be provided past Farm Crescent; this indeed is a huge safety concern. I respectfully suggest any money and attention be invested in this issue. Am very happy to contribute my view on that topic.

I welcome further discussion about both these highway proposals and would like to attend any proposed planning meetings for both. Would appreciate being kept fully informed in writing about both afore mentioned subjects.

Kind regards

*** Highsted Road"*

Support (4) – Proposed Double Yellow Lines – Highsted Road, Sittingbourne

“I am writing to say I think the proposed installation of double yellow lines opposite the junction of Kestrel Close, Sittingbourne, is an excellent idea. However, I would ask you to please consider extending the double yellow lines to the lamppost outside No. 40. This extension of the lines would mean our vision, and safety, would be greatly improved when pulling off our driveways.

Yours faithfully

******”*

Support (5) – Proposed Double Yellow Lines – Highsted Road, Sittingbourne

“I was pleased to see a note on the telegraph pole saying that you are considering putting double yellow lines at the junction of Kestrel Close and Highsted Road, this is something we have been waiting for, for several years. At times it is very difficult to exit off our drive safely (see attached photos) because of large vehicles and in particular large cars with blackened windows parked at the end of our drive which obscure our sightlines. When exiting our drive we are able to see vehicles coming round the bend from Swanstree Avenue, but when we have one of these vehicles parked by our gate we cannot see traffic coming out of Kestrel Close conversely if we move into the road to see the coming out of Kestrel Close we cannot see the traffic coming down Highsted Road. One other thing which complicates the situation, is we get something like twenty cars a day doing u-turns at the Highsted Road Kestrel Close junction so when you think the cars have gone straight past they haven’t.

I understand that if you go ahead with the double yellow lines at the northern extent will be to the boundary between 40 and 42 Highsted Road this doesn’t help our situation as people will be able to park between this boundary and our drive. I would respectfully ask if it would be possible to extend the lines to the lamppost.

Thanking you in anticipation.

******”*



Support (6) – Proposed Double Yellow Lines – Love Lane/Windermere, Faversham

“Hi. I understand you are asking for comments on double yellow lines at the junction of Windermere and Love Lane in Faversham.

These are very much needed because when exiting Windermere into Love Lane it is mostly impossible to see traffic coming from ones right (A2 side), and with construction/building work going on in Love Lane the road is covered in a film of mud a lot of the time which would make it very slippery if a vehicle had to stop quickly. So please can we have yellow lines as soon as please.

Yours

*** Windermere.”*

Objection (7) – Proposed Loading Ban – The Mall/Nelson Street, Faversham

“Thank you for giving me the opportunity of objecting to the proposal of a loading ban around my shop.

I trade from 39A The Mall and was under the understanding that Swale Council supports small businesses and indeed it does by the relief of business rates wherever it can.

But a loading ban in front of my shop on both sides of the road would cripple my business here by preventing me from unloading or loading goods for delivery. I cannot survive if this proposal were to be enforced, as I doubt would any other business.

*We stop to unload or load as quickly as we can, and not every day, perhaps twice a week. Other vans not belonging to us might also park in front of our shop, either to deliver parcels usually for No **, or to deliver beer to the pub next door.*

It is not by any means a constant activity, and so would be a rare coincidence if a resident's car from Nelson Street found their view impaired because of a loading van.

In fact a small number of the residents in Nelson street have been extremely uncooperative when we first re opened the shop and when faced with our objection to their parking habits still would not stop from parking their cars in front of the loading iron doors situated in Nelson Street, even though it was quite clearly stated that the doors should be kept clear at all times. So because we can no longer use our loading door in Nelson Street, we have been forced to load at the front of the building.

We note (photo enclosed) that the parked vehicles in Nelson Street are all facing away from The Mall, indicating they always enter via the Mall. As Nelson Street is a single lane and too narrow for any car to make a U turn, it is quite evident that the majority of the residents or their visitors drive out of Nelson street via Preston Grove at the other end of Nelson Street, not The Mall. And if that is the case, it could be suggested that if Nelson Street were made a one way from The Mall end, it would effectively prevent the odd driver from having their view impaired by the occasional van when they attempt to drive out onto the Mall. In turn the one way system would allow freedom of loading

on the recessed forecourt in front of the shop, the curb incidentally having already been dropped some years ago for that very purpose, from the corner of Nelson Street up to the little party wall of No 39.

We also note that away from our shop, to the left from Nelson Street, on The Mall a section of double yellow lines has been wiped out allowing cars or vans to park. However, the same principle applies if a car wants to turn right out of Nelson Road onto the Mall, it too will have its vision impaired by any parked vehicles... So perhaps the idea of the one way system into Nelson Street is quite a valid one.

In conclusion it is clear that common sense has not prevailed in this attempt to impose a loading ban around a shop that has received an overwhelming welcome since it opened its doors last July, and we will of course always object when good reasons are poor, are unfair, and are contrary to the practicalities of running a worthy business that is enjoyed by our community.

Yours sincerely,

Trading as Branching Out Antiques

39A the Mall

Faversham

ME13 8JN"





Objection (8) – Proposed Double Yellow Lines – Orchard Place, Faversham

“To whom it may concern,

This is an objection to the proposed double yellow lines around the school entrance/exit area. Parking in this area just about works for residents due to these spaces opening up when the school is closed. It’d cause problems beyond orchard place putting yellow lines there as there would be about ten cars every evening that would have to find somewhere else to park. The parking is somehow managed among residents and if the restrictions went ahead it would really cause great stress!

Thank you,

*** orchard place”*

Objection (9) – Proposed Double Yellow Lines – Orchard Place, Faversham

“I oppose against double yellow lines outside st Mary's school gates.

Faversham Kent.”

Objection (10) – Proposed Double Yellow Lines – Orchard Place, Faversham

“Hi there,

Please accept this email as objection of the proposed new parking restrictions.

I have lived with my family on Orchard Place for 20 years. The parking situation has become incrementally worse. This is a residential street and there is inadequate parking for the residents.

Each evening is a challenge to try and find a space and there are never enough places.

We are a street where the residents have to pay to park, and there are not enough spaces for us. We struggle so much for parking in the evenings and holidays that we do sometimes park outside the school. This is strictly when the school gates are closed in the evenings and weekends. If the proposed parking restrictions come into force it will eliminate these chances to park and cause many more problems for all the residents.

It is unfair for us residents to pay to park near our homes, when there aren't enough spaces and to reduce the possibilities for parking further still on the street is unfair and will cause chaos.

My mum is in her 60s and retired, she frequently has to park streets away and walk back to the house late at night in the dark alone, which makes her feel very vulnerable, particularly in winter.

I have also had to park in the park when there are no spaces and my car was recently vandalised when parking it there.

The parking situation is desperate, with more time there would be many more complaints from us residents.

Thank you for agreeing to take our objections to the committee. If there is any additional evidence or information you need, please let me know. I would even be happy to attend the meeting and present the case on behalf of the residents if that would help. It will severely impact the quality of the lives of the residents of Orchard Place.

Please see below some photos this evening of the street packed full with cars. These cars would all have nowhere to go if the new restrictions come in place. The cars at the school are not harming anyone being there when the gates are closed.

Please do help our street!

