



AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 9 September 2019

Time: 5.30pm

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

Membership:

Councillors Mike Baldock, Simon Clark, Alastair Gould, Angela Harrison (Chairman), Benjamin Martin, Lee McCall and Bill Tatton.

Kent County Council Members:

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

Parish Council Members:

Kent Association of Local Council's representatives: Cameron Beart (Queenborough Town Council), Richard Palmer (Newington Parish Council) and Jeff Tutt (Dunkirk Parish Council).

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

RECORDING NOTICE

Please note: this meeting may be recorded.

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

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

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

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

The Chairman will advise the meeting of the evacuation procedures to follow in the event of an emergency. This is particularly important for visitors and members of the public who will be unfamiliar with the building and procedures.

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

The Chairman will inform the meeting that:

- (a) in the event of the alarm sounding, everybody must leave the building via the nearest safe available exit and gather at the Assembly points at the far side of the Car Park; and
- (b) the lifts must not be used in the event of an evacuation.

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

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

2. Apologies for absence and confirmation of substitutes

3. Minutes

To approve the [Minutes](#) of the Meeting held on 24 June 2019 (Minute Nos. 72 - 84) as a correct record.

4. Declarations of Interest

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

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

- (a) Disclosable Pecuniary Interests (DPI) under the Localism Act 2011. The nature as well as the existence of any such interest must be declared. After declaring a DPI, the Member must leave the meeting and not take part in the discussion or vote. This applies even if there is provision for public speaking.
- (b) Disclosable Non Pecuniary (DNPI) under the Code of Conduct adopted by the Council in May 2012. The nature as well as the existence of any such interest must be declared. After declaring a DNPI interest, the Member may stay, speak and vote on the matter.

(c) Where it is possible that a fair-minded and informed observer, having considered the facts would conclude that there was a real possibility that the Member might be predetermined or biased the Member should declare their predetermination or bias and then leave the room while that item is considered.

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

5. Public Session

Members of the public have the opportunity to speak at this meeting. Anyone wishing to present a petition or speak on this item is required to register with the Democratic Services Section by noon on Friday 6 September 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

6.	Petition - Extension to Residents' Parking Scheme Park Road, Sittingbourne	5 - 22
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An update report following submission of a petition by Councillor Simon Clark at the Swale JTB meeting held on 24 June 2019 and for Members to consider the recommendation to take no further action.

7.	Formal Objections to Traffic Regulation Order - Swale Amendment 7	23 - 62
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A report on any formal objections received to the latest advertised Traffic Regulation Order and for Members to agree to progress, abandon or alter the length of the restriction, as per the recommendations in (a) to (e), dependent on consultation responses.

Information Items - for noting only

If any Member has questions or requires further information on items 8 and 9 please contact the relevant officer whose contact details are on the report

8.	Highways Work Programme	63 - 84
9.	Progress Update Report	85 - 88

To consider the Progress Update which outlines progress made following recommendations and agreed action at previous meetings.

10. Lower Road, Minster

A newsletter with an update on Lower Road, Minster will be circulated to Members prior to the meeting.

11. Date of Next Meeting

The next meeting will be held at 5.30pm on Monday 2 December 2019.

Issued on Wednesday 28 August 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**

Agenda Item 6

SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 6
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Meeting Date	Monday 9 th September 2019
Report Title	Update Report – Petition – Park 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 due to the overall low percentage of support from residents, that the existing Residents' Parking Scheme in Park Road not be extended.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides an update on the petition from residents of Park Road in Sittingbourne which was submitted at the June 2019 Swale Joint Transportation Board meeting.

2. Background

- 2.1 A petition was submitted to the Swale Joint Transportation Board by a Ward Member on behalf of residents of Park Road in Sittingbourne, and a copy of this petition can be found in Annex A.

3. Issue for Decision

- 3.1 The petition requests that the existing Residents' Parking Scheme in Park Road, Sittingbourne, be extended from the junction with Valenciennes Road south to the junction with Gore Court Road/Ufton Lane. A total of 43 signatures have been collected on the petition, with 32 signatories supporting the scheme extension, and 11 people indicating that they would not support the extension. The petition also states that a total of 33 residents were either out or expressed no firm opinion either for or against the proposed extension.
- 3.2 At the meeting on 24th June 2019, Members of the Swale Joint Transportation Board accepted the petition and requested a report to be presented at a future meeting.
- 3.3 An informal consultation has now been undertaken with residents in this section of Park Road, between Valenciennes Road and Ufton Lane/Gore Court Road. With the

possible displacement of vehicles into the southern end of Ufton Lane by the requested extension of the scheme in Park Road, an informal consultation has also been undertaken with the residents living in Ufton Lane between the junctions of Homewood Avenue and Park Road. A copy of the areas included in the informal consultations can be found in Annex B, and copies of the consultation material can be found in Annex C.

- 3.4 Details of the responses received from residents of Park Road can be found in Annex D, and responses received from residents of Ufton Lane can be found in Annex E.

Park Road

- 3.5 A total of 94 properties were included in the informal consultation. At the time of writing this report, a total number of 32 responses were received, giving a response rate to the consultation of 34 percent. Of the 32 responses received, 17 supported the extension of the current scheme in Park Road, and 15 objected. As a percentage, this is 53% of responses supporting the extension to the scheme, and 47% objecting. Based on the number of properties in the area of the consultation, this represents 18% of residents supporting the extension to the scheme, and 16% objecting. All of the comments received to the Park Road consultation are detailed in Annex D.
- 3.6 Supporting Responses: Comments from those residents supporting the extension of the current scheme included the fact that residents within the current scheme park in this section of Park Road on Saturdays, commuters park in the area and customers of the Gore Court Arms Public House and commercial vans, and a comment that a resident would be happy to pay if they were guaranteed parking outside of their property. The question was asked by someone responding positively to the consultation whether the impact on adjoining roads, such as Roonagh Court, would also be considered.
- 3.7 Objecting Responses: Comments from those residents objecting to the extension of the current scheme included the fact that two cars per household does not equate, this would push the problem further up and into other roads which could create dangerous parking, residents should not have to pay for permits, a permit is no guarantee of a space, and that commuters do not park this far up Park Road. A substantial number of comments were received stating that there is not a parking issue during the day, and that the scheme would be ineffective as the majority of vehicles are owned by residents and park in the evenings and weekends.

Ufton Lane

- 3.8 A total of 37 properties were included in the informal consultation. At the time of writing this report, a total number of 10 responses were received, giving a response rate to the consultation of 27 percent. Of the 10 responses received, 7 supported the extension of the current scheme into the top of Ufton Lane, should the scheme be extended up Park Road, and 3 objected. As a percentage, this is 70% of responses supporting the extension to the scheme, and 30% objecting. Based on the number of properties in the area of the consultation, this represents 19% of residents

supporting the extension to the scheme, and 8% objecting. All of the comments received to the Ufton Lane consultation are detailed in Annex E.