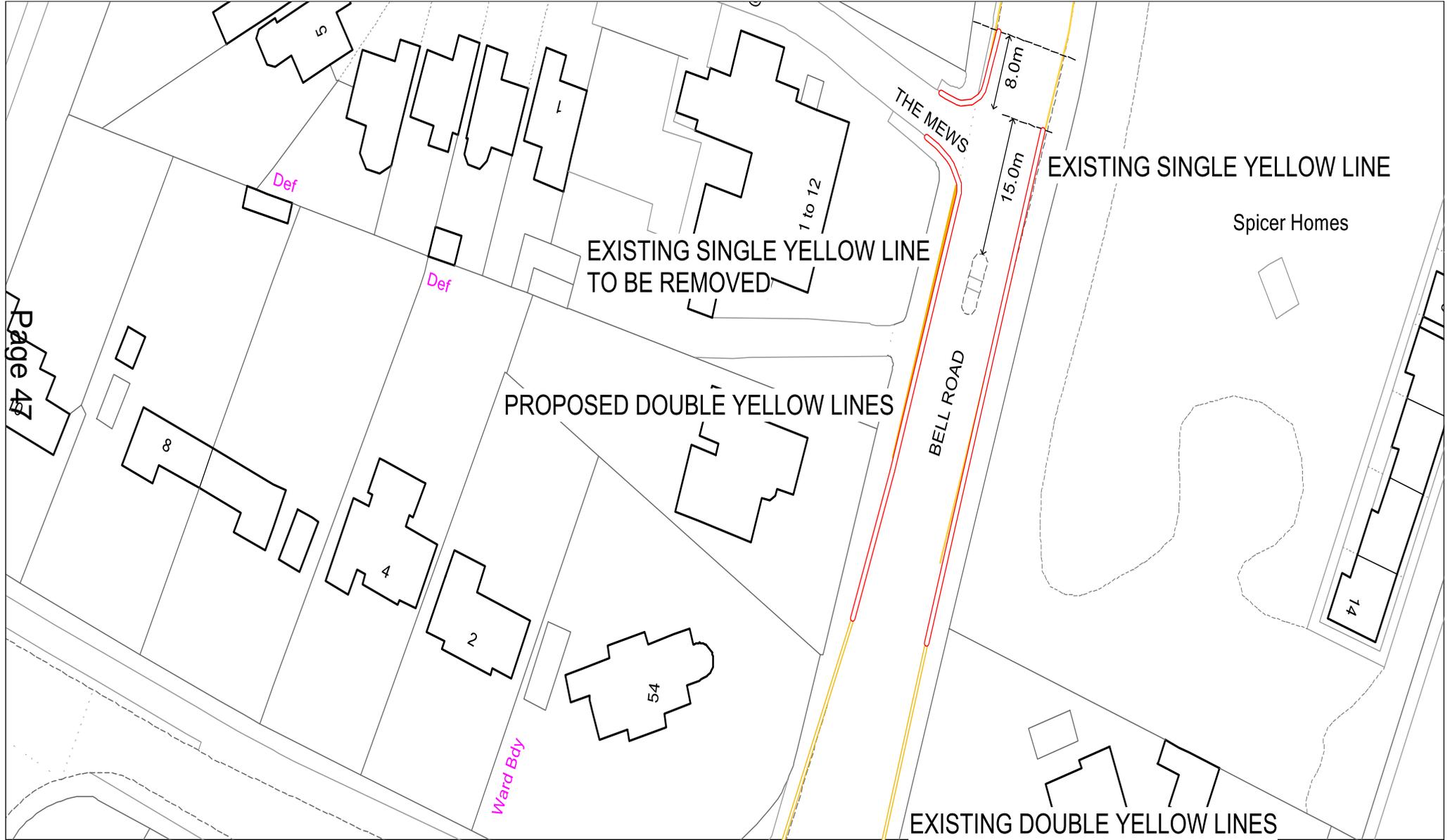
Thanks in advance,

******"*

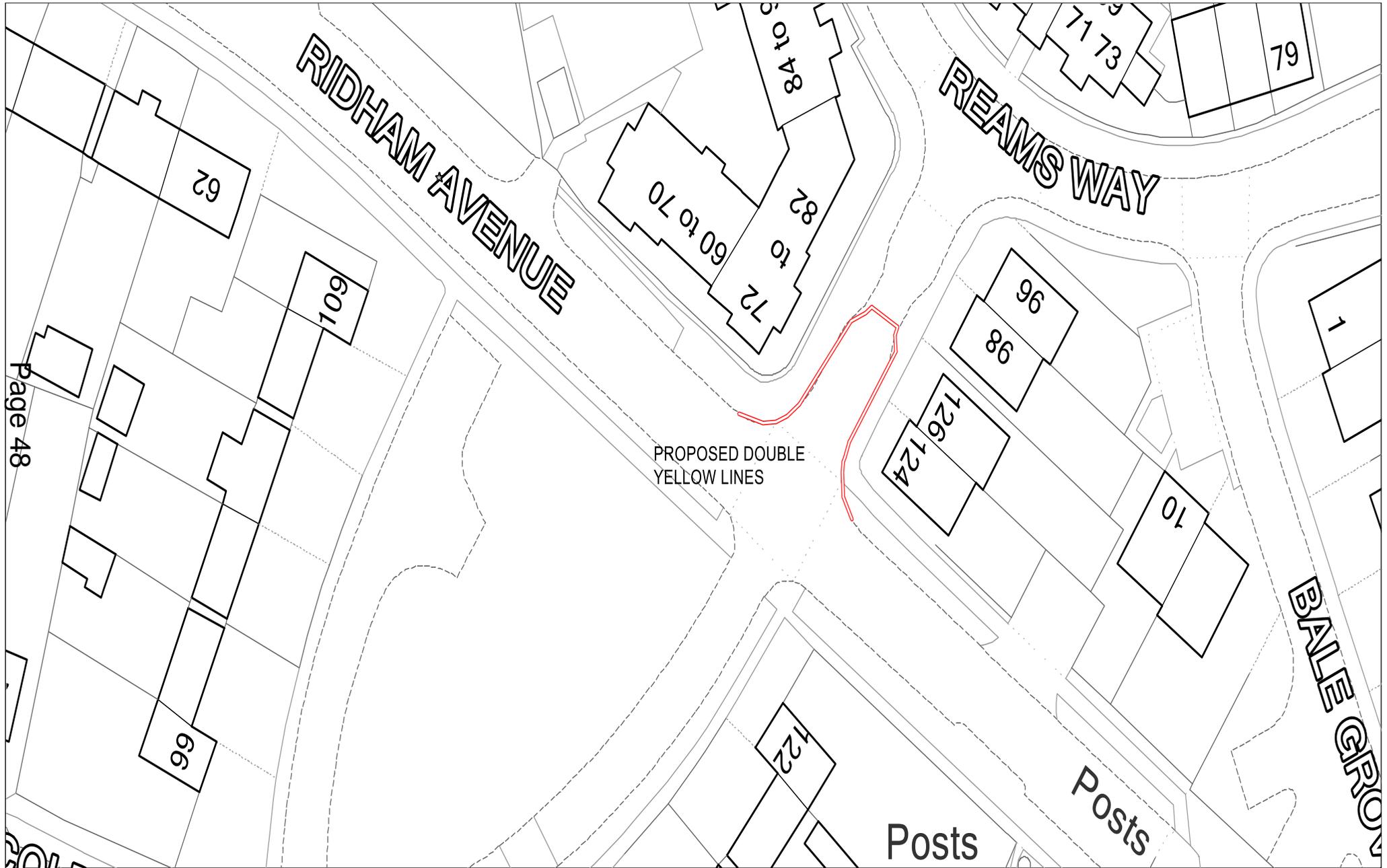


Plans of Proposed Waiting Restrictions Subject to Receipt of Formal Objections

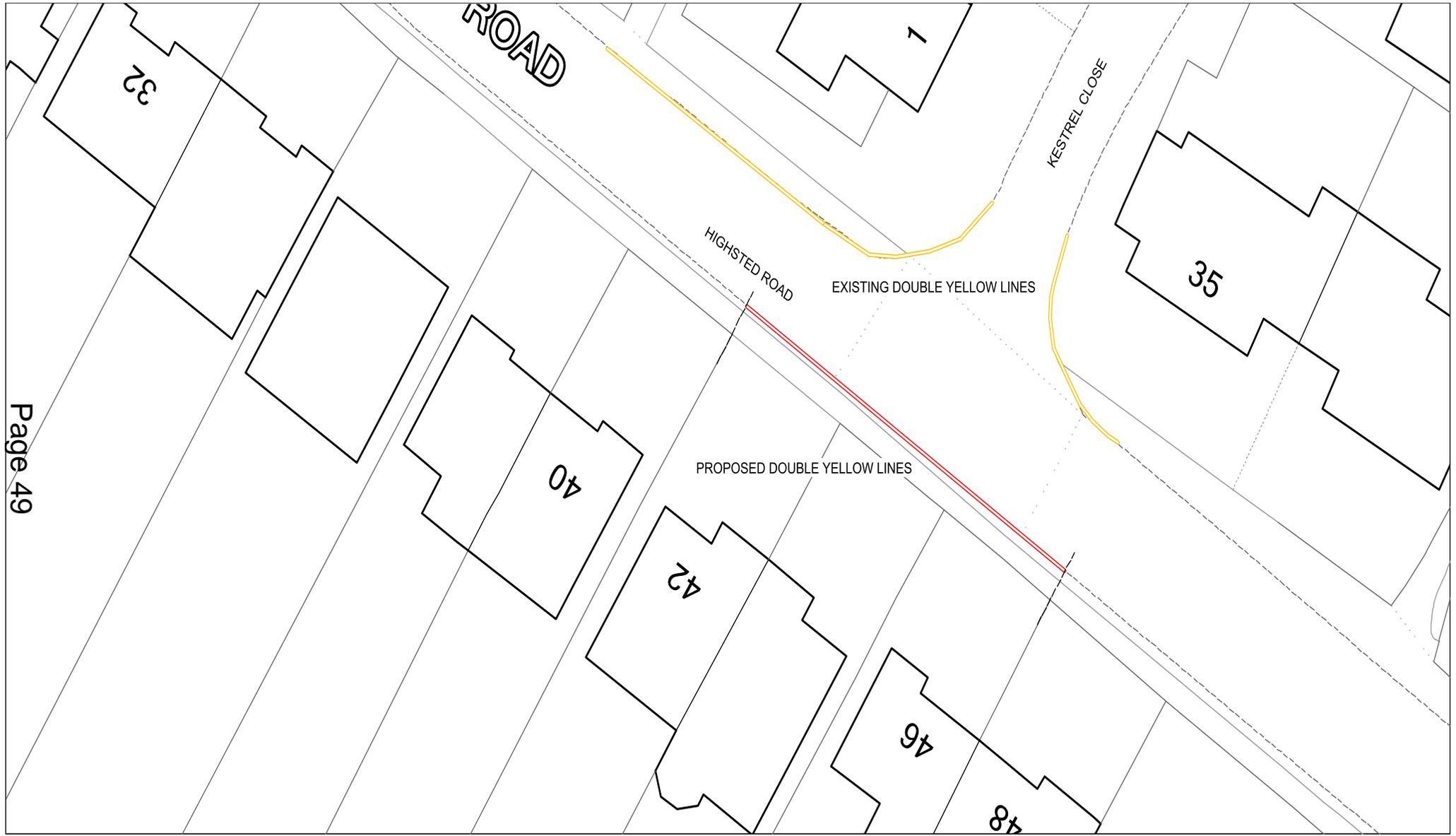
(a) Bell Road, Sittingbourne – Proposed Double Yellow Lines

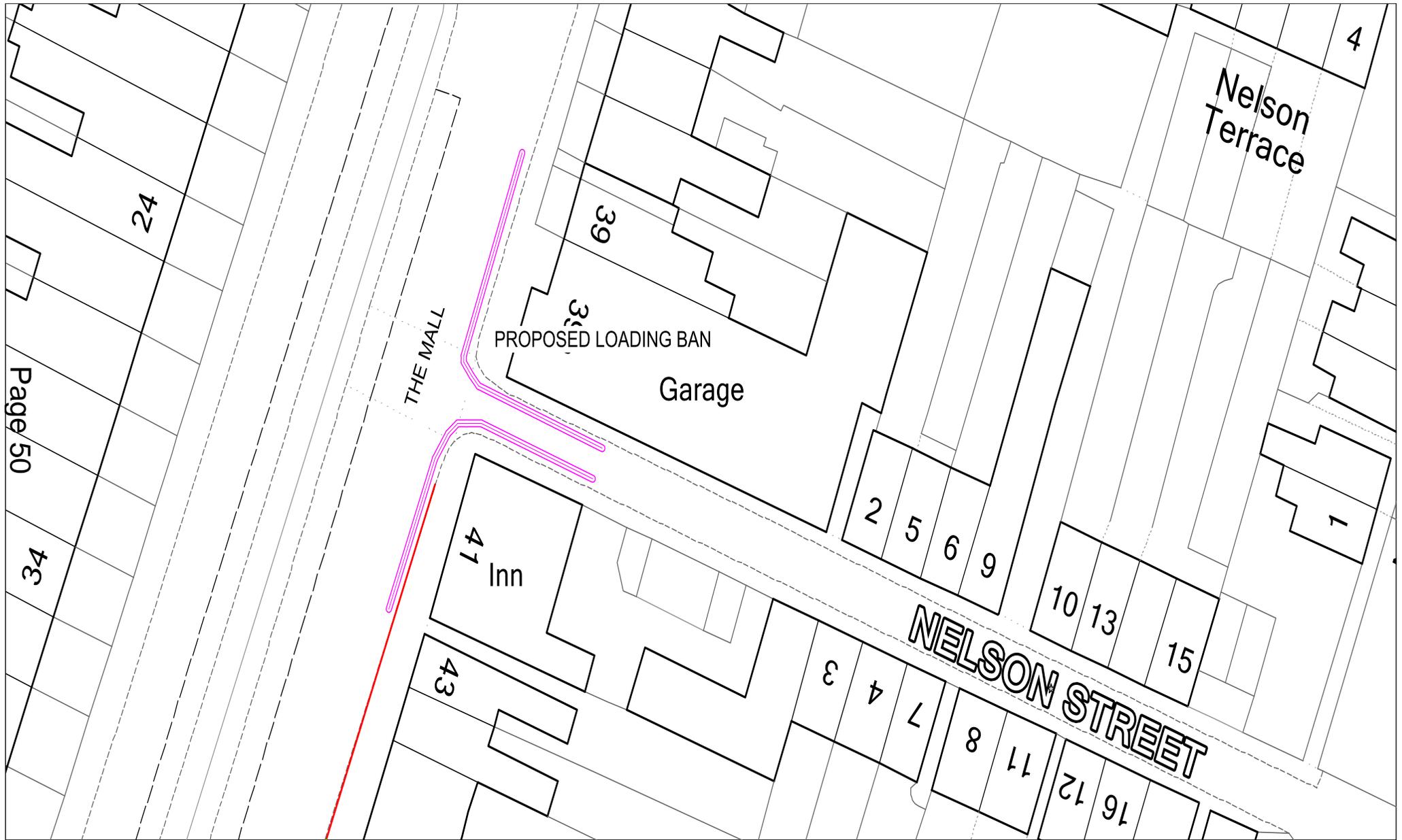


(b) Coldharbour Lane, Sittingbourne – Proposed Double Yellow Lines

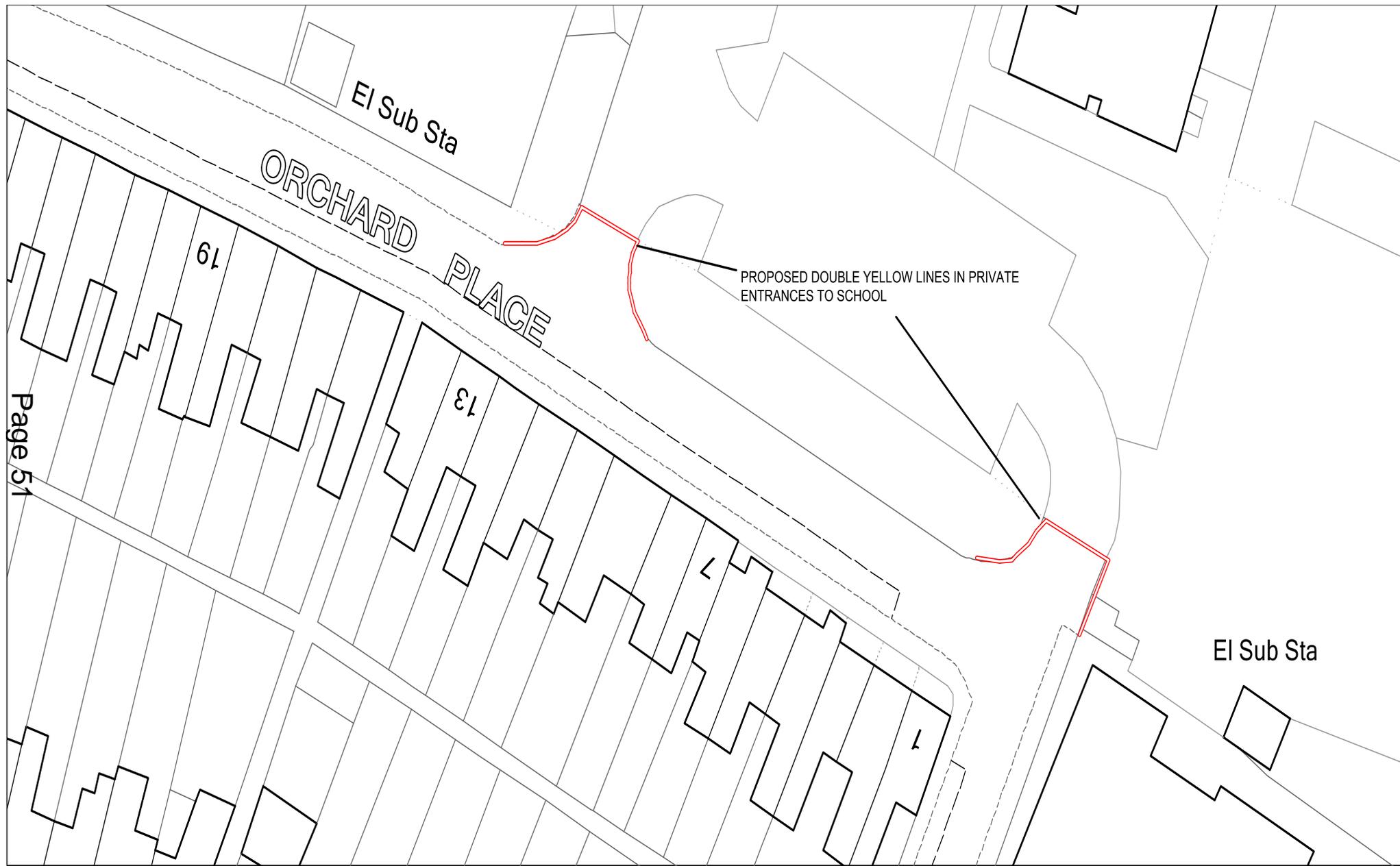


(c) Highsted Road, Sittingbourne – Proposed Double Yellow Lines





(e) Orchard Place, Faversham – Proposed Double Yellow Lines



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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 8
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Meeting Date	Monday 24 th June 2019
Report Title	Informal Consultation – Proposed Single Yellow Line Removal – Conyer Road, Teynham
Cabinet Member	Cllr Tim Valentine
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the results of the recent informal consultation on the proposed removal of the single yellow line on the east side of Conyer Road, Teynham, and extension of the existing double yellow lines on the west side of the road, and recommend that either the proposed amendments be progressed through a Traffic Regulation Order or be abandoned.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of the recent informal consultation on proposals to remove the existing single yellow line on the east side of Conyer Road, Teynham, and extend the existing double yellow lines on the west side of the road, near the junction with The Crescent/Lower Road.

2. Background

- 2.1 At their meeting in March 2019, Members of the Swale Joint Transportation Board considered an update report on the petition received from residents of Conyer Road requesting a review of the current on-street parking in the area. The report included details of many previous consultations undertaken in this area, and after some discussion Members recommended that officers should proceed with an informal consultation with residents to remove the existing single yellow line on the east side of Conyer Road, and an extension to the existing double yellow lines on the west side.