- 3.9 **Supporting Comments:** Comments from those residents supporting the extension to the scheme to the top of Ufton Lane, if extended in Park Road, included the fact that they have commercial vehicle parking all weekend and obstructing their driveway in the evening, that in the last consultation it appeared that those residents reliant on on-street parking were outvoted by those with off-street parking, and that some people were put off the scheme because they were unsure whether they would have the option of a white bar marking across their driveway instead of double yellow lines.
- 3.10 **Objecting Comments:** Comments from those residents objecting to the extension included the fact that the residents' parking concept is flawed, as problems with parking occur at evenings and weekends when the scheme would not operate, and that during these times it is difficult to park due to vehicles from the nearby scheme, and the fact that their parked cars would simply be displaced into other streets as is already the case.
- 3.11 As reflected in some of the comments received during the consultation, any extension to the existing scheme would displace vehicles into adjoining roads. There have recently been two separate reports to the Swale Joint Transportation Board on parking issues in Lyndhurst Grove, and the extension of such a scheme within close proximity of this road would invariably return the issue of Lyndhurst Grove to future meetings.
- 3.12 Although both informal consultations produced more responses supporting the possible extension to the existing Residents' Parking Scheme than objecting, there is concern that the overall percentages, 18% for Park Road and 19% for Ufton Lane, are not representative of the majority of residents in the area. In addition to this, the responses for and against the proposals for Park Road only differed by two responses, and consideration to including all of Ufton Lane in the scheme would be subject to the extension of the scheme in Park Road. Without a clear majority support from residents, there is the strong possibility that a large number of formal objections could be made at the Traffic Regulation Order stage, after a considerable resource had been assigned to developing the scheme layout and design.

4. Recommendation

- 4.1 Members are asked to note the contents of this report and recommend that due to the overall low percentage of support from residents, that the existing Residents' Parking Scheme in Park Road not be extended.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Extensive resource required to develop and consult on scheme design and layout, funding to be sourced for extensive signing and lining works.
Legal and Statutory	Traffic Regulation Order to be drafted and formally consulted, 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 – Copy of Petition Received
Annex B – Plan Showing Areas of Informal Consultation
Annex C – Copy of Consultation Material
Annex D – Responses to Informal Consultation – Park Road
Annex E – Response to Informal Consultation – Ufton Lane

7. Background Papers

- 7.1 None

Petition for Residents Parking Zone

Summary: That a Residents Parking Zone in Park Road, from Valenciennes Road/165 to 269 Park Road on the eastern side, and 176 to 248 Park Road on the western side should be implemented at the earliest possible opportunity to alleviate parking problems experienced by residents.

We the undersigned are call upon Swale Borough Council/Kent County Council Joint Transportation Board to complete the Residents Parking Zone in Park Road as detailed above.

Consultation Result:

Yes: **32**, Indicated by YES and a Signature.

No: **11**, Indicated by NO with lines in place of signature.

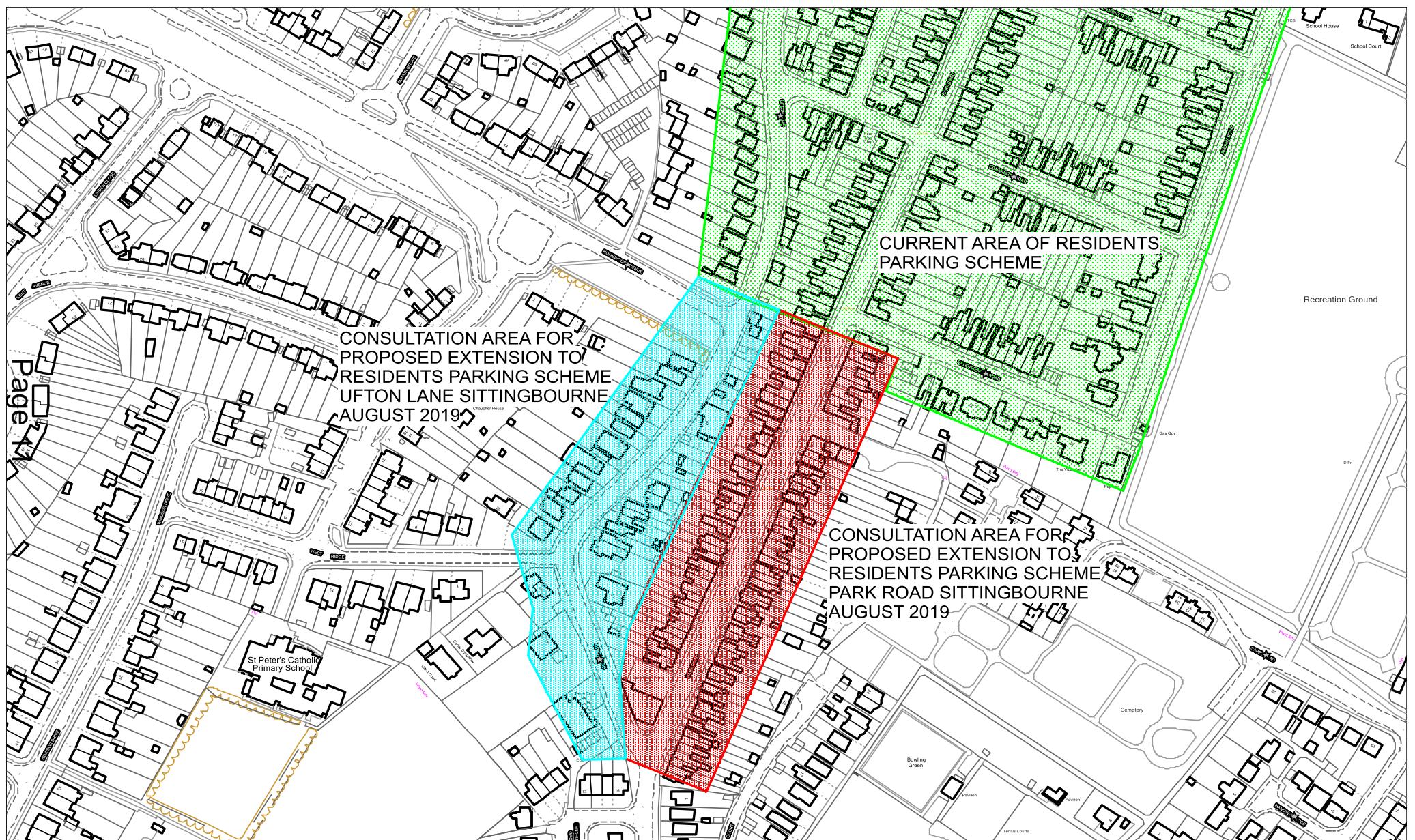
Out or Ambivalent: **33**, This figure equates to approximately 40% OUT, 60% Expressing no firm opinion either For or Against.

Fern Cottage Veterinary Surgery 235-237 Park Road were of the opinion that, the implementation of permit parking would be of benefit to them with the allowed 2 hours non permit parking stopping commuters etc. parking all day, making it easier for their clients to drop off or collect their animals for treatment.

Petition for Residents Parking Zone

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We the undersigned are call upon Swale Borough Council/Kent County Council Joint Transportation Board to complete the Residents Parking Zone in Park Road as detailed above.

AREA OF INFORMAL CONSULTATION

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Petition for Extension to Residents' Parking Scheme Park Road, Sittingbourne

Following receipt of a petition from residents of Park Road in Sittingbourne, the Swale Joint Transportation Board has requested a consultation with residents on proposals to extend the existing Sittingbourne Residents' Parking Scheme to include the top section of Park Road, between the junctions of Valenciennes Road and Ufton Lane.

The new restrictions would allow residents to buy a maximum of two permits per household, with each permit covering up to two vehicles, one at any one time. The proposed restrictions would match those in neighbouring areas of the existing Residents' Parking Scheme, and would operate from 8:00am to 6:00pm Monday to Saturday. The cost of the permits would be £45, and vehicles not displaying a permit would be entitled to park for a maximum of 2 hours during the Scheme times.

Although the petition only covered Park Road, as any extension to the current Scheme area could displace parked vehicles into adjoining roads, a separate consultation will take place with residents in the top end of Ufton Lane on similar proposals.

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

Please complete the reply slip below and return to Swale Borough Council Leisure & Technical Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 23rd August 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.

Petition for Extension of Residents' Parking Scheme – Park Road, Sittingbourne

Please tick one of the following boxes

<input type="checkbox"/>	I Support the proposal to Extend the Current Residents' Parking Scheme	<input type="checkbox"/>	<u>I Object to the proposal</u>
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<u>Name & Address</u>	<u>Comments</u>

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

IMPORTANT – NOT A CIRCULAR

ADDRESS



Petition for Extension to Residents' Parking Scheme Park Road, Sittingbourne

Following receipt of a petition from residents of Park Road in Sittingbourne, the Swale Joint Transportation Board has requested a consultation with residents on proposals to extend the existing Sittingbourne Residents' Parking Scheme to include the top section of Park Road, between the junctions of Valenciennes Road and Ufton Lane. As the implementation of a Scheme in the top end of Park Road could potentially displace parked vehicles into adjoining roads, we are also undertaking a similar consultation in the top end of Ufton Lane, to see whether residents would wish to have their road included in the Scheme, should it be extended up Park Road.

The new restrictions would allow residents to buy a maximum of two permits per household, with each permit covering up to two vehicles, one at any one time. The proposed restrictions would match those in neighbouring areas of the existing Residents' Parking Scheme, and would operate from 8:00am to 6:00pm Monday to Saturday. The cost of the permits would be £45, and vehicles not displaying a permit would be entitled to park for a maximum of 2 hours during the Scheme times.

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

Please complete the reply slip below and return to Swale Borough Council Leisure & Technical Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 23rd August 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.

Proposed Extension of Residents' Parking Scheme – Ufton Lane, Sittingbourne

Please tick one of the following boxes

<input type="checkbox"/>	I Support the Extension of the Current Residents' Parking Scheme to the top of Ufton Lane, should the Scheme be extended in Park Road	<input type="checkbox"/>	I Object to the Extension of the Current Residents' Parking Scheme to the top of Ufton Lane, should the Scheme be extended in Park Road
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Name & Address	Comments

IMPORTANT – NOT A CIRCULAR

ADDRESS

Park Road, Sittingbourne - Proposed Extension to CPZ - August 2019

Response	Support	Object	Comments
1	1		
2	1		In addition I think Ufton Road and Park Road junction should have a change of priority such that Park Road users give way to Ufton Road users. In addition, build-outs at side junctions should be provided with trees to green the street.
3		1	Two cars per household? Do your maths, it does not equate
4	1		
5	1		Will the impact on other adjoining roads also be considered? (e.g Roonagh Court)
6		1	Parking during the day this far up Park Road isn't the problem. The problem starts when people arrive from work and after 6pm it doesn't apply anyway, so what's the point? A money making scheme!
7		1	We OBJECT! You're just pushing the problem further up each time the bays are added. More bl**dy money! We should not have to pay to park outside our house. Put the bays in - FREE for residents and charge non-residents? Stop putting in bays! Absolutely outrageous.
Page 47	1		We have 1 permit already as parking is so bad in Park Road. It stops people parking all day on a daily basis, even 1 week, it's getting ridiculous. On Saturdays we get people living in permit area with more than one car or just don't want to pay for one permit parking outside Valenciennes Road etc.
10		1	Needs to happen ASAP, too many people parking and then going into London for work. Too many customers from Gore Court Arms Public House parking cars on road all night who don't live local, not collected in morning. Lots of commercial vans parked at top of Park Road also.
11		1	1. The main problem is parking in the evenings and weekends, which this scheme does not cover! 2. What happens when having work done on house, which requires lengthy period of parking? Or guests that stay longer than two hours?
12	1		To stop commuters and people that live in the existing parking scheme from parking outside our houses
13		1	During the day there is always parking spaces available. So why permits? Obviously evenings are different because householders are home from work.
14	1		
15	1		
16		1	Only going to push traffic to other roads. Going to make parking worse. Going to make it dangerous for other roads. Nothing wrong with current system!! Most families have more than two cars. Most family members are disabled so have more than two cars at this address. Ridiculous idea! Park Road needs this area for big families. Petition is ridiculous as this area helps the businesses, houses that need extra room, and takes heavy parking off other areas. Petition is a stupid idea.

Response	Support	Object	Comments
17	1		
18	1		Pity it can't be made 24/7, might stop the commercial vehicles in the road.
20		1	As I said at your last attempt to bring in Permit Parking. I live at the top of Park Road and during the day time there are plenty of parking spaces. The problem time is late afternoon and early evening when residence are coming home from work and non residences are parking to use the vets or go to the pub. If we choose to endorse permits and you said NO PARKING for non permit holders between say 4pm & 7pm there wouldn't be a problem for us to park. I object to the scheme and my reason is , you say NO parking between 8am and 6pm but they can for 2hrs. From 4pm non permit holders can park and stay there until 8 am which helps no one at this end of park road. Why would we pay £45 and still be unable to park ?
21		1	I am saying NO to the extension of residents parking scheme that has been proposed..I see no point to it. This just seems a money making scheme for Swale Council. However If it is for raising revenues then I would propose that every road in Swale adopts this policy and not just certain areas and roads as this seems unfair. Potentially if there are roads in the vicinity that you don't need to pay you will just push cars into those areas.
22 08/01/18	1		We are supporting resident parking in park road.We have one permit as we can never get parked in our road, it's free parking for those going to work for the day or even one week.People in Valenciennes road and permit end park road also park for days at a time when plenty spaces in there area specially Saturday.Theres going to be double yellow lines outside the pet shop, which will be losing another space which makes it even harder for parking.People are parking ridiculous leaving no room for anyone else yes please for permit then solicitors, estate agents etc will have to pay for parking like everyone else.
23		1	I am writing to object to an extension of the parking scheme to include the top section of Park Road. I live at *** Park Road and have posted back the letter I received, I am emailing to ensure my opinion is heard. I do not see that introducing parking permits will improve parking, which isn't bad at the moment. The lack of parking at some times is accounted for by the veterinary surgery and the pub, not residents. As the proposal allows two hours of parking without a permit there will be no impact on people using these businesses, nor parking to drop off and pick up children at the local schools. During the working day there are spaces and parking is easy in the evening and weekends I sometimes have to park a few cars a way or in a nearby street but this isn't unreasonable in a busy town. The reason for congestion appears to be the number of cars households have, restricting this to two won't make a huge difference most house plots are narrow, a couple of larger cars are wider than plots. Some people have work related vehicles parked on the road which seems to upset some residents but as we live in a part of town with little off street parking this is to be expected. I haven't noticed parking permits making a significant difference to the rest of Park Road and neither have friends of mine who live in the area. Thank you for taking the time to read this.