3. Issue for Decision

- 3.1 The issue of parking in Conyer Road, Teynham, has been the subject of much discussion and numerous consultations with residents. The area in question is near the junction of The Crescent/Lower Road, where there are terraced properties abutting Conyer Road.

- 3.2 The on-going challenge has been to balance the needs of these residents to park on the highway, whilst ensuring the junction is kept clear for the safe and unimpeded movement of larger vehicles servicing the farms off Conyer Road.
- 3.3 After many consultations, the current parking arrangements, a combination of double yellow lines around the junction and single yellow lines on both sides of Conyer Road, were installed in 2012. However, following receipt of the petition from residents we have had to re-examine these arrangements.
- 3.4 At the time of writing this report, we have not received the views of Teynham Parish Council on these proposals, and we hope to be in a position to verbally report a response at the meeting. However, we know from previous correspondence that the Parish Council did want to see an amendment to the existing waiting restrictions, and this was reported to the JTB at their meeting in March.

4. Recommendation

- 4.1 Members are asked to note the results of the recent informal consultation on the proposed removal of the single yellow line on the east side of Conyer Road, Teynham, and extension of the existing double yellow lines on the west side of the road, and recommend that **either** the proposed amendments be progressed through a Traffic Regulation Order **or** be abandoned.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Removing Single Yellow Line and Associated Signing, and Cost of Extending Existing Double Yellow Lines.
Legal and Statutory	Preparation of Traffic Regulation Order, Formal Consultation Process, Formal Objections to be reported to Swale Joint Transportation Board for consideration.
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 Consultation Material
Annex B – Results of Informal Consultation

7. Background Papers

- 7.1 None

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Proposed Amendments to Parking Restrictions Conyer Road, Teynham

Following the submission of a petition from residents requesting a review of the parking in Conyer Road in Teynham, a report was submitted to the Swale Joint Transportation Board summarising the history of previous consultations in the area.

The Swale Joint Transportation Board discussed the petition further at their meeting in March 2019, and recommended that an informal consultation take place to remove the existing single yellow line on the east side of Conyer Road outside of Bridge Cottages and to extend the existing double yellow lines on the opposite side of the road by approximately 3 metres.

As you may be aware, there have been a number of previous consultations on the parking in this area, and in an effort to balance the need for on-street parking whilst maintaining a clear junction for the movement of vehicles, these proposals are considered to be the most appropriate option.

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

Please complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 26th April 2019**. Alternatively you can e-mail your comments to us at engineers@swale.gov.uk

A space has also been provided to allow you to add any further comments you may have. Thank you for taking the time to respond.

Proposed Amendments to Parking Restrictions – Conyer Road, Teynham

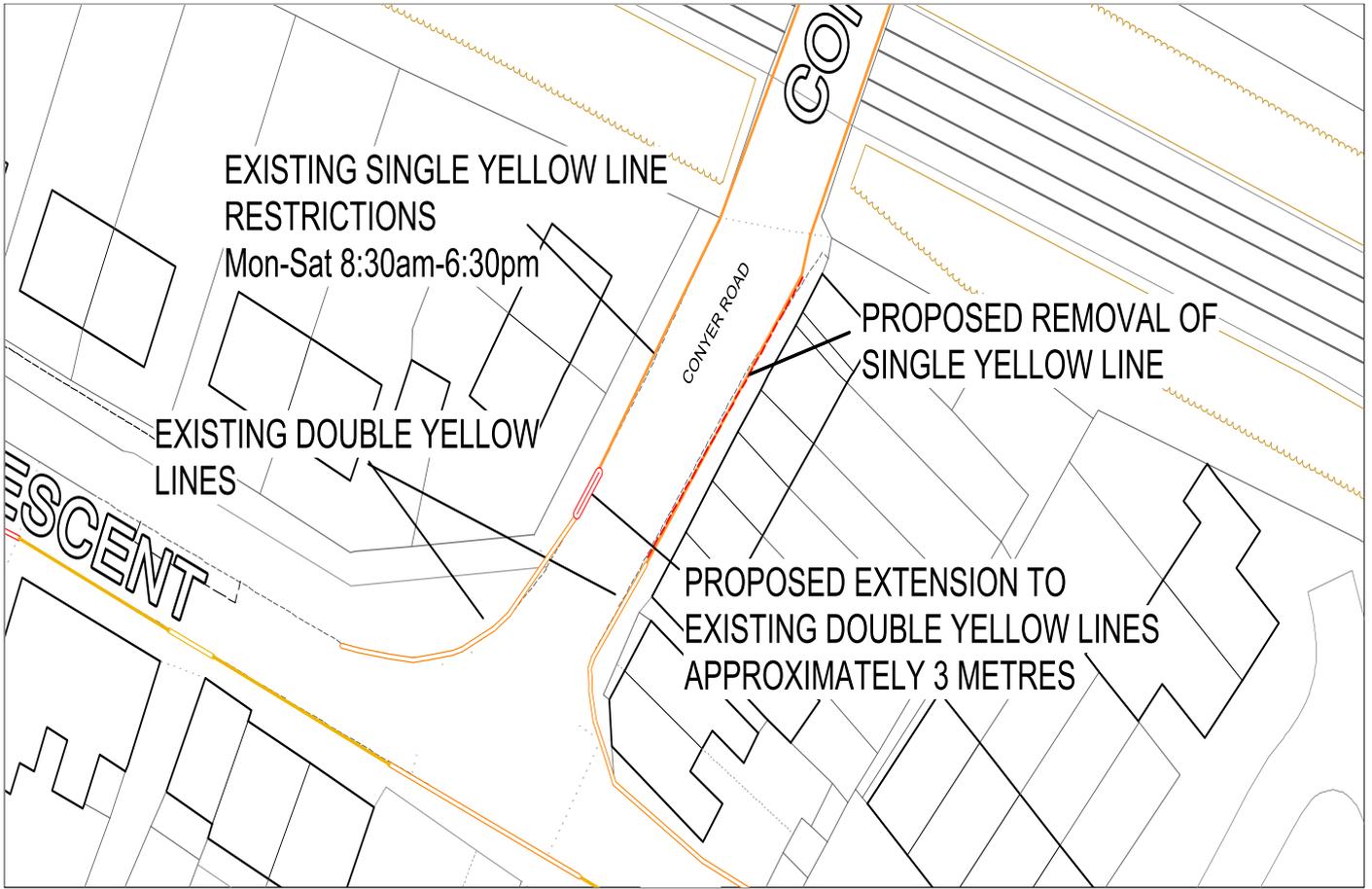
Please tick one of the following boxes

I Support the proposed amendments to the restrictions
 I Object to the proposal

Name & Address	Comments

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

Plan of Proposed Amendments (Shown in Red)



- Address 1
- Address 2
- Address 3
- Address 4
- Address 5

Conyer Road, Teynham
Proposed Single Yellow Line Removal & Double Yellow Line Extension

Reponse	Support	Object	Comments
1	1		I support the proposed amendments to the restrictions. My comments would be that further to this, I would very much like the opportunity to meet with a transport officer at Conyer Road to look at the necessity for the proposed double yellow extension on the opposite side of the road. Whilst I/we completely understand the need for double yellows at the top of both sides of the road to enable the large Gotham lorries turning access, we have on many occasions witnessed the lorries turning after parking restriction times (ie after 1830 Mon-Sat and Sundays) with people parked in the area where the double yellow extension is now planned. We can supply video footage to support this.
2	1		I support the proposal in that the lines should be removed, allowing the residents of Bridge cottages to park outside their homes.
3	1		Thank you very much for the opportunity to comment on the proposed amendments to Conyer Road parking . I do support the proposed amendments to the restrictions. My comments would be that , I would very much like the opportunity to meet with a transport officer at Conyer Road to look at the necessity for the proposed double yellow extension on the opposite side of the road . Whilst we do understand the need for double yellow lines at the top of both sides of the road to enable the large lorries turning access , we have seen on many occasions the lorries turning after restrictions times with people parked either side of the road and on the area of the proposed restrictions.
4	DUPLICATE		Thank you very much for the opportunity to comment on the proposed amendments to Conyer Road parking . I do support the proposed amendments to the restrictions. My comments would be that , I would very much like the opportunity to meet with a transport officer at Conyer Road to look at the necessity for the proposed double yellow extension on the opposite side of the road . Whilst we do understand the need for double yellow lines at the top of both sides of the road to enable the large lorries turning access , we have seen on many occasions the lorries turning after restrictions times with people parked either side of the road and on the area of the proposed restrictions.

Reponse	Support	Object	Comments
5	1		I would like to agree with the proposed amendments to lift the yellow line outside of Bridge Cottages but would like to add that I would welcome the opportunity to discuss further the need for the extension to the double yellow lines across the road as I have witnessed lorries turning adequately out of Conyer Road. This is taking place with the double yellow lines as they exist now with cars parked on the area for the proposed double yellow line extension.
6	DUPLICATE		I am writing on behalf of *****, current tenant of ** Bridge Cottages regarding the proposed parking amendments. ***** has been away for a while so I called him last night to remind him to do his response and he said he was with a very unwell family member so wouldn't be able to get home to find the details and post/email in time so he has asked me to respond on his behalf to meet the deadline today. ***** would like to vote in support with the proposed amendments. He would also like to echo previous comments on further research on the need to extend the double yellow the other side of the road.
7		1	If the Swale planners had listened to and done their job properly they would have taken Teynham Parish Council advice and had a service road at the back when decelopment of Squash Club took place. LEAVE ALONE, LEAVE AS IS.
	4	1	

Properties Consulted	13		
No. returned	5	% Response	38.5
No. Support	4	% Support	80.0
No. Object	1	% Object	20.0

(plus two duplicate addresses support)

SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 9
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Meeting Date	Monday 24 th June 2019
Report Title	Informal Consultation – Proposed Single Yellow Line – Lyndhurst Grove, Sittingbourne
Cabinet Member	Cllr Tim Valentine
SMT Lead	Martyn Cassell
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the results of the recent informal consultation on a proposed single yellow line in Lyndhurst Grove, Sittingbourne, and recommend that officers abandon the proposals.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of the recent informal consultation on proposals to install a single yellow line in Lyndhurst Grove in Sittingbourne.

2. Background

- 2.1 Following receipt of a petition from residents of Lyndhurst Grove, an informal consultation has taken place on possible waiting restrictions in the Grove. A copy of the consultation material can be found in Annex A, and a summary of the results of the consultation can be found in Annex B.

3. Issue for Decision

- 3.1 Back in August 2018, correspondence was received by our Parking Operations Team from a local resident stating that they were representing the residents of Lyndhurst Grove in Sittingbourne. The communication was requesting an extension to the existing double yellow lines on the south side of Lyndhurst Grove, from the junction of Gore Court Road, to prevent parked vehicles obstructing traffic in and out of the close during school drop off and collection times.
- 3.2 As a Traffic Regulation Order Amendment was being drafted for other proposals in the Borough, the requested extension to the double yellow lines was included in this Order, Swale Amendment 13. During the formal consultation process, a total of 5 formal objections (and one indication of support) were received from residents, and

at the Swale Joint Transportation Board meeting in December 2018 Members recommended that the proposals should be abandoned.

- 3.3 Following the recommendation from the Joint Transportation Board, a petition containing 15 signatures, later reduced to 14 as a result of the withdrawal of support from one resident, was received from residents of Lyndhurst Grove. The petition stated that *“the undersigned request the Swale Joint Transportation Board to install a single yellow line from Gore Court Road into Lyndhurst Grove stopping at the corner to the close. The yellow line restriction is to be in force during school hours/terms. It is suggested that these times are 08:30hrs to 10:30hrs and 14:00hrs to 16:00hrs, Monday to Friday excluding bank holidays”*
- 3.4 An e-mail was subsequently received from the originator of the petition stating that the previously proposed commencement time of 08:30hrs should be amended to 08:00hrs as parents were parking in the entrance to the close before this time, and stated that vehicles are parking on the footway forcing pedestrians into the road.
- 3.5 In light of the previous formal objections received to the proposed double yellow lines, the JTB Chairman supported an informal consultation with residents prior to drafting any Traffic Regulation Order for a proposed single yellow line. A copy of the consultation material can be found in Annex A. A total of 22 leaflets were sent out, and 13 responses were received, 4 supporting the proposals and 9 objecting. This produced a 59% response rate, with 31% of responders supporting the proposals and 69% objecting. A comment was also received from one of the parents who parks in the area. One of the consultation objectors has also provided a letter with a number of points and comments, and this can be found in Annex C.
- 3.6 Although there were some positive comments supporting the proposed single yellow line, there were a larger number of negative responses and concerns raised that the proposals would not improve the situation, and could in fact cause more issues through the displacement of the parked vehicles.

4. Recommendation

- 4.1 Members are asked to note the results of the recent informal consultation on a proposed single yellow line in Lyndhurst Grove, Sittingbourne, and recommend that officers abandon the proposals

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Installing Single Yellow Lines and Associated Signing.
Legal and Statutory	Preparation of Traffic Regulation Order, Formal Consultation Process, Formal Objections to be reported to Swale Joint Transportation Board for consideration.
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 Consultation Material
- Annex B – Summary of Responses to Informal Consultation
- Annex C – Letter Received during Informal Consultation

7. Background Papers

- 7.1 None

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Petition for Single Yellow Line Lyndhurst Grove, Sittingbourne

Following receipt of a petition from residents of Lyndhurst Grove, Sittingbourne, we are undertaking an informal consultation on proposals to install a single yellow line on the south side of Lyndhurst Grove, from the existing double yellow lines on the junction of Gore Court Road as shown on the plan overleaf.

The proposed restriction times for this single yellow line are between 8.00am and 10.30am, and between 2.00pm and 4.00pm Monday to Friday. Although the petition requested an exemption of restrictions on bank holidays and outside of school term times, we have been advised by Kent County Council as the highway authority that it is not possible to state such exemptions on a single yellow line so the proposed restrictions would be in force throughout the year. It should also be noted that the introduction of any new waiting restrictions will invariably displace parked vehicles to nearby areas, and there are no plans at this time to introduce any further restrictions to tackle any such issues.