Response	Support	Object	Comments
24	1		I am writing in regard of the proposed extension of the existing parking scheme to cover the southern end of Park Road, Sittingbourne. Living on the very cusp of the current parking restrictions, my wife and I strongly support the application. Spaces outside our house are taken daily by people working in the town centre, taking advantage of the end of parking restrictions that occurs soon after the Valenciennes Road junction. I would not be surprised, however, if households living further down the road, towards the Gore Court Arms pub, will be against the proposals, simply because they are less affected by it. It is the households in the vicinity of the border with the residents' parking zone that are affected worst, and should therefore be most supportive of this proposed new measure. (plus other comments around road safety, speeds and request for zebra crossing, referred to KCC)
25	1		We both support the proposal to extend the current residents parking scheme. Park Road and surrounding roads continue to be a struggle to park. We forever find that we can not park outside or near our property as others take advantage. Whether using the spaces to go to work, visit the local pubs or go into town. We are more than happy to pay to park outside our property if it guarantees a space and our cars are safe.
26 Page 19		1	Please note we object the proposal for the extension of residents' parking permits on Park road for the following reasons: - Two cars per permit and two permits per house, allows for resident to own and park 4 cars which we think is excessive and will not ease the parking situation in the road (basically over 4m worth of parking per house). - The issue with parking is not from non-residents using the road but from too many residents' cars - this can be identified by the ease of parking during the working week but difficulty after 5pm and on weekends. (Many who own a drive or garage do not use these and prefer to park out the front which adds to the problem). - The knock on effect is that the surrounding side roads are also congested with vehicles and the permits will push residents to park in Ufton Lane and beyond which will mean further parking zones will be required. We would be happy to consider the proposal if it was limited to one permit with 2 cars registered per house.
27		1	I wish to strongly OBJECT to this proposal, as I don't wish to be charged for parking near my property.
28		1	What happens to my dropped kerb? Does it get white lines painted on road?
29	1		
30		1	Not required as commuters do not park this far up Park Road
31	1		
32	1		This year I had a car sit outside my house for 3 months. No one seemed to know who it belonged to. Every day people leave their cars outside then walk off into town. It's getting worse.

Response	Support	Object	Comments
19		1	I am writing in response to the correspondence received this morning regarding the extension to the resident's parking scheme in Park Road and wish to lodge my very strong objections. I reside directly opposite the junction with Ufton Lane and we are the last house to benefit from on-street parking before the double yellow lines begin. My reasons are as follows: 1. The time of operation 8am-6pm is unnecessary. For most of the day, say from 9 am until 3.15pm, the road is quite empty. I am in and out of the house all day, every day, using my car and never have any problem in finding a space, normally right outside my property. 2. The 3 schools nearby (Minterne, The Oaks & St Peter's) all use the top of Park Road for parking during the school run period. Whilst this can cause congestion (I simply avoid returning or leaving the house during these times), the cumulative pressure that this will put on other roads, especially nearer the schools will be a serious hazard. Any restriction at the top end of Park Road would be a reckless decision, causing serious safety concerns. 3. The landlords at the Gore Court Arms public house set a wonderful example of respectful behaviour for the neighbourhood. Vehicles parked in the area are usually for short stays and any restriction would mean that either their clientele will park in other roads, increasing pressure in those areas or in fact, will visit other establishments. Not a helpful move in the current climate, I am sure. 4. The 3 properties to the south of us (Nos. 265, 267 & 269 Park Rd) currently do not have on-street parking outside and I presume at the moment they park in other roads or indeed further down Park Road. In the light of the purchase of 2 permits per household, I would suggest that they may feel more of an understandable right to park as close to their properties as possible: thus causing further unnecessary tension in the area. 5. The most difficult time to park at the top of Park Road is AFTER 6pm. It would seem that your current proposal will do nothing to alleviate this situation. Other local councils have introduced more suitable time zones, dependent on need. This may be something that you might like to research and consider before merely extending the current area as a matter of expediency. 6. Finally, I note that this proposal has been raised as the result of a petition. I therefore must inform you that when we were canvassed in this respect, the gentleman concerned was very biased in his spiel on our doorstep and had we not already had such discussions as a family, it would have been far easier to have signed the petition, so that we could continue with our evening meal. I therefore have to question how many other residents may have felt the same?
TOTALS	17	15	

Properties Consulted	94
No. Returned	32
No. Support	17
No. Object	15
% Support	53
% Object	47
% of overall residents support	18
% of overall residents object	16

Ufton Lane, Sittingbourne - Proposed Extension to CPZ - August 2019

Response	Support	Object	Comments
1		1	Can park two cars on the drive therefore not required.
2	1		
3	1		I think this is a great idea, as at weekends we have commercial vehicles parked all weekend obstructing our driveway and also of an evening, also restricting traffic flow in Ufton Lane.
4	1		We would not want parking bays opposite entrance to Dene Court car park as would cause disruption of traffic and visibility of exit
5	1		
6		1	
7	1		We wholeheartedly support the extension of the current residents' parking scheme to the top of Ufton Lane. On the western side of Ufton Lane most of the houses are detached and have their own off-street parking. Several of the houses on the eastern side are terraced and are totally reliant on parking on the road. When the previous consultation was carried out it appears that those of use who need to park on the road were outvoted by the people with off-street parking who didn't see the need for residents' parking. It is difficult to take when people who are not affected by the problems that we experience are able to vote against something that would make a huge difference to us. It seems that one of the concerns of residents with drives is that their drives would be covered by double yellow lines and they would not be able to carry on the current practice of parking across their own drives. In some areas householders with driveways are able to opt for a "dog bone" marking instead of yellow lines. If this is the case it might be worth explaining this to reassure residents who are not sure which way to vote. On the face of it though of us who are reliant on on-street parking are likely to miss out again and the problems of a road full of non-residents' cars and vans will continue, but if the questionnaire results can be given more detailed consideration it might be possible to reach a sensible conclusion.
8	1		We are in receipt of your letter about the Park road resident parking. We would be in agreement with the extension to the top end of Ufton Lane. However we feel the top end of Ufton Lane has been an issue generally for parking and traffic especially as we live near the bend near West Ridge , where 2 of my neighbours have had their walls knocked down by traffic and numerous cars/ vans mounted the curbs due to parked cars.Whilst we agree with the parking scheme , we would prefer double yellow lines the West Ridge side as when we have cars parked either side of our drive which we have done on many occasions , it is extremely dangerous getting out off our driveway. It is bad enough trying to get out and back on the driveway without cars parked either side of our driveway as it is a very busy road and cars speed around the corner driving from Park Road
9	1		I support the extension of the current residents' parking scheme to the top of Ufton lane, should the scheme be extended in Park road. At the moment we are unable to park in the road due to the amount of Van's and commuters that park here, we park in front of our drive.Would we still be able to park in front of our drives? Especially on Sundays when the work vans will return so we are unable to park in the road.

Response	Support	Object	Comments
10		1	Residents' parking concept is flawed. Problems are at evenings and weekends which scheme does not address. We already cannot always park because of Park Road vehicles and weekend vans. We will simply displace our parked cars into other streets as now.
TOTALS	7	3	

Properties Consulted	37
No. Returned	10
No. Support	7
No. Object	3
% Support	70
% Object	30
% of overall residents support	19
% of overall residents object	8

Agenda Item 7

SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 7
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Meeting Date	Monday 9 th September 2019
Report Title	Formal Objections to Traffic Regulation Order – Swale Amendment 7
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 Church Road, Eastchurch, be progressed as detailed in the Traffic Regulation Order;</p> <p>(b) the proposed double yellow lines in Cormorant Road, Iwade, either be progressed or abandoned;</p> <p>(c) the proposed double yellow lines for the kerb build-out in The Mall, Faversham, either be progressed or the waiting restrictions and KCC Scheme be abandoned;</p> <p>(d) the proposed double yellow lines on the junction of Gore Court Road and Whitehall Road, Sittingbourne, be progressed either as detailed in the Traffic Regulation Order or at a reduced length of 10 metres either side of the junction;</p> <p>(e) that the proposed extension to the double yellow lines in Conyer Road, Teynham, either be progressed or abandoned.</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 7, 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 can be found in Annex C, and plans of the proposals for each of these areas can be found in Annex D.

Church Road, Eastchurch – Proposed Double Yellow Lines

- 3.2 Following a request from Eastchurch Parish Council, proposals to install double yellow lines on the east side of Church Road, from the existing double yellow lines on the junction with High Street down to the southern boundary of 19b Church Road, were added to our current Traffic Regulation Order. The proposals, to be funded by the Parish Council, were developed to tackle problems with parked vehicles hindering traffic flow down Church Road.

- 3.3 Prior to the Borough Council adding these to the Traffic Regulation Order, the Parish Council undertook an informal consultation with residents of Church Road, and the response suggested residents were in favour of the proposals. A copy of the consultation material from the Parish Council can be found in Annex E.

- 3.4 One formal objection has been received in relation to the proposed restrictions, from a resident of Church Road. The objection states that the proposals will cause issues between residents over parking, with some residents already placing bins in the carriageway to reserve parking spaces. Comments have also been made around some properties having a large number of commercial vehicles, and the personal issues experienced in finding a parking space and the need to carry a disabled child. With regard to the comments around the proposed one-way system for Church Road, we have been advised that Kent County Council intend to start work on this scheme in September.

- 3.5 Ward Member Comments: A Ward Member has commented on the proposals by saying “*knowing the problems with passing parked vehicles in this section of Church Road, I agree totally with Eastchurch PC, however as with all the parishes in Eastern Sheppey the restrictions mean nothing if not enforced and that's the problem, there is nominal enforcement at present*”.

- 3.6 [Eastchurch Parish Council Comments](#): The Parish Council have kindly provided a response to the objection received, and a copy of this response can be found in Annex F.
- 3.7 [Cormorant Road, Iwade – Proposed Double Yellow Lines](#)
Following a request from the County Member for the area, proposals to install double yellow lines in Cormorant Road in Iwade, opposite the junction of Wigeon Road, were added to our current Traffic Regulation Order. The proposals, to be funded through the County Member's Highway Grant, were requested to tackle issues with parked vehicles obstructing the movement of cars from off-street parking facilities opposite.
- 3.8 Two formal objections have been received in relation to the proposed double yellow lines, both from nearby residents. Comments in the formal objections include the fact that parked vehicles at this location are not causing an obstruction, and that parking is already difficult due to lack of capacity. The question has also been raised as to why this area has been pinpointed as it is stated the situation is similar throughout the village. Suggestions have also been made that part of the existing grass verge in Sandpiper Lane could be made into additional on-street parking, and the "emergency only" access could be opened to reduce traffic flows through the current singular route in and out of the estate.
- 3.9 [County Member Comments](#): Comments from the County Member have been invited, and at the time of writing this report, we are awaiting a response. Any comments received after the submission of this report will be reported verbally to the Swale Joint Transportation Board.
- 3.10 [Iwade Parish Council Comments](#): The Clerk to the Parish Council kindly e-mailed Parish Councillors asking them to respond if they had any concerns regarding the proposals. As no responses were received, it was assumed that the Parish Councillors were happy for the proposals to proceed.
- 3.11 [Ward Member Comments](#): Comments from the Ward Members have been invited, and at the time of writing this report, we are awaiting a response. Any comments received after the submission of this report will be reported verbally to the Swale Joint Transportation Board.
- 3.12 [The Mall, Faversham – Proposed Double Yellow Lines](#)
A request was received from the Traffic Schemes Team of Kent County Council for a length of approximately 15 metres of double yellow lines for The Mall in Faversham to be included in our latest Traffic Regulation Order. The KCC Scheme consists of a kerb build-out opposite the former Crown and Anchor Public House in The Mall, in an existing section of Residents' Parking Bays, and part of this work will include the installation of double yellow lines around the build-out.
- 3.13 At the time of writing this report, a total of 8 formal objections have been received against the proposed scheme, and these objections have been referred to Kent County Council for comment. The majority of comments received are around the

already limited on-street parking capacity in The Mall and the suitability of the proposed scheme from Kent County Council.

- 3.14 Kent County Council have provided the following comment following receipt of the formal objections to date: *Kent County Council is promoting a scheme to install a buildout on the west side of The Mall immediately south of the junction with Nelson Street. This was following representations from local residents via their elected representatives for better pedestrian crossing facilities on The Mall and specifically for pedestrians travelling between the rail station and Abbey School. In 2018, the County Council undertook traffic and pedestrian surveys on The Mall, funded through the Combined Member Grant to understand if a Zebra pedestrian crossing may be justified. The data showed that, whereas there was a regular flow of pedestrians throughout the day, the number fell significantly short of what would normally be considered sufficient to justify a crossing. If a Zebra crossing was installed in these circumstances, it could lead to an increase in collisions so was not pursued. However, it was recognised that minor improvements could be implemented to make crossing easier and safer for pedestrians. (An alternative location for a crossing point was also proposed by residents at the easternmost end of Forbes Road. This was also discounted on road safety grounds given its poor visibility and proximity to the junction with the minor arm of The Mall.)*
- 3.15 Faversham Town Council Comments: Comments from the Town Council have been invited, and at the time of writing this report, we are awaiting a response. Any comments received after the submission of this report will be reported verbally to the Swale Joint Transportation Board.
- 3.16 Ward and County Member Comments: A Ward Member for the area has provided the following comments regarding the proposals for The Mall: *"As a ward councillor I support the plan to make a safer place for pedestrians to cross the Mall. However I also support the residents' concerns at the difficulty parking in the area. I would ask therefore that the JTB considers either amending the residents' parking scheme to favour residents, and or to consider the addition of resident parking bays along parts of Forbes Road."* Comments from the County Member have also been invited, and at the time of writing this report, we are awaiting a response. Any comments received after the submission of this report will be reported verbally to the Swale Joint Transportation Board.
- 3.17 Gore Court Road/Whitehall Road, Sittingbourne – Proposed Double Yellow Lines
Following a request from a resident of Whitehall Road in Sittingbourne, proposals were included in our latest Traffic Regulation Order for double yellow lines to be installed on the junction of Gore Court Road and Whitehall Road, to prevent vehicles parking close to the junction and obstructing sightlines. One formal objection has been received from a resident. The objection states that the proposed restrictions are excessive, stating that the legal parking requirement is a minimum of 10 metres from any junction.
- 3.18 The proposals for the junction were developed based on the existing sightlines along Gore Court Road when exiting from Whitehall Road, but it is acknowledged

that in light of the objection received consideration could be given to reducing the restrictions to limit the impact on the on-street parking capacity for residents.