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

Please complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 19th April 2019**. Alternatively you can e-mail your comments to us at engineers@swale.gov.uk

A space has also been provided to allow you to add any further comments you may have. Thank you for taking the time to respond.

Proposed Single Yellow Line – Lyndhurst Grove, Sittingbourne

Please tick one of the following boxes

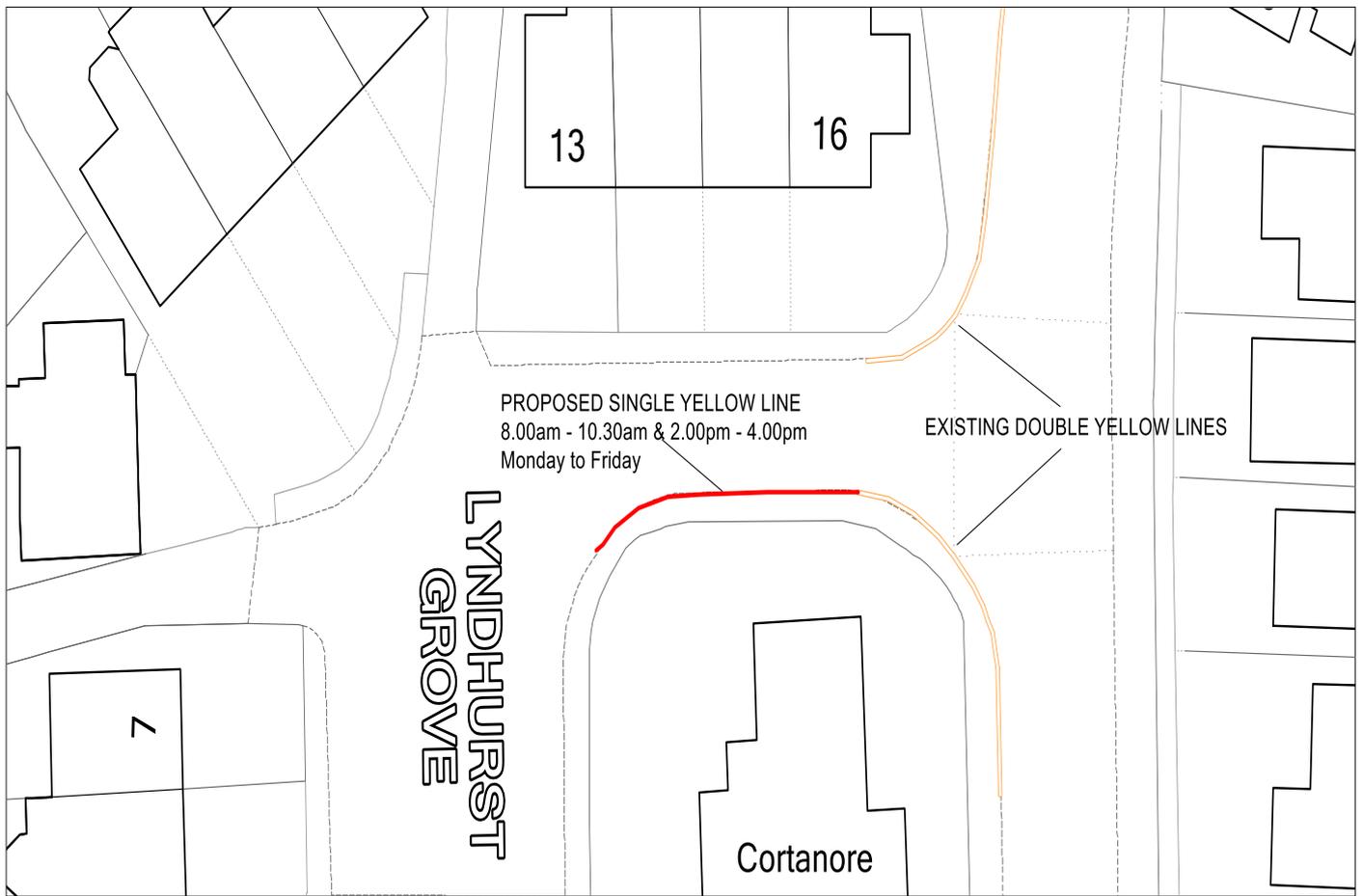
I Support the proposal to install the single yellow line

I Object to the proposal

Name & Address	Comments



Plan of Proposed Single Yellow Line (Shown in Red)



- Address 1
- Address 2
- Address 3
- Address 4
- Address 5

Lyndhurst Grove, Sittingbourne - Proposed Single Yellow Line - Annex B

Response	Support	Object	Comments
1		1	After careful consideration with neighbours in Lyndhurst Grove regarding the above, please note that I wish to withdraw my name from the petition. Initially I thought it would be a realistic proposal to remove traffic from the close, but as SBC have stated these schemes do not remove traffic and instead move it further up the road, I therefore wish to remove my approval. I ... can clearly see it is very busy with school parents but in hindsight this is not for a long period of time, ten to 15 mins if that. If lines were to be put there, spaces our neighbours rely on will be taken up by park road residents and any other driver wishing to park. Therefore I do not agree with the proposal of placing yellow lines opposite the property I live in. Many residents have lived here for a long time and I feel you should take their views into consideration. Traffic is a problem wherever you live and I feel that as a friendly community we can all manage the situation without having any negative implementation being forced upon the close.
2		1	I do not agree with this proposal. There is only an issue of parking in the grove for a very short time of the school day, and I feel that introducing a yellow line at the proposed times all year round would create more inconvenience for residents than the situation now. I therefore would like to record my objection to this proposal and would prefer the status quo.
3	1		
4		1	Regarding the above proposal; we don't see how this will help although we are very sympathetic to the owner of Gortanore who is regularly blocked in. Whilst parents often park selfishly for the school run, this won't help as they already park on double yellow lines. Just to confirm we object to this proposal.
5	1		Further to the letter sent out asking for an indication of support for the petition, I can confirm that myself and my husband, at * Lyndhurst Grove, are in support of the petition for a single yellow line. If you need any further information from me at this please, please do not hesitate to let me know.
6		1	Restriction times too long, suggest 8:15am-9.am and 3.15pm-3.45pm. I agree single yellow lines would stop double parking at the entrance of the Grove. A safety issue.

7	1		I support the proposal of single yellow line.Cars parking in that area have to park half on the pavement not just at school times.This causes many safety issues.getting in and out of the Grove.
8		1	We have received your latest letter regarding single yellow lines on Lyndhurst Grove. We are against this as it will not solve any of our issues here as the residents of park road which is our main problem will just continue to park outside our houses and we will have nowhere to park if the yellow lines are there. It will also not stop parents from parking in here as they will just abandon their cars in the middle of the grove even more than they do now! We are in favour of parking permits as that is the only way to stop park road residents using Lyndhurst as their carpark
9		1	For the times proposed, this will only cause more problems in the close at school times, and push the problems elsewhere. Yes, it gets busy at school times, but that's 45 minutes twice a day.
10		1	I received a letter outlining the proposal for a single yellow line at Lyndhurst Grove. I live at number * and I object to the proposal as I do not feel this will stop the school run cars nor the residents of Park Road parking along our road.
11	1		I would prefer the original plan for a slight extension to the double yellow lines on the corner. Single lines allow parking outside the restricted times when just one vehicle parked there precludes the facility to have short term parking for visitors,family and delivery vehicles for houses 13-16.
12		1	Please be advised that I strongly oppose the new scheme as I believe the effects will be the same as the previous petition, which I also opposed. Please find attached a letter with my views and concerns. I do have supporting evidence which I will happily provide if required and am happy to attend any meetings to voice my concerns in person. Please additionally let me know if you require any clarification of the points I have raised. PLUS SEE LETTER RECEIVED IN ANNEX C
13		1	
Total	4	9	

Properties Consulted	22		
No. returned	13	% Response	59.1
No. Support	4	% Support	30.8
No. Object	9	% Object	69.2

Responses Received from Outside Consultation Area

Name	Support	Object	Comments
Police			No observations
Parent		1	<p>I'm one of the parent who park in Lyndhurst Grove on school run hours. It takes me not more than 10-15mins to drop little ones off. There aren't many places we parents can park, as they filling up quickly on those times. Also we haven't got an access to inside school parking as those are very limited and mostly for school staff only. Not everyone can get to school by walk or afford taxi every day. I think that proposal of putting even more yellow lines around school is completely unnecessary (as there is plenty of those already). So I'm writing to you as I disagree with it. I understand the point of the residents on this particular road, but this is something that always is going to occur, as is within the school. Also quiet few residents has their children in the same school, so they understand that fully. I'm a carefully and considerate driver and always park safely. Thank you for your time and really hope that you are going to reconsider the proposal. Many thanks.</p>
	Total	1	0

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ANNEX C

** Lyndhurst Grove
Sittingbourne
Kent
ME10 1QH

15th April 2019.

Engineering, Leisure & Technical Services
Swale Borough Council
Swale House, East Street
Sittingbourne
Kent
ME10 3HT

Dear Sir or Madam,

Re Single Yellow Line in Lyndhurst Grove

I wish to oppose the latest scheme to add a single yellow line in Lyndhurst Grove because it is unnecessary and it will add further congestion to the cul-de-sac, making it dangerous during school time. The affects will be the same as the previous proposal as outlined in my previous letter, which I and many of my neighbours opposed and the scheme was abandoned.

Contrary to the 8am claim and request for the two and a half hour morning and two hour afternoon restriction. The school parents park in the affected area for approximately 20 minutes in the morning between 8.40 and 9am and then approximately 30 minutes between 3-3.30pm, which I can evidence if required. The short duration is thanks to the headteacher's decision to stagger the school start time to help alleviate congestion, which commenced this academic year and has been very successful.

With regards to the petition organiser's concerns. The binmen have accessed the road during school time, (most recently 5th April) and subsequently emergency vehicles could easily access the grove. The road space is larger than some of the newer estates and also older roads such as William Street. We do not have any residents using wheelchairs and as such have no concerns with regards to pavement access. As this is a "no through road" these points are unlikely to affect anyone else. Therefore I fail to understand the rationale behind the petition.

There are only four families walking down the road at this time of day, therefore it is difficult to understand how other residents are significantly impacted, particularly the petition organiser, whose address is Gore Court Road. The property's location and entrance on Gore Court Road mitigate bin collection, emergency vehicle and any future wheelchair access concerns. I also believe the property's high wall obscures the view of the road, which may explain the somewhat absurd proposed restriction times. The property's abundance of parking means that the owner will be unaffected by the proposed loss of these parking spaces, that will be applicable throughout the year for quite an extensive daily duration.

With regards to the petition itself. I have been informed that one of the signatures on the petition was only obtained upon the petitioner's second request, as the person initially refused to sign. Another person withdrew their support citing they felt "ambushed". Unfortunately knocking doors does place people under pressure and does not allow time to fully consider the matter. It is peculiar that some people who opposed the previous petition have signed this; given the effects are not dissimilar. Many residents and their visitors park in these spaces for a far greater duration, overnight and over the weekend. The fact that they do not rush to move their cars when another space becomes available, proves they are unconcerned about the actual issues raised in the petition. It is unreasonable and a contradiction for residents and their visitors to park there, (albeit out of necessity owing to the shortage of spaces. as stated in my previous letter) and support an attempt to restrict anyone else doing so for a far shorter time period.

Given most residents have lived in Lyndhurst Grove for over 10 years, if there were major concerns, we would have contacted the council directly ourselves by now.

I am concerned that if this scheme proceeds it will have **several detrimental effects**.

1. The scheme will not stop cars parking in the road, simply move the vehicles adding further congestion to the cul-de-sac. Parents will abandon their cars in the middle of the Grove; obstruct access ways and driveways, thus blocking resident's cars and access for emergency vehicles/the dustcart, because they have nowhere else to park as the school has no onsite parking and all neighbouring roads are congested. We have seen this recently on one particular day, when residents from a neighbouring road used these spaces, presumably due to roadworks, as I have not seen the road this chaotic for many years. It was very difficult to find a gap in-between the parked cars to cross the road safely, particularly with small children. The increased risk of danger is by far more of an issue than "the view from a window".
2. Removing spaces will increase the competition for parking and therefore the duration of the school run will simply increase, which will mitigate the success of the stagger start.
3. The restrictions are in the same place as the previous abandoned petition and as such one of the proposed restricted spaces in particular is in constant use by residents.
4. The restrictions are too lengthy and shouldn't apply throughout the year. We do have several teachers living in the road and this Easter holiday has already seen these spaces used throughout the day.
5. We have several people who park in Lyndhurst Grove from neighbouring roads who do not work normal hours, who will start parking in the cul-de-sac to avoid the restrictions, which will add to the congestion.
6. As car ownership is set to increase, why would anybody want to decrease/restrict available parking spaces? (I.e. create an issue, where there is not one?)
7. In the future, parking availability could have a negative impact on our house prices / ability to sell.

To summarise, a single yellow line will not stop parents parking in the road, they will just add to the congestion in the cul-de-sac. This will block driveways, access ways, and resident's cars and moreover **make it dangerous for the families walking to school**.

As The Oaks has existed for 50 years, residents knew they were moving into the closest road next to a primary school with no onsite parent parking, and subsequently they should tolerate parents briefly parking in the road. I fail to see this issue warrants the council's intervention and use of resources. Please could you abandon this scheme?

Yours truly,

SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 24 th June 2019
Report Title	Update Report – Petition – Capel Road, Sittingbourne
Cabinet Member	Cllr Tim Valentine
SMT Lead	Martyn Cassell
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of this report and recommend that considering the previous high number of consultations undertaken in Capel Road, recommend that no further action is taken at the present time.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides an update on the e-petition requested by residents of Capel Road in Sittingbourne, and comments received by two residents at the Public Session of the March 2019 Swale Joint Transportation Board meeting.