- 3.19 Ward and County Member Comments: Comments from the County and Ward Members have been invited, and at the time of writing this report, we are awaiting a response. Any comments received after the submission of this report will be reported verbally to the Swale Joint Transportation Board.
- Conyer Road, Teynham
- 3.20 Following a previous informal consultation with residents of Conyer Road, as a result of a submitted petition to the Swale Joint Transportation Board, proposals to reduce the existing single yellow line on the east side of the road and extend the double yellow lines opposite by 3 metres, were included in our latest Traffic Regulation Order.
- 3.21 One formal comment has been received to these proposals, supporting the removal of the single yellow line but asking for further discussion on the proposed extension to the double yellow lines opposite. Swale's Parking Operations Team have stated that the extension to the double yellow lines would be strongly recommended if the single yellow line is to be removed. Although residents have provided video evidence of an HGV exiting Conyer Road into Lower Road whilst an ambulance was parked in the position of the proposed double yellow line extension, the concern is for vehicles turning into Conyer Road, and Parking Operations have stated that vehicles currently park on this corner every evening.
- 3.22 One option would be for Kent County Council to undertake a sweep path survey of the junction to provide further evidence as to whether the extension to the double yellow lines would be essential, but unless there is a history of personal injury crashes at this location funding would not be available and as such the Borough Council would need to source a budget to fund such a survey.
- 3.23 Ward Member & Parish Council Comments: Comments from the Ward Members and the Parish Council have been invited, and at the time of writing this report, we are awaiting a response. Any comments received after the submission of this report will be reported verbally to the Swale Joint Transportation Board.

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 Church Road, Eastchurch, be progressed as detailed in the Traffic Regulation Order;

- (b) the proposed double yellow lines in Cormorant Road, Iwade, **either** be progressed **or** abandoned;
- (c) the proposed double yellow lines for the kerb build-out in The Mall, Faversham, **either** be progressed **or** the waiting restrictions and KCC Scheme be abandoned;
- (d) the proposed double yellow lines on the junction of Gore Court Road and Whitehall Road, Sittingbourne, be progressed **either** as detailed in the Traffic Regulation Order **or** at a reduced length of 10 metres either side of the junction;
- (e) that the proposed extension to the double yellow lines in Conyer Road, Teynham, **either** be progressed **or** abandoned.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Installing/Removing 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
- Annex E – Copy of Informal Consultation Material – Church Road, Eastchurch
- Annex F – Response from Eastchurch Parish Council

7. Background Papers

7.1 None

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ANNEX A

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No.7) ORDER 2019**

SUPPORT 1 – SYLs to DYLS, Ufton Lane, Sittingbourne

OBJECTION 1 – DYLs, Church Road, Eastchurch

OBJECTION 2 & 3– DYLs, Cormorant Road, Iwade

OBJECTION 4, 5, 8, 9 & 10 – DYLs, The Mall, Faversham

OBJECTION 6 – DYLs, Gore Court Road/Whitehall Road, Sittingbourne

OBJECTION 7 – DYL Extn – Conyer Road, Teynham

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.7 Order 2019" ('this Order') and shall come into force on the xx day of xxxx, 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 -

In the Schedules to the Order

FIRST SCHEDULE

Roads in Faversham

Canterbury Road

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

CANTERBURY ROAD On the northern side

(a) from the eastern kerbline of The Mall to a point in line with the eastern boundary of Watershed Studio;

(ab) between points 10 metres north west and 20 metres south east of the centre of the Junction with Preston Park;

(bc) between points 15 metres north west and 15 metres south east of the centre of the Junction with Preston Grove;

(ed) from a point in line with the boundary of 3-5 Makenade Avenue to a point in line with the boundary of 4-6 Makenade Avenue;

(~~de~~) between a point in line with the boundary of Makenade Post Office and "Grendon" and a point 14 metres east of the centre of the Junction with Preston Avenue.

(2) On the southern side

- (a) between points 10 metres west and 10 metres east of the centre of the Junction with Salters Lane;
- (b) from a point in line with the western building line of 7 Rose Terrace for a distance of 18 metres in a westerly direction.

London Road

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

LONDON ROAD

On the northern side

- (a) between points 17 metres north and 17 metres east of the centre of the Junction with Upper St Ann's Road;
- (b) between points 15 metres west and 15 metres east of the centre of the Junction with Egbert Road;
- (c) between points 15 metres west and 12 metres east of the centre of the Junction with Canute Road;
- (d) between points 14 metres west and 14 metres east of the centre of the Junction with Kingsnorth Road;
- ~~(e) between points 30 metres west and 30 metres east of the centre of the Junction with The Mall.~~
- (e) from a point in line with the boundary of 18/20 London Road to a point in line with the western kerbline of The Mall.

On the southern side, between points 13 metres west and 13 metres east of the centre of the Junction with Ospringe Place.

The Mall

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

THE MALL

(1) On the eastern side

- (a) from a point 12 metres south of the northern end of The Mall, south to a point in line with the southern boundary of 1 The Mall;

-
- (b) from a point in line with the boundary of 23/25 The Mall to point 7 16 metres south of the centre of the Junction with Nelson Street;
- (c) from the Junction with London Road to a point 14 metres north of the centre of the Junction with Edith Road.
- (2) On the western side
- (a) from the northern end of The Mall, including across the end of the Road, for a distance of 54 metres in a southerly direction;
- (b) from a point 1 metre north of the northern kerbline of Preston Lane, south to a point opposite the southern boundary of 3 The Mall;
- (c) between points 17 metres north and 18 metres south of the centre of the Junction with Forbes Road;
- (d) between points 7.5 metres north and south of the centre line of the building of 41 The Mall,
- (de) between points 12 metres north and 12 metres south of the centre of the Junction with Edith Road;
- (ef) from the Junction with London Road for a distance of 43 metres in a northerly direction.

OBJECTIONS 4, 5, 8, 9 & 10

Roads in Eastchurch in the Borough of Swale

Church Road

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

CHURCH ROAD, EASTCHURCH

- (1) On the western side of the Road, from the southern kerbline of High Street south to a point 2 metres south of the northern building line of 1 Church Road.
- (2) On the eastern side of the Road, from the southern kerbline of High Street, south to a point in line with the northern boundary of 21 Church Road.

OBJECTION 1

Roads in Sittingbourne and Milton

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 kerbline of Bassett Road;
 - (b) from the eastern kerbline 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 kerbline of Bassett Road.
- (3) On the western side
- (a) from the southern kerbline of Homewood Avenue for a distance of 43 metres in a southerly direction;
 - (b) from the northern kerbline of Homewood Avenue north to the Junction of Barrow Grove.
- (4) On the eastern side
- (a) from the southern kerbline of Homewood Avenue for a distance of 43 metres in a southerly direction;
 - (b) from the northern kerbline 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.
- (c) from a point 9 metres north east of the north-eastern kerbline of Manor Grove to a point 9 metres south west of the south-western kerbline of Manor Grove.

Conyer Road, Teynham

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

CONYER ROAD, TEYNHAM

~~On both sides from the Junction with The Crescent/Lower Road for a distance of 10 metres in a northerly direction.~~

(1) On the west side, from the northern kerbline of The Crescent/Lower Road for a distance of 18 metres.

(2) On the east side, from the northern kerbline of The Crescent/Lower Road for a distance of 14 metres.

OBJECTION 7

Cormorant Road, Iwade

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

CORMORANT ROAD, IWADE

On the west and northwest side, from a point 2 metres north of the boundary of 20/22 Cormorant Road to a point 3 metres southwest of the north-eastern building line of 16 Cormorant Road.

OBJECTION 2 & 3

Forum Service Road (East)

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

FORUM SERVICE ROAD (EAST)

On both sides for the full length to the limits of the Public Highway, **including the limit of the highway across the rear of 50 High Street.**

Gore Court Road

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

GORE COURT ROAD (1) On the eastern side

- (a) from the Junction with Park Road to a point 6 metres south of the boundary of 3/4 Roonagh Court;
 - (b) between points 10 metres north and 10 metres south of the Junction with Roonagh Court.
- (2) On the western side from the Junction with Park Road to a point 6 metres south of the boundary of 3/4 Roonagh Court.

(3) On the north-eastern side

- (a) between points 15 metres northwest and southeast of the vehicle entrance to former UK Paper Pavilion and Grounds;
- (b) from a point 15 metres northwest of the north-western kerbline of Whitehall Road to a point in line with the boundary of 3/5 Gore Court Road.

OBJECTION 6

Manor Grove

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

MANOR GROVE

(1) On the north-eastern/north-western side

- (a) from a point 5 metres southeast of the boundary of 93/95 Manor Grove, to a point 3 metres northeast of the northern building line of 4 Manor Grove;
- (b) from a point in line with the eastern kerbline of College Road, for a distance of 8 metres in a south-easterly direction.

-
- (a) from a point 5 metres southeast of the boundary of 93/95 Manor Grove, to a point in line with the southern building line of 62 Manor Grove;
 - (b) from a point in line with the eastern kerbline of College road, for a distance of 8 metres in a south-easterly direction.

Park Road

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

- | | |
|-----------|--|
| PARK ROAD | <ul style="list-style-type: none">(1) On the eastern side<ul style="list-style-type: none">(a) from the Junction with West Street to a point in line with the boundary of 1/5 Park Road;(b) from a point in line with the southern boundary of 27 Park Road to a point opposite the boundary of 46/48 Park Road;(c) from a point in line with the boundary of 71/73 Park Road to a point in line with the boundary of 77/79 Park Road;(d) from a point in line with the south building line of 83 Park Road to a point in line with the north building line of 85 Park Road;(e) from a point 2 metres south of the boundary of 99/101 Park Road to a point 2 metres south of the boundary of 105/107 Park Road;(f) from a point 2 metres north of the boundary of 131/133 Park Road to a point in line with the boundary of 139/141 Park Road;(g) from a point in line with the northern boundary of 143 Park Road for a distance of 4 metres in a northerly direction;(h) from a point in line with the boundary of 159/161 Park Road to a point 10 metres south of the southern kerbline of Valenciennes Road;(i) from a point in line with the northern building line of 189 Park Road, for a distance of 10 metres in a northerly direction;(j) from a point in line with the boundary of 263/265 Park Road to the Junction with Gore Court Road.(2) On the western side<ul style="list-style-type: none">(a) from the Junction with West Street to a point in line with the northern boundary of 4 Park Road;(b) between points 2 metres north and 2 metres south of the boundary of 14/16 Park Road;(c) from a point in line with the boundary of 24/28 Park Road for a distance of 5 metres in a northerly direction; |
|-----------|--|

-
- (d) from a point in line with the boundary of 32/34 Park Road to a point in line with the boundary of 46/48 Park Road;
 - (e) between points 3 metres north and 3 metres south of the boundary of 54/56 Park Road;
 - (f) from a point 4 metres north of the southern boundary of 60 Park Road to a point in line with the boundary of 86/88 Park Road;
 - (g) from a point in line with the southern boundary of 112 Park Road, for a distance of 6 metres in a southerly direction;
 - (h) from a point in line with the boundary of 136/138 Park Road to a point in line with the boundary of 140/142 Park Road;
 - (i) from a point in line with the boundary of 168/170 Park Road to a point in line with the boundary of 170/172 Park Road;
 - (j) from a point 12 metres north of the northern building line of the Gore Court Arms to the Junction with Gore Court Road.

Trotts Hall Gardens

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

TROTTS HALL GARDENS

- (1) On the north side, from the western kerbline of Bell Road to a point in line with the eastern boundary of 7 Trotts Hall Gardens;
- (2) On the south/~~south~~-eastern side
 - (a) from the western kerbline of Bell Road, ~~from a point opposite the boundary of 23/24 Trotts Hall Gardens,~~ around the turning head *opposite 24 Trotts Hall Gardens*, to a point 3 metres west of the western boundary of 24 Trotts Hall Gardens;
 - (b) between points 4 metres and 13 metres east of the boundary of 25/26 Trotts Hall Gardens;
 - (c) from the western end of Trotts Hall Gardens for a distance of 5 metres in an easterly direction.
- (3) On the western side, from a point in line with the eastern boundary of 7 Trotts Hall Gardens, to point in line with the boundary of 23/24 Trotts Hall Gardens.

Ufton Lane

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

UFTON LANE

- (1) On both sides from the Junction with Park Road to points 17 metres south of the northern building line of Gore Court Arms.

(2) On the eastern side

(a) from the Junction with West Street ~~to a point opposite 3 metres north of the northern boundary of 81 Ufton Lane;~~

(b) ~~from a point 11 metres north of the northern boundary of 26 Ufton Lane to a point in line with the rear boundary of 150/152 Park Road;~~

SUPPORT x1

(eb) from a point in line with the rear boundary of 152/154 Park Road to a point in line with the rear boundary of 186/188 Park Road;

(c) from a point in line with the boundary of 86/88 Ufton Lane to a point in line with the boundary of 90 Ufton Lane/244 Park Road.

(3) On the western side

(a) from a point opposite 2 metres south of the rear boundary of 3/4 Anselm Close to a point in line with the boundary of 99/101 Ufton Lane;

(b) from a point in line with the boundary of 107/109 Ufton Lane to a point 5 metres south of the boundary of 125/127 Ufton Lane;

(c) from a point 5 metres north of the boundary of 127/131 Ufton Lane to a point in line with the southern boundary of 155 Ufton Lane;

(d) from a point in line with the southern boundary of 155 Ufton Lane to a point 15 metres south-west of the Junction with Homewood Avenue;

(e) from a point in line with the boundary of 179/181 Ufton Lane to a point in line with the northern boundary of 187 Ufton Lane.

Whitehall Road

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

WHITEHALL ROAD

(1) On the western side from the southern kerbline of Capel Road to a point 12 metres south of the centre line of the Hanover Close Junction.

(2) On the eastern side from the southern kerbline of Capel Road for a distance of 27 metres in a southerly direction.

(3) On both sides, from the north-eastern kerbline of Gore Court Road for a distance of 12 metres in a north-easterly direction.

OBJECTION 6

THIRD SCHEDULE

Roads in Faversham

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			
THE MALL	On the eastern side from a point 16 metres south of the centre of the Junction with Nelson Street to a point 14 metres north of the centre of the Junction with Edith Road.	Monday to Saturday	8.30am to 6.30pm

OBJECTIONS 4, 5, 8, 9 & 10

Roads in Sittingbourne and Milton

Conyer Road, Teynham

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 and Milton			
CONYER ROAD	<p>On both sides from a point 10 metres north of the Junction with The Crescent/Lower Road for a distance of 65 metres in a northerly direction.</p> <p>(1) On the west side, from a point 18 metres north of the northern kerbline of The Crescent/Lower Road, to a point in line with the southern boundary of "Spring Grove".</p> <p>(2) On the east side, from a point 2 metres north of the northern building line of 6 Bridge Cottages, to a point in line with the southern boundary of "Spring Grove".</p>	Monday to Saturday	8:30am to 6.30pm

Ufton 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 and Milton

UFTON LANE	(1) On the eastern side between points 11 metres and 63 metres north of the northern boundary of 26 Ufton Lane. (2) On the western side from the Junction with West Street to a point opposite 2 metres south of the rear boundary of 3/4 Anselm Close.	Monday to Saturday	8.00am to 6.30pm.
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FIFTH SCHEDULE