2. Background

- 2.1 A request for an e-petition was submitted to the Swale Borough Council website in February 2019, and a copy of the statement and justification for the petition can be found in Annex A.

3. Issue for Decision

- 3.1 The issue of parking in Capel Road has been the subject of substantial previous consultation, with considerable resource committed to reach the current parking arrangements, which consist of a combination of double yellow lines, single yellow lines, time limited waiting bays and restriction free areas of carriageway. A timeline of the previous consultations and Joint Transportation Board recommendations can be found in Annex B, and a plan of the current parking restrictions can be found in Annex C.
- 3.2 Whilst there is sympathy with the residents of Capel Road and the issues associated with the on-street parking, it is felt that the present arrangements are the most favourable option based on previous consultations with residents. It was also noted that one of the public speakers at the previous Swale Joint Transportation Board

meeting stated that they had recently moved to Capel Road, and as such may not be aware of the previous extensive consultations undertaken to reach the current arrangements.

- 3.3 Following receipt of the e-petition request, discussions have taken place with Swale's Parking Manager regarding the request for the existing time limited waiting bays to be amended to permit only bays for residents. The ratio of properties to potential parking spaces within the parking bays were examined following a site survey, and it was determined that there were around 15 spaces for an average sized vehicle in the current time limited bays, and around 17 properties fronting this section of Capel Road. This would suggest that a possible Residents Parking Scheme could be viable, as ordinarily not all vehicles will require parking at the same time.
- 3.4 However, previous experience has shown that containing a Residents Parking Scheme to a single location is very unlikely, as during the consultation period requests are invariably received to extend the scheme into other locations due to a perception that this will reduce parking availability or cause vehicle displacement issues. As stated in the timeline in Annex B, the perception from residents in the western end of Capel Road was that the parking restrictions further along the road had caused a problem with displaced vehicles parking near their properties, and there is the risk that any further restrictions or amendments to the current parking restrictions will result in further perceived parking issues at the western end of Capel Road, and a demand for further consultation in this section of road.
- 3.5 During the discussions with the Parking Manager, concern was expressed at the narrow width of available carriageway between the two parking bays in Capel Road. Whilst no concerns were raised at the time of the implementation of these bays, the statutory consultation to change the restrictions within these bays may result in objections from the emergency services, which could result in the current on-street parking capacity being reduced to ensure an adequate width of available carriageway for emergency vehicles.
- 3.6 An alternative parking arrangement could be the use of single yellow lines on both sides of Capel Road, with a morning restriction on one side of the road and an afternoon restriction on the other side. This would disrupt any all-day parking by commuters/visitors, whilst allow residents to park on one side of the road. The disadvantage of such an arrangement is that residents would need to move their vehicles at least once during the day, and this may be deemed more of an inconvenience than the current parking arrangements.
- 3.7 Ultimately, any revisions to the current parking arrangements will require the support from the majority of residents to enable the Traffic Regulation Order to progress, and in light of the previous extensive number of consultations undertaken this could be difficult to achieve.

4. Recommendation

- 4.1 Members are asked to note the contents of this report and recommend that considering the previous high number of consultations undertaken in Capel Road, recommend that no further action is taken at the present time.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Extensive resource required to undertake further consultation(s)
Legal and Statutory	Traffic Regulation Order to be progressed, requiring a majority support from residents.
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 – Statement and Justification of e-Petition
Annex B – Timeline of Previous Consultations and JTB Recommendations
Annex C – Plan of Current Waiting Restrictions

7. Background Papers

- 7.1 None

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e-Petition – Capel Road, Sittingbourne

Title: Right to purchase a Resident Parking Permit

Statement:

We the undersigned petition the council to allow residents on Capel Road (in particular numbers 19 to 29) to have the option to purchase a resident parking permit that allows them to park within the current parking bays which have a 2 hour restriction.

Justification:

The current road restrictions would remain in place but the residents should be given an option to purchase a permit that will allow them to park on the road outside their house. There are very few spaces that have no restrictions on Capel Road and these are sometimes occupied for weeks at a time in the summer by people going on holiday that live in neighbouring roads, such as Albany Road, where they do have parking permits. If I use my car during the week or on a Saturday, when I return, invariably I have to park a distance from my house as the limited unrestricted parking spots have been taken.

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Timeline of Previous Consultations & JTB Recommendations – Capel Road, Sittingbourne

- February 2007 - Request received from resident for waiting restrictions to be installed to tackle high number of parked vehicles in Capel Road. Proposals prepared in conjunction with proposals for Brenchley Road, following request from Head Teacher of School, which could have displacement issues on Capel Road.

Proposals for Capel Road consisted of a single yellow line on south side of road with restrictions between 10:00-11:00am Monday to Friday, plus double yellow lines on junctions of Whitehall Road, Oast Court and Bell Road.

Informal consultation undertaken. 28 letters sent out, 15 returned, 10 supporting proposals and 5 objections.

- March 2007 – JTB considered report and recommended that further consultation be undertaken.
- October/November 2007 – Second consultation undertaken with residents of Capel Road, with revised proposals consisting of double yellow lines for corner protection only. 28 letters sent out, 13 returned, 11 supporting proposals and 2 objections.
- December 2007 – JTB considered report and recommended that proposals be progressed.
- February 2008 – TRO Swale Amendment 4 Drafted and Advertised – no formal objections received. TRO progressed and double yellow lines installed April 2008.
- March 2012 – Request received from residents for parking restrictions to be installed to tackle issues with parked vehicles between No.19-29 Capel Road due to narrow road width causing conflict with vehicles travelling in opposite directions. Also reported problems with vehicles parking in Whitehall Road, close to junction.

Informal consultation undertaken, 28 letters sent out, 20 returned, 14 supporting proposals, 4 objecting and 2 undecided.

- June 2012 – JTB considered report and recommended that proposals be progressed.
- July/August 2012 – TRO Swale Amendment 4B Drafted and Advertised
- September 2012 – Formal Objection petition presented to JTB, objecting to double yellow lines but supporting an option for single yellow lines. JTB recommended that the proposals be removed from the TRO and further consultation be undertaken.

Meeting with officers, Ward Member and petitioner on site to discuss possible options.

- May/June 2013 – Informal Consultation undertaken with residents on revised proposals for combination of reduced length of double yellow lines, single yellow lines (Mon-Fri 8:30am-

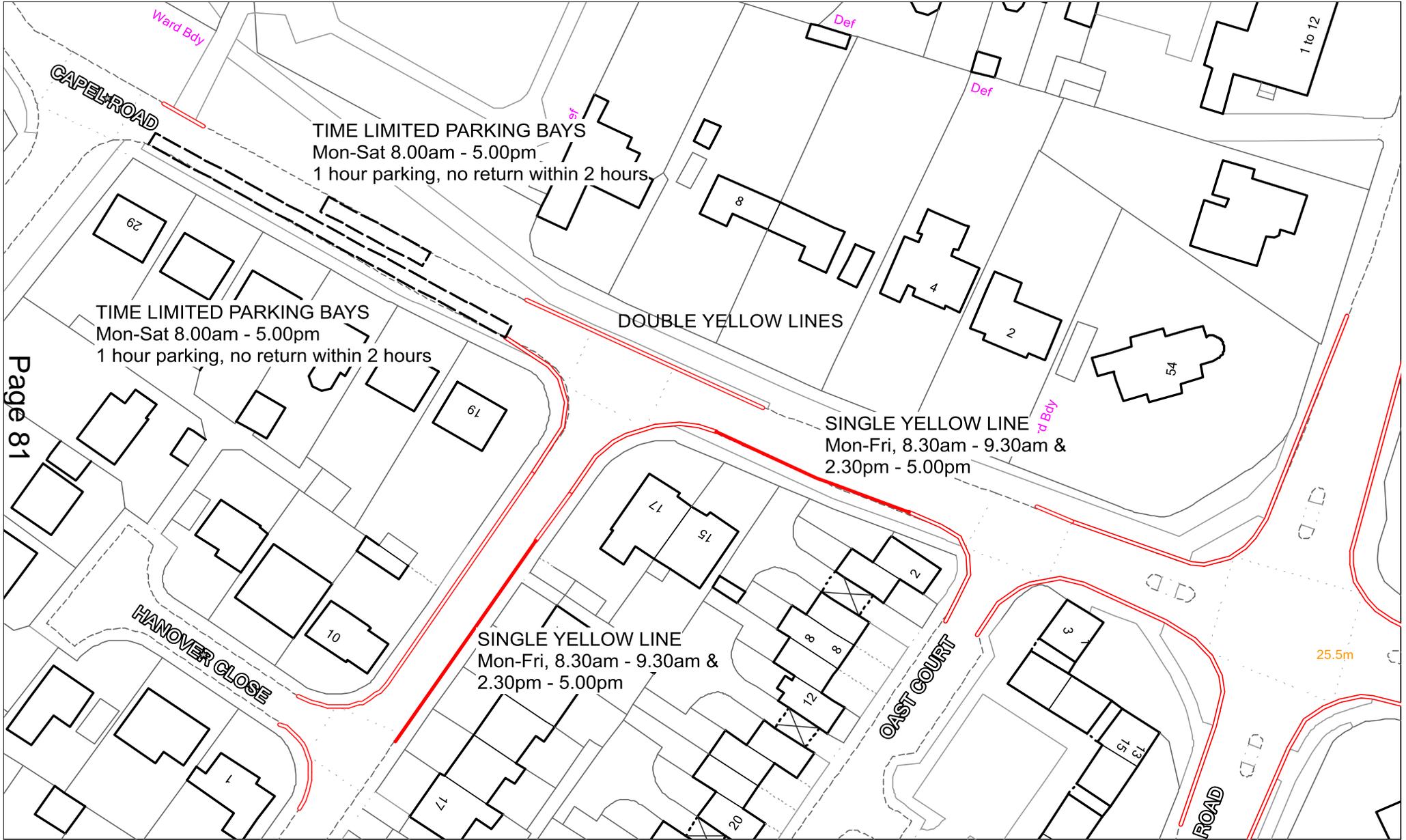
9:30am and 2:30pm-5:00pm, parking bays (Mon-Sat 8:00am-5:00pm, 1 hour parking, no return within 2 hours) and new double yellow lines in Whitehall Road. Consultees included residents of Capel Road, Whitehall Road and Hanover Close.

18 responses were received, 14 supporting the proposals, 3 objecting and 1 undecided.

- September 2013 – Results of Informal Consultation reported to JTB. Members recommended that proposals be progressed.
- October 2013 – TRO Swale Amendment 8B Drafted and Advertised. Two Formal Objections received.
- December 2013 – Formal Objections reported to JTB. Members recommended TRO be progressed.
- March 2014 – New restrictions installed on site.
- July 2016 – Petition submitted to Chair of JTB from 23 residents in western end of Capel Road stating that parking problems have been experienced since the introduction of waiting restrictions further along Capel Road. The petition stated that parked vehicles had increased at the western end of Capel Road following the introduction of waiting restrictions at the eastern end, and also stated that vehicles were parking inconsiderably on the footways. A recommendation was made to officers to undertake informal consultation with residents on proposals to improve the situation.
- August 2016 – Informal Consultation undertaken based on two options – Option A to install double yellow lines throughout the western end of Capel Road and Option B to install a single yellow line (08:00 – 18:00 Mon-Fri) throughout the western end of Capel Road.

Of the 80 properties consulted, 16 responses were received, 1 supporting Option A (double yellow lines), 5 supporting Option B (single yellow lines) and 10 objecting to all proposals.
- September 2016 – Report submitted to JTB with a suggested recommendation to abandon any proposals due to poor response rate. Members considered report and recommended that item should be deferred to December 2016 to allow Ward Members to engage with residents to encourage higher response to consultation.
- December 2016 – Following Ward Members delivering letters to all properties in Capel Road, the informal consultation was extended. Despite Ward Members encouraging residents to respond, only 1 response with two names was received by Ward Members, and 3 responses (1 duplicate response to Ward Members) were received by officers.
- December 2016 – Results of Informal Consultation reported to JTB, and Members recommended that proposed restrictions be abandoned.
- March 2019 – Petition and 2 public speakers attended JTB to request existing limited waiting bays in Capel Road be changed to Residents Parking Permit bays.

Plan of Current Waiting Restrictions – Capel Road, Sittingbourne



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A2/A251 Update

To: (Swale Joint Transportation Board – 24th June 2019)

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

By: **Simon Jones, Director of Highways, Transportation & Waste**

Classification: **For Information**

Ward: **Watling**

Division: **Faversham**

Summary: Further update report on the completed studies of the A2/A251 and A2/B2041 junctions

1.0 Introduction and Background

1. Introduction

- 1.1 This report is intended to provide members with a further update on studies that the County Council have commissioned for the A2/A251 and A2/B2041 junctions. Two studies were reported on earlier in the year, one evaluating the performance of the previously presented roundabout and traffic light scheme designs in respect of the cumulative local plan and recently committed growth. The second study looked at the feasibility of evolving design options that would cater for full local plan build out and growth up to 2031. This further report compares options in terms of the following; Traffic Capacity, Pedestrian Crossing, Land Requirements, Costs and Programme. The report provides members with a recommendation for approval of a way forward.

2.0 Schemes evaluated

- 2.1 Four schemes have been considered and are summarised below.
Scheme 2b - Revision of the previous Waterman scheme 2b. Elongated roundabout with the addition of a 2m southern footway.
Scheme 3 – Signalisation of the A2/A251 junction with addition of a 2m southern footway.
Scheme 5 – Roundabout at A2/A251 junction, sized to allow it to be incorporated into the Waterman option 2b at a later date. A2/The Mall would remain as a priority “T” junction.
Scheme 6 – Roundabout at the A2/A251 as scheme 5 but with signalisation of the Right-Turn into The Mall.
- 2.2 All options have been modelled for future scenarios in 2020 and 2031. The 2020 assessment includes additional growth in accordance with TEMPRO predictions. It therefore includes growth factors of 1.0296 for the AM and 1.0287 for the PM peak hour flows on top of the observed 2018 counts.
- 2.3 The 2031 assessment includes all those committed sites at; Ospringe Brickworks, Oare Gravel Works, Perry Court, Lady Dane, Preston Fields and Frognall Lane. Background TEMPRO growth has also been applied. A calculation to remove the above sites from the TEMPRO rates to avoid double counting has been applied.

3.0 Scheme 2b – Elongated Roundabout with partial signal control

- 3.1 The layout provides two lanes for straight ahead traffic on the A2 east approach to the junction and an associated two lane exit on the A2 West to allow traffic to merge back to a one-lane flow. The nearside lane is also marked for left turning traffic and the outside lane would accommodate traffic turning right into The Mall. On the A2 West approach, the layout provides a single lane for straight ahead and left turning traffic and a separate lane for right turning traffic into the A251 Ashford Road. The A251 approach includes one lane for left turning A2 traffic and a separate lane for traffic heading A2 Eastbound and to The Mall. The Mall has a lane for A2 Eastbound traffic and a lane for A2 Westbound and A251 Southbound traffic.
- 3.2 A staggered zebra crossing is provided on The Mall.
- 3.3 Signalisation has been introduced on the circulatory and A2 Western arm to better regulate the traffic from the A2 Western arm and subsequently reduce the delays of traffic entering and exiting The Mall.
- 3.4 Land Assessment – Of the schemes reported, 2b requires the greatest use of non-highway land. A 23m deep section of land would be required on the South side of the A2 approximately 40m East of Kingsnorth Road to the A251 junction. The land is in KCC ownership relating to the Abbey School. A small section of 11m depth of land to the West of the A251 would be required. This land is associated with the Fire Station. No additional land would be required on either approach from The Mall or A2 Eastern arm.
- 3.5 Capacity Assessment – The assessment shows that the junction would operate with spare capacity at 2020 in both the AM and PM peaks. At 2031 the results suggest that the junction would operate slightly over practical capacity but within actual capacity and without substantial delays in both the AM and PM peaks.
- 3.6 Pedestrian Assessment – This scheme provides facilities for crossing at the Mall only. There could be potential to add an additional signal control of the Westbound A2 Lane opposite the proposed signal control of the A2 Eastbound lanes for pedestrian crossing only. This would however have a negative impact on the junctions capacity performance.
- 3.7 Cost and programme – This scheme is both the most expensive and has the greatest programme length to deliver. The construction cost is £2,989,042.00

4.0 Scheme 3 – Signalised junction

- 4.1 The layout provides signal control of the A2/A251 arms of the junction with The Mall remaining in its current form. Two lanes are provided for each of the signal-controlled approaches to the junction for approximately 50m before they revert back to single lanes. The A251 approach has two lanes, one for A2 East, one for A2 West.
- 4.2 Land Assessment – Additional land of approximately 11m depth would be required to the West of the A251. This land is related to the Fire Station. On the analysis completed it is not expected that any non-highway would be required on the South side of the A2.
- 4.3 Capacity Assessment. The assessment shows that the junction would operate with spare capacity at 2020 in both the AM and PM peaks and with moderate queueing on all approaches. A maximum queue of 17 vehicles would occur on the A2 Western arm but clears in each phase. At 2031 the results suggest that the junction would operate well above capacity in both the AM and PM peaks. The junction would suffer from severe queueing in 2031 however the A251 would still benefit when comparing to the existing layout. This is likely to come at a detriment to the A2 East approach which does not experience any queues in the existing layout. The isolated A2/The Mall junction modelling shows it to operate beyond capacity in 2020 for right turning movements from the A2 with a mean queue length of 25 vehicles. However, the introduction of a “Yellow box” areas, signal control at A2/A251 junction and two A2 Westbound lanes would remove any blocking of Westbound traffic.
- 4.4 Pedestrian Assessment – Provides a staggered pedestrian crossing facility on the East arm of the A2.
- 4.5 Cost and Programme – Is the least expensive option. Exact cost to be reported at the JTB. It also benefits from the shortest delivery programme.

5.0 Scheme 5 – Potential Interim Roundabout Option at the A251 and reversed priority junction at The Mall

- 5.1 The layout is based on the dimension of the 2b layout at its eastern end. It has been considered to reduce land requirements and provide the potential for future further development without excessive abortive works. It includes sections of two lane approaches on all arms and the provision of a two lane exit on the A2 Western arm to allow vehicles on the A2 Eastern arm and A251 approaches to use both approach lanes and two lanes through the roundabout. The exiting merge length is relatively short. The A2/The Mall junction has been revised. Turning options would be limited to egress only in an eastbound direction and any A2 Westbound traffic would be required to U-turn at the roundabout. Entry into The Mall would only be permitted at the West of the existing island which allows for an extended right turn bay into The Mall from the A2.
- 5.2 Land Assessment – Land to the East is as reported for 2b. Significantly less land would be required from the KCC school land to the South of the A2.
- 5.3 Capacity Assessment – The assessment shows that the junction would operate within spare capacity at 2020 in both the AM and PM peaks. The assessment shows minimal queueing on all approaches with a maximum mean queue of 6 vehicles on the A2 Western arm and therefore do not extend back to upstream junctions. This layout would offer substantial benefit at 2020 when compared to the existing layout. The A2/The Mall junction are reported to operate within capacity in the AM Peak but above capacity in the PM Peak. The A2 East to The Mall right turn movement would operate above capacity with a mean queue of 44 vehicles which is beyond that of the extended right turn bay. The comparison of these results against those of the existing layout would suggest that in 2020 the revised layout would not provide any overall benefit. Reporting for 2031 performance is therefore not required.
- 5.4 Pedestrian Assessment – There are no formal crossing provisions in this scheme. It is considered possible to introduce the Zebra crossing as proposed on 2b.
- 5.5 Cost and Programme – Not required for reporting due to unacceptable performance.

6.0 Scheme 6 – Potential Hybrid Layout; Roundabout at A2/A251 & Partial Signal Controlled Junction at A2/The Mall

- 6.1 Layout for the roundabout element is consistent with that for option 5 reported above. The change to the above option is the introduction of signal controlling of partial signal control of the A2/The Mall junction. This scheme includes traffic light control on the following approach lanes; A2 East to The Mall right turn lane, A2 West to East. A2 East to West to provide pedestrian crossing.
- 6.2 Land Assessment – An additional land take of approximately 12m would be required from KCC school land from that reported on scheme 5.
- 6.3 Capacity Assessment – The assessment shows that the junction would operate within spare capacity at 2020 in both the AM and PM peaks with moderate queueing on all arms. Most notably it is shown that the queueing in the A2 East to The Mall right turn bay would not extend back to the A2/A251 junction. This layout therefore provides significant improvement over the existing and revised priority layouts in the 2020 assessment year. The assessment shows minimal queueing on all approaches with a maximum mean queue of 6 vehicles on the A2 Western arm and therefore do not extend back to upstream junctions. This layout would offer substantial benefit at 2020 when compared to the existing layout. Reporting for 2031 performance suggests that both the A2/A251 and A2/The Mall junctions would be beyond capacity in both the AM and PM peaks. Most notably the issues arise on the A2 Western arm and approach from The Mall. Severe queueing is reported at both the A2 Western approach to The Mall junction and then continuing through to the A2/A251 junction increasing delays exiting The Mall. The queueing at the Mall is however comparable to that existing without intervention in 2020 and significantly better on the A2 Western approach than the existing arrangement in 2031.
- 6.4 Pedestrian Assessment – Controlled pedestrian crossing facilities are provided crossing the A2 to allow for movements between the The Abbey School and Town Centre. No provision is made on The Mall however it is considered that a staggered zebra could be incorporated into the design.

6.5 Cost and Programme – Construction cost estimated at £2,605,167.

7.0 Conclusions

7.1 The delivery costs associated with all roundabout options would be dependent of a successful external funding grant. The comparative difference between the costs of the full “2b” scheme and the interim scheme 6 are minimal. As such it is concluded that the scheme offering the most capacity, option 2b, should be the preferred aspirational option should growth remain as predicted.

7.2 The traffic light-controlled scheme (3) operates within capacity in the near future and clearly offers benefits both for traffic management, capacity and pedestrian safety and permeability.

7.3 Officers conclusion is that there are two alternative approaches to be taken, these are provided below.

7.4 **Option 1 – (Scheme 3) Managed Intervention.** This option would involve progression of the Scheme 3 (Traffic Signal Controlled option) to detailed design stage and construction. Delivery would be anticipated within the next 18 months and use a combination of available Local Growth Funding, developer contributions and likely to require some Local Authority contribution. Pedestrian crossing would be provided on the Eastern arm of the junction and as above a signal-controlled crossing at The Abbey School would also be progressed. The scheme would alleviate the existing concerns of congestion, safety and provide improved pedestrian amenities and safety. The aspirational option 2b would still be progressed should it be required in the longer term.

Benefits –

- Resolves immediate concerns and provides capacity for short to medium term growth.
- Improves pedestrian permeability and safety at two locations on the A2.
- Removes any threat of Highways England serving notice on the Highway Authority.
- Continues progression of longer term “2b” option.
- Enables intelligent management of queues.

Risks –

- Potential increased longer-term construction related disruption should further work be required in the future.
- Introduces queuing on the A2 Eastern arm currently free flowing.
- May require forward funding from the Highway and Planning Authorities.

7.5 **Option 2 – Aspirational.** This option would be to actively seek external funding for the Option 2b proceeding with design to get the scheme ready for immediate delivery on the success of any bids. This option would make no changes to the existing layout in the short term. It would be unknown as to how long it would take for a successful grant to be achieved, however the scheme is believed to meet a number of likely grant criteria and be attractive to grant providers. Progression would be made to deliver a signal-controlled crossing at The Abbey School to provide benefits to pedestrian movement and accessibility across the A2.

Benefits –

- Delivers a scheme able to support anticipated full local plan growth.
- Reduces level of impact caused by construction in the longer term.
- Retains all developer contributions to be used as match funding for grant applications.
- Delivers one traffic controlled pedestrian crossing at The Abbey School.

Risks –

- Unknown levels of increased congestion.
- Unknown levels of increased traffic collisions.

- Highways England serving notice on the Highway Authority to install traffic signals due to issues at M2 J6 congestion of the off-slip.
- External grant never being successful.
- Growth is not realised as predicted resulting in wasted public funding.

8.0 Recommendations

8.1 Officers recommendation is that Option 1, progression of Scheme 3 is commenced and delivered as soon as is practically possible. The option enables queues to be efficiently managed, removes the safety concerns pertaining to this junction and that of the M2 J6 off slip and provides far greater pedestrian permeability and safety. It is recommended that Option 2 could lead to increasingly unacceptable levels of congestion and queue related safety concerns.

Future Meeting if applicable:	Date:
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Contact Officer:	Colin Finch
Reporting to:	Simon Jones – Director of Highways, Transportation & Waste

Annex List

<i>Annex A</i>	<i>Option 2b Proposed Elongated Roundabout</i>
<i>Annex B</i>	<i>Option 3 Proposed Signalised A2/A251 scheme</i>
<i>Annex C</i>	<i>Option 5 Proposed Roundabout scheme</i>
<i>Annex D</i>	<i>Option 6 Proposed Roundabout scheme with signal control on A2/B2041</i>

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This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

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 Pickfords Wharf, Clink Street, London SE1 9QG 1 020 7928 7888 f 03333 444 501

GENERAL NOTES

- KEY:-**
- EDGE OF EXISTING CARRIAGEWAY
 - LANDSCAPE BUFFER ZONE

- NOTES:-**
1. THE PROPOSED HIGHWAY AND FOOTWAY WORKS ON THE SOUTHERN SIDE OF THE A2 AND ON THE WESTERN SIDE OF THE A251 WILL ENCRANCH INTO AN AREA OF EXISTING EMBANKMENT AND LANDSCAPING. THE EMBANKMENT LOCATION IS TO BE AMENDED TO ACCOMMODATE THESE WORKS. THE GRADIENT OF THE NEW EMBANKMENT IS TO BE THE SAME AS THAT OF THE EXISTING EMBANKMENT WHERE POSSIBLE. SHOULD THIS NOT BE POSSIBLE, FOR EXAMPLE DUE TO THE PROXIMITY OF FIRE STATION INFRASTRUCTURE ON THE WESTERN SIDE OF THE A251, A STEEPER EMBANKMENT GRADIENT OR A RETAINING WALL MAY BE REQUIRED. LANDSCAPING WORKS ARE TO BE UNDERTAKEN TO COMPENSATE FOR LANDSCAPING REMOVED AS A RESULT OF THESE HIGHWAY AND FOOTWAY WORKS.
 - 2 REFER TO TOPOGRAPHIC SURVEY FOR DETAILS OF EXISTING GROUND LEVELS.

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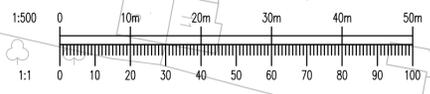
Project
FAVERSHAM A2/A251/B2041 JUNCTION

Title
**PROPOSED LAYOUT OPTION 2b
- ELONGATED PART
SIGNALISED ROUNDABOUT**

Client



PRELIMINARY			
Designed By	YX	Checked By	Waterman Ref
Drawn By	JS	Date	WIE15870
		MAY 19	Scale
			1:500
Project	Originator	Volume	Level
			Type
			Role
			Number
			Revision
15870-100-WIE-ZZ-XX-DR-C-90201			P01



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GENERAL NOTES

- KEY:-**
- EDGE OF EXISTING CARRIAGEWAY
 - LANDSCAPE BUFFER ZONE

- NOTES:-**
1. THE PROPOSED HIGHWAY AND FOOTWAY WORKS ON THE SOUTHERN SIDE OF THE A2 AND ON THE WESTERN SIDE OF THE A251 WILL ENCRUCH INTO AN AREA OF EXISTING EMBANKMENT AND LANDSCAPING. THE EMBANKMENT LOCATION IS TO BE AMENDED TO ACCOMMODATE THESE WORKS. THE GRADIENT OF THE NEW EMBANKMENT IS TO BE THE SAME AS THAT OF THE EXISTING EMBANKMENT WHERE POSSIBLE. SHOULD THIS NOT BE POSSIBLE, FOR EXAMPLE DUE TO THE PROXIMITY OF FIRE STATION INFRASTRUCTURE ON THE WESTERN SIDE OF THE A251, A STEEPER EMBANKMENT GRADIENT OR A RETAINING WALL MAY BE REQUIRED. LANDSCAPING WORKS ARE TO BE UNDERTAKEN TO COMPENSATE FOR LANDSCAPING REMOVED AS A RESULT OF THESE HIGHWAY AND FOOTWAY WORKS.
 2. REFER TO TOPOGRAPHIC SURVEY FOR DETAILS OF EXISTING GROUND LEVELS.
 3. THIS IS BASED ON KCC/AMEY'S Drg. No. KCC/ITS/207/0107/S/1 Rev. 0 WITH ADDITION OF FOOTWAY ON SOUTHERN SIDE OF A2.

P01	20.05.19	PRELIMINARY ISSUE	JS
Rev	Date	Description	By
Amendments			

Project
FAVERSHAM A2/A251/B2041 JUNCTION

Title
PROPOSED LAYOUT OPTION 3 - SIGNAL CONTROLLED JUNCTIONS

Client

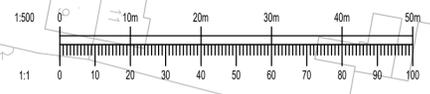


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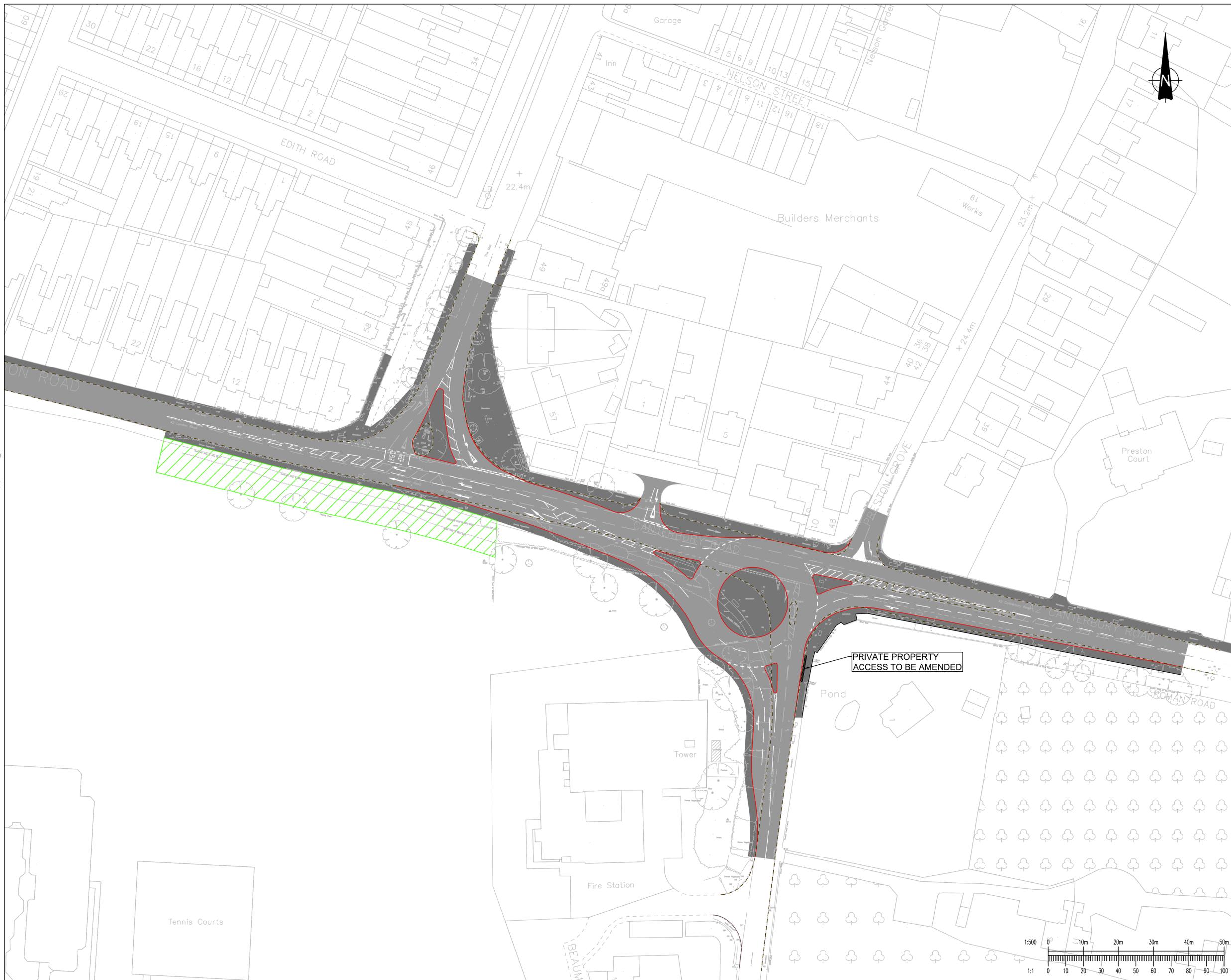
Status
PRELIMINARY

Designed By	YX	Checked By	Waterman Ref
Drawn By	JS	Date	WIE15064-100
		MAY 19	Scale
			1:500

Project - Originator - Volume - Level - Type - Role - Number Revision
15870-100-WIE-ZZ-XX-DR-C-90301 P01



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 - 2 REFER TO TOPOGRAPHIC SURVEY FOR DETAILS OF EXISTING GROUND LEVELS.

P01	21:05:19	PRELIMINARY ISSUE	JS
Rev	Date	Description	By

Project
FAVERSHAM A2/A251/B2041 JUNCTION

Title
PROPOSED LAYOUT OPTION 5 - ROUNDABOUT

Client

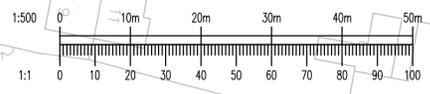


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Status
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		MAY 19	Scale
			1:500

Project - Originator - Volume - Level - Type - Role - Number - Revision
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 - 2 REFER TO TOPOGRAPHIC SURVEY FOR DETAILS OF EXISTING GROUND LEVELS.

P01	04:06:19	PRELIMINARY ISSUE	JS
Rev	Date	Description	By

Project
FAVERSHAM A2/A251/B2041 JUNCTION

Title
PROPOSED LAYOUT OPTION 6 - ROUNDABOUT

Client



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PRELIMINARY			
Designed By	Checked By	Waterman Ref	WIE15064-100
Drawn By	Date	Scale	1:500
Project	Originator	Volume	Level
15870-100-WIE-ZZ-XX-DR-C-90601	P01		

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To: Swale Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 24th June 2019
Subject: Highway Forward Works Programme – 2019/20 onwards
Classification: Information Only

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

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2019/20.

Kent County Council has agreed a substantial increase in the budget for planned highway works over the next three years, and as a result we are still in the process of identifying and designing schemes for inclusion in our full Year One to Two (2019/20 and 2020/21) and Year Three to Five (2021/22 to 2023/24) programmes. Because of this, we have decided to publish an interim programme, and to publish the full programmes later this year. For some assets this interim programme covers approximately the first six months of 2019/20, whilst for others it includes most of the works planned for the whole year.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect KCC's changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase.

Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures**
- **Integrated Transport Schemes**
- **Externally Funded Schemes**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

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 Kent
Alan Blackburn	Swale District Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage & Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Jamie Watson	Schemes Programme Manager

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A2 St Michael's Rd	Sittingbourne	Forum to Crown Quay Lane	To be reviewed once Spirit of Sittingbourne works are completed
A250 High St	Sheerness	Millennium Way to junction with Victoria Street	To be programmed November 2019
A250 Millennium Way	Sheerness	50m each approach to High Street	To be programmed November 2019
A2 London Road	Sittingbourne	The Billet PH for a distance of 100m easterly towards Sittingbourne Town Centre	To be programmed November 2019
A2 London Road	Sittingbourne	Between Adelaide Drive and Lydbrook Close	To be programmed November 2019
Bank Street	Faversham	Junction with Stone Street to car park	To be programmed November 2019
A2 High Street	Newington	Bus layby to Church Lane	To be programmed November 2019
High Street	Sittingbourne	Full length of Sittingbourne High Street and Central Avenue	To be programmed early 2020
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Wickham Close	Newington	Entire length. (Footway Protection Treatment)	Completed

New Road	Sheerness	Exact sections to be determined. (Footway Reconstruction)	In Design To be programmed
Oak Road	Sittingbourne	Tonge Road to Great East Hall road. (Footway Reconstruction)	To be designed and programmed
Broom Road	Sittingbourne	Exact sections to be determined. (Footway Reconstruction)	To be designed and programmed
Beaconsfield Road	Sittingbourne	Entire length (Footway Reconstruction)	To be designed and programmed
Lansdown Road	Sittingbourne	Exact section to be determined. (Footway Reconstruction)	To be designed and programmed
Eagles Close	Sittingbourne	Exact section to be determined. (Footway Reconstruction)	To be designed and programmed
Blenheim Road	Sittingbourne	Exact section to be determined. (Footway Reconstruction)	To be designed and programmed
Sunnyfields Drive	Queenborough	Entire Length (Footway Protection Treatment)	Programmed for week commencing 24 th June 2019
Queenborough Road (service road section adjoining Sunnyfields Road only).	Queenborough	Entire Length (Footway Protection Treatment)	Programmed for week commencing 24 th June 2019
Rosemary Avenue	Sheerness	Entire Length (Footway Protection Treatment)	Programmed for week commencing 24 th June 2019
Ambleside	Sittingbourne	Entire Length (Footway Protection Treatment)	Programmed for week commencing 1 st July 2019

Menin Road	Sittingbourne	From The Junction With The Square To Its Junction With Ypres Drive. (Footway Protection Treatment)	Programmed for week commencing 1 st July 2019
Surface Treatments - Contact Officer Clive Lambourne			
Micro Surfacing			
Road Name	Parish	Extent of Works	Current Status
London Road	Sittingbourne	Hempstead Lane to East Street - missing out the new estate section	Programmed to commence in late July / Early August
London Road	Sittingbourne	Key Col Roundabout to Medway Border	Programmed to commence in late July / Early August
London Road	Sittingbourne	From A251 Ashford Road to Ospringe Road	Programmed to commence in late July / Early August
Eastchurch Road	Eastchurch	From roundabout to A2050 Lower Road	Complete
Church Hill	Forstal	Kemsdale Road to Staple Street	To be programmed
Frinsted Road	Milstead & Frinsted	Horn Hill to Torry Hill Road	Complete
Lower Road/ Bysingwood Road	Sittingbourne	From Bennetts Gardens (Property) to Tin Shop Lane	Programmed to commence in late July / Early August
Featherbed Lane (Aka South Street/(Foxes Lane)	Selling	From Selling Road to Scoggers Hill	Complete
Down Court Road	Lynstead with Kingsdown	Chequers Hill to Sawpit	Complete
Bysing Wood Road	Luddenham	Surface dressing edge to Tin Shop Hill	Programmed to commence in late July / Early August

Queens Road	Sittingbourne	Union Road to Balwin Road	Complete
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Appendix B - Drainage Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - <i>Contact Officer Earl Bourner</i>			
Road Name	Parish	Description of Works	Current Status
Tunstall Road	Sittingbourne	Complete the new drainage system over the summer school break.	Passed to contractor

Appendix C – Street Lighting

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
First Avenue	Sheerness	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming
Mansfield Drive	Iwade	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming
North Lane	Faversham	Replacement of 1 no street light complete with LED Lantern	Completed
Sanderling Way	Iwade	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Roper Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Cavour Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Completed
Church Road	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	Works awaiting programming
<u>Borden Lane</u>	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Meeres Court Lane	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming
Miller Court	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Alexander Drive	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Crown Quay Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Lower Road	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
The Broadway	Minster	Replacement of 2 no street lights complete with LED Lanterns	Completed

London Road	Newington	Replacement of 5 no street lights complete with LED Lanterns	Completed
Rowetts Way	Eastchurch	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Watson Hill	Sittingbourne	Replacement of 2 no street light complete with LED Lantern	Completed
Rectory Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
The Leas	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Cullet Drive	Queenborough	Replacement of 1 no street light complete with LED Lantern	Completed
Gore Court Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Leysdown Road	Leysdown	Replacement of 1 no street light complete with LED Lantern	Completed
Staplehurst Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Nobel Close	Teynham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Leysdown Road	Leysdown	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Bysing Wood Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
New Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming

Appendix D – 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). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 29/05/2019. Contact Officer – **Paul Brand**

CASUALTY REDUCTION MEASURES			
Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
A2 London Road junction with Staplehurst Road	(Unparished)	-	(2019/20 sites currently under investigation).
A2500 Lower Road junction with B2008 Eastchurch Road	Eastchurch	-	

INTEGRATED TRANSPORT SCHEMES			
Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
St Katherine Road, Filer Road and Danley Road, Halfway.	(Unparished.)	Traffic signs for 20 miles per hour speed limit.	Works ordered and to be implemented in June 2019.
A2 London Road, Teynham (east of Cellar Hill junction).	Lynsted with Kingsdown and Teynham.	Phase 2: Installation of kerb buildouts and lining works on eastern approach to Teynham.	Works ordered and programmed for September 2019.

EXTERNALLY FUNDED TRANSPORT SCHEMES			
Road Name	Parish	Description of Works	Current Status
Adelaide Drive, Cryalls Lane, Somerset Close and Sydney Avenue,	(Unparished.)	Waiting restrictions (double and single yellow lines).	Works complete.

Sittingbourne.			
Danley Road, Halfway.	(Unparished.)	Traffic signs for one-way restriction (traffic restricted to one-way east-to-west).	Works ordered on same job as 20 miles per hour speed limit shown in Integrated Transport Schemes table above.
High Street / Central Avenue, Sittingbourne.	(Unparished.)	Reversal of one-way restriction on Central Avenue and associated works, including relaying paving blocks.	Works programmed for 17/06/2019 – 12/07/2019.

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 – Lighting remedial works
SW/003055	Scocles Court	Minster on Sea	New access to Private Housing development	Agreement in place Works underway
SW/003056	Sittingbourne Community College, Canterbury Road, Murston	Sittingbourne	New access for School bus drop off park	Stage 3 Safety Audit works to be carried out
SW/003025	Sheppey Way, Iwade	Iwade	Provision of New Junction/Access for Housing Development	Stage 3 Safety Audit works to be carried out
SW/3046	Power Station Road, Halfway, Sheppey	Minster on Sea	Provision of Private Housing development Junction and Traffic Calming	Agreement in Place
SW003094	Nova Graveney Road, Faversham	Faversham	Provision of Private Housing development Junction and Pedestrian Crossing	Agreement in place works underway
SW/3043	34-40 Rushenden Road	Queenborough	Reconstruction of existing lay-by as new Footway	Remedial Works to be carried out

SW/003054	Ceres Court	Sittingbourne	Provision of New Housing site access road	Works Completed Serving Maintenance Period
SW/003047	The Old Dairy, Halfway	Sheppey	Provision of New entrance to Private Housing Site	Works Completed Serving Maintenance Period
SW003048	Parsonage House, School Lane, Newington	Newington	Provision of New Access to Housing site and Traffic Calmed footway crossing	Agreement in place works underway
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/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	Works Completed Serving Maintenance Period

SW/003053	Barge Way, Kemsley	Sittingbourne	Provision of Revised Access Arm from Existing Roundabout	Technical Vetting of Design Submission.
SW/003035	109-111 Staplehurst Road, Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Remedial and completion Works Underway
SW/0033024	Dover Street, Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Works complete awaiting Safety Audit
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/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	Agreement in place works underway
SW/003067	Old Brickworks, Western Link, Faversham	Faversham	Provision of New Roundabout Access for Housing Development	Agreement in place Works underway

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	Agreement in place works underway
SW/003082	Brogdale Road, Ospringe	Ospringe	Provision of Access Road to new Housing Development	Agreement in place works underway
SW/003084	Eurolink Way, Sittingbourne	Sittingbourne	Provision of Junction Access Road to new Housing Development	Works Completed Serving Maintenance Period
SW/003085	Brogdale Road, Ospringe	Faversham	Provision of temporary construction access for housing development	Agreement in place works underway
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 Underway
SW/003089	A2 High St, Newington	Newington	Provision of Access for new small Housing Development	Works Completed Serving Maintenance Period
SW/003090	Minster Road, Minster Sheppey	Minster	Provision of Access for new small Housing Development	Letter of Agreement in place Works underway

SW/003118	Grovehurst Road, Sittingbourne	Sittingbourne	Provision of Access for new small Housing Development	Agreement in place, Works Completed Awaiting Stage 3 Safety Audit
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
SW003103	Oak Lane, Upchurch	Upchurch	Traffic Calming/Footway Access to Small Housing Development	Design Technical Vetting underway
SW003104	Spirit of Sittingbourne Section 1 – St Michaels Road	Sittingbourne	Traffic Calming and access to new Housing development	Design Technical Vetting underway
SW003105	Spirit of Sittingbourne Section 2 – St Michaels Road/Dover Street/Fountain St	Sittingbourne	Traffic Calming and access to new Housing development	Design Technical Vetting underway
SW003108	Chequers Road, Minster Sheppey	Minster	Frontage Footway and Access for Small Housing development	Design Technical Vetting underway
SW00109	Spirit of Sittingbourne – Street Lighting Michaels Road/Dover Street/Fountain St Milton Road	Sittingbourne	Street Lighting Submission for Overall Sprit of Sittingbourne Schemes	Design Approved Letter of Agreement in Place
Sw003110	Spirit of Sittingbourne – Retaining Wall Fountain St	Sittingbourne	Fountain Street turning Area Retaining Wall	Design Technical Vetting Underway
SW003113	Leaveland Corner, Faversham	Leaveland	Minor road widening and access for small housing development	Design Technical Vetting Underway

SW003114	North Lane/Partridge Lane, Faversham	Faversham	Footway works to Brewery Visitor Centre	Design Technical Vetting Underway
SW003115	Regis House, New Road, Sheerness	Sheerness	New vehicle access and footway to industrial development	Design Technical Vetting Underway
SW003117	North Street, Milton Regis	Sittingbourne	Permanent School Drop-off facility and Zebra crossing	Design Technical Vetting Underway
SW003141	Stones Farm, Canterbury Road, Bapchild	Bapchild	Traffic Signal Junction and Access for Private Housing Development	Technical Design Approved Agreement Instructed
SW003188	Crown Quay Lane, Sittingbourne	Sittingbourne	New Vehicle/Pedestrian Access for Housing Development site	Agreement in place Works underway
SW003191	Admirals Walk, Halfway, Sheppey	Halfway	Highway Drainage and Access works for new Housing Development	Initial Design Submission
SW003196	Church Road, Sittingbourne Golf Centre - Material Movements	Sittingbourne	Addition of passing places on Lomas Road, Church Road for Golf Centre Material Movements	Initial Design Submission
SW003119	Station Street, Delivery Road Access, Sittingbourne	Sittingbourne	Footway alongside of delivery road through to High Street	Initial Design Submission
SW003199	Swale Way, Great Easthall, Sittingbourne – Toucan	Sittingbourne	Provision of a Toucan Crossing for the Eurolink 5 Industrial Estate development	Initial Design Submission
SW003266	Station Road, Teynham	Teynham	New bellmouth on to station road, footway works, new lining and a build out.	Initial Design Submission

Appendix F – Bridge Works

Bridge Works – Contact Officer Earl Bournier			
Road Name	Parish	Description of Works	Current Status
No works planned			

Appendix G – Traffic Systems

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

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

Appendix H - Combined Member Grant programme update

Appendix H – 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 **30 May 2019**

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.

2019/20 Combined Member Grant Highway Schemes

Antony Hook

Details of Scheme	Status
18-KHS-SW-103 Whitstable Road, Faversham Zebra pedestrian crossing upgrade	Works ordered and programmed for October 2019.

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Kirstie Williams/ Alan Blackburn 03000 418181

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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	A2 / A251 Junction, Faversham	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.	Report being presented at Swale JTB March 2019
Page 119	Subsequent related Minute No. 72/06/14 A2/A251 Junction, Faversham Highway Improvement Scheme	KCC	(1) That Option B (roundabout) be progressed as the preferred option for the A2/A251 junction, Faversham.	
218/09/14	Lower Road Junction with Barton Hill Drive, Isle of Sheppey	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.	<i>Scheme plan and details reported to later JTBS - Roundabout Now Constructed. Chosen roundabout has benefit of being generally off line and can be constructed with minimal impact on the traffic.</i>
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.	<i>Kent County Council had another very productive meeting with the 20's Plenty for Faversham group on 18 January 2019. The group (Amanda Russell), along with Cllr David Simmons and Phil Jones met to review the possible scope of a town-wide 20mph speed limit. Previously, the County Council had agreed that around 60% of the roads in Faversham were suitable for a signed-only 20mph limit however officers had strong reservations about the remaining roads and the likelihood of compliance being</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
Page 120				<p><i>achieved.</i></p> <p><i>The County Council has a statutory duty to promote road safety and act to reduce the likelihood of road casualties from occurring. In locations where existing speeds are well in excess of 24mph, it is the County Council's view that additional traffic calming is first required to reduce traffic speed in order to mitigate the risk of new road collisions and ensure that speed limits are realistic and respected. This was considered to make the scheme as a whole undeliverable as Faversham Town Council and 20's Plenty for Faversham do not have access to considerable amounts of funding and they do not want to accept a partial town-wide scheme.</i></p> <p><i>Having discussed these specific roads in more detail again at the meeting, the County Council and the group have found a positive resolution and way forward. The County Council has agreed that the majority of the roads requested can be supported through cost effective traffic calming measures such as lining amendments, the provision of cycle facilities and changes to on-street parking bays for example. These measures are being looked at by the group with a view to agreeing schemes to facilitate a 20mph limit on these roads.</i></p> <p><i>We agreed there is a need for post-scheme evaluation to measure the effects of any scheme.</i></p> <p><i>There are still a small number of roads that will not be part of this large scheme, however both parties</i></p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
				<i>accept this. The roads that will not be included are Western Link, A2, Love Lane and Oare Road. We have agreed that certain roads will require traffic calming of some sort, including Bysing Wood Road, Lower Road and Newton Road. County Council officers will comment on the proposals at these locations when they have been prepared.</i>
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.	<i>KCC has installed a yellow box junction marking the junction of A2 London Road with Lynsted Lane.</i> KCC is preparing designs for new gateway features on A2 eastern approach to Teynham. KCC is preparing an outline design for the A2 London Road between Cellar Hill and Station Road with a view to public consultation at the end of <i>March 2019</i> .
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.	<i>KCC has advertised its intent to make a traffic order restricting traffic to one-way north-to-south between High Street and Rowetts Way. KCC has received two objections to the proposed traffic order and is awaiting advice from Eastchurch Parish Council as to how it wishes to proceed.</i>
209/09/17	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.	See Highway Works Programme.
77/06/18	Public Session – Petition on behalf of	SBC	The Chairman accepted the petition which was passed to the Head of Commissioning	Proposed scheme sent to Teynham Parish Council for comments prior to consultation with residents, 11 th

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	local residents which sought a review of parking restrictions in Conyer Road, Conyer		and Customer Contact for a report to be submitted to the next meeting of the Board on 10 September 2018.	October 2018. Response received from Parish Council to say they do not support proposed changes to restrictions and state that parking restrictions are required to enable large vehicles/HGVs to access farms. Full report submitted to JTB in March 2019 summarising current position of residents and Parish Council.
78/06/18 Page 122	Bell Road/Highsted Road Traffic	SBC	(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.	Meeting between KCC/SBC and Councillors took place on 20 th November 2018, following concerns raised by Police over planned experimental Traffic Order for Bell Road. <i>Traffic Regulation Order programmed to be drafted and formally advertised in March 2019.</i> <i>The Seafront and Engineering Manager to update further at the meeting.</i>
	Highsted Road proposed footway	KCC		See separate report.
80/06/18 & 193/09/18	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. (1) That an update report on St. Mary's School be brought back to the next meeting of the Board on 17 December 2018, following a meeting between the relevant Officers and Members with the Caretaker at the school.	(1) Meeting took place on site with representative from school on 3 October 2018 and possible double yellow lines agreed. Awaiting confirmation from representative regarding funding and agreement to proceed with Traffic Order Chasing e-mail sent 23 October and 29 November 2018 – awaiting response. <i>Confirmation of funding now available received 17 January 2019, proposals will be included in Swale Amendment 1 TRO, with formal consultation scheduled for March 2019.</i> <i>(2) Traffic Order Swale Amendment 13 due to be sealed by KCC on 8 March 2019, to come into effect</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			(2) That a short section of single yellow line in Abbey Place, Faversham be added to the next Traffic Regulation Order.	<i>on 25 March 2019.</i>
191/09/18	Public Session – Parking at The Leas, Minster	KCC/ SBC	The Chairman accepted the petition which was handed to Officers so that a report could be written and submitted to a future meeting of the Board.	<i>Traffic Regulation Order Swale Amendment 18 prepared and advertised to introduce restriction on motorhome and campervan parking on north side of The Leas between 6pm – 6am. No formal objections received before closing date of 15th February 2019, so Traffic Order now progressing.</i>
394/12/18	Formal Objections to Traffic Regulation Order Swale Amendment 13	SBC	(1) That the proposed double yellow lines extension in Lyndhurst Grove, Sittingbourne be abandoned and removed from the draft Traffic Regulation Order. (2) That the existing advisory disabled persons' parking bay outside 37 Imperial Drive, Warden be formalised.	<i>(1) Proposed double yellow lines removed from Traffic Regulation Order – residents advised. (2) Traffic Regulation Order Swale Amendment 13 due to be sealed by KCC on 8th March 2019, to come into effect on 25th March 2019 – objectors advised.</i>
395/12/18	Sydney Avenue Parking Restrictions	KCC	(1) That the proposed Traffic Regulation Order with one amendment to reduce it to term time only be agreed.	See Highway Works Programme.
408/03/19	Conyer Road, Teynham – Update on Petition for review of Parking Restrictions	SBC	(1) That officers undertake an informal consultation with residents to remove the single yellow line on one side of Conyer Road and slightly extend the double yellow lines.	
409/03/19	Formal objections to TRO amendment 15 – report on two formal objections received on proposed double yellow lines in Terrace Road,	SBC	(1) That the report be noted and that officers proceed with the proposed installation of double yellow lines on the junction of Terrace Road and Murston Road, Sittingbourne.	

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	Sittingbourne			
410/03/19	Highsted Road, Sittingbourne proposed footway – report on the results from the public consultation exercise	KCC	(1) That Option 1 be the preferred way forward, and that KCC look at other options as well.	
414/03/19	Agreement on Joint Transportation Boards	Info item	(1) That the last sentence in paragraph 2.2 be amended to read: The parish or town council representatives may speak, vote and propose a motion or an amendment.	