Roads in Faversham

The Mall

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

THE MALL	(1) On the eastern side (a) between the boundary of 1/3 The Mall and the boundary of 23/25 The Mall; (b) from the northern end of The Mall for a distance of 12 metres in a southerly direction. (2) On the western side (a) between points 22 metres and 80 metres south of the centre of the Junction with Preston Lane; (b) between points 18 metres south of the centre of the Junction with Forbes Road and 10 metres north of the centre of the Junction	Monday to Saturday 8.30am to 5.30pm	2 hours	4 hours
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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
	<p>with Edith Road;</p> <p>(b) between a point 18 metres south of the centre of the Junction with Forbes Road, and a point 7.5 metres north of the centre line of the building of 41 The Mall;</p> <p>(c) between a point 7.5 metres south of the centre line of the building of 41 The Mall, and a point 10 metres north of the centre line of the Junction with Edith Road;</p> <p>(ed) between points 12 metres and 28 metres south of the centre of the Junction with Edith Road;</p> <p>(de) between points 1 metre and 17 metres north of the northern kerbline of Preston Lane.</p>			

Roads in Sittingbourne and Milton

Connaught 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 Sittingbourne and Milton				
CONNAUGHT ROAD	<p>(1) On the northern side</p> <p>(a) from a point 10 metres west of the western kerbline of Albany Road for a distance of 38 metres in a westerly direction;</p> <p>(b) from a point 53 metres west of the western kerbline of Albany Road to a</p>	Monday to Saturday 8.00am to 6.00pm	2 hours	2 hours

	<p>point in line with the western boundary of 7 Connaught Road;</p> <p>(c) from a point 5 8 metres west of the western boundary of 7 Connaught Road to a point 15 metres east of the eastern kerbline of Park Road;</p> <p>(d) from a point 10 14 metres west of the western kerbline of Park Road to a point 5 metres east of the eastern kerbline of Unity Street;</p> <p>(e) from a point 5 metres west of the western kerbline of Unity Street to a point in line with the eastern boundary of 5 Connaught Road.</p> <p>(2) On the southern side</p> <p>(a) from a point 10 metres west of the western kerbline of Albany Road for a distance of 27 metres in a westerly direction;</p> <p>(b) from a point in line with the eastern boundary of 30 Connaught Road to a point 12 metres west of in line with the western building line of 10 Connaught Road;</p> <p>(c) from a point 5 metres west of the western building line of 10 Connaught Road to a point 15 metres east of the eastern kerbline of Park Road;</p> <p>(c) from a point 13 metres west of the western building line of 10 Connaught Road to a point 15 metres east of the eastern kerbline of Park Road;</p> <p>(d) from a point 10 metres west of the western kerbline of Park Road to a point in line with the western building line of 2 Connaught Road.</p> <p>(d) from a point 14 metres west of the western kerbline of Park Road, for a distance of 6 metres in a westerly direction;</p> <p>(e) from a point in line with the eastern building line of Flat 1/3 Pear Tree Court, to the western boundary of 2 Connaught Road.</p>		
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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 in Faversham		
HORSELEES ROAD	BOUGHTON-UNDER-BLEAN	<p>(1) Across the frontage of 34 Horselees Road;</p> <p>(2) Across the frontage of 52 Horselees Road</p>

Roads on the Isle of Sheppey		
HIGH STREET	EASTCHURCH	(1) Across the frontage of 47 High Street
		(2) Across the frontage of 49 High Street

Roads in Sittingbourne and Milton	
COLDHARBOUR LANE	Across the frontage of 104 Coldharbour Lane

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:-

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STATEMENT of REASON



THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT NO.7) ORDER 2019

To maintain the clear access along the road, it is proposed to extend the existing double yellow lines on the east side of Church Road, Eastchurch, from the junction with High Street down to the southern end of 19b Church Road.

To increase on-street parking capacity for residents, it is proposed to remove the existing single yellow line on the east side of Conyer Road, Teynham, between the junction of The Crescent/Lower Road and the railway bridge, and to ensure the junction remains free of parking vehicles which could impede access by larger vehicles, it is proposed to extend the existing double yellow lines on the west side of Conyer Road, for a distance of 3 metres from The Crescent/Lower Road junction.

To prevent obstruction by parked vehicles, it is proposed to install double yellow lines across the vehicle entrance to 181-189 Park Road in Sittingbourne, and on both sides of Trotts Hall Gardens in Sittingbourne, from the junction with Bell Road to outside No.23/24 Trotts Hall Gardens. To improve vehicle movements and sightlines, it is proposed to install double yellow lines around the junction of Manor Grove and College Road in Sittingbourne, around the junction of Whitehall Road and Gore Court Road in Sittingbourne, in Ufton Lane on the corner opposite West Ridge in Sittingbourne, and in Cormorant Road, Iwade, on the north and west side of the road from No.16 to No.22.

To accommodate a new footpath running to the High Street in Sittingbourne, it is proposed to install an additional short section of double yellow lines in the eastern service road at the rear of the Forum Shopping Centre.

To accommodate a new vehicle access to the development at the rear of No.137/139 Park Road in Sittingbourne, it is proposed to reduce the length of one of the existing residents parking bays on the south side of Connaught Road, and to extend another section of parking bays.

As part of a new kerb buildout proposed by Kent County Council Highways, it is proposed to replace 15 metres of the existing residents parking bays on the west side of The Mall in Faversham, opposite the Crown and Anchor Public House, with double yellow lines.

To prevent parked vehicles obstructing the safe movement of traffic in Ufton Lane, Sittingbourne, it is proposed to replace the existing single yellow lines on the east side of the

road, opposite Epps Road, with double yellow lines, and to keep pedestrian access clear to the footpath at the western end of Trotts Hall Gardens in Sittingbourne, it is proposed to install a short section of double yellow lines near No.32 Trotts Hall Gardens across the footpath entrance.

It is proposed to formalise the disabled persons' parking bays outside 34 Horselees Road, Boughton-under-Blean, outside 104 Coldharbour Lane in Kemsley, Sittingbourne, and outside 47 and 49 High Street in Eastchurch.

Dated 29th July 2019

MIKE KNOWLES

FORMAL OBJECTION 1 – Proposed Double Yellow Lines – Church Road, Eastchurch

*"I am writing in regards to church road proposed double yellow line extension to 19b. I am a resident of ** church road. The parking in the street is already very restricted and this will cause major problems and cause a tense situations between residents to breaking point. Residents already place bins in the road as blockages to reserve there space. In addition the residents of ** has three large transit vans which park outside 19a 19b and opposite and significantly reduces parking spaces. I am also aware there was going to be a proposed one way system what happened to this idea which would solve the problem? I am a father to a disabled two year old child. We find it increasingly difficult to find a space and carry him with increasing weight from age the length of the street. We are in the early stages of paediatricians etc so are unable to obtain a disabled badge or bay and this would force us to move from our home."*

FORMAL OBJECTION 2 – Proposed Double Yellow Lines – Cormorant Road, Iwade

"I would like to make a comment on the proposed double yellow lines between no 16 to 22 Cormorant Road, Iwade.

I cannot see how this is going to help at all? There is already not enough parking around this estate and by putting double yellow lines; this is going to cause even more problems parking. I can understand putting it on the corner of Cormorant Road by number 16 as this is a tight bend to get round but putting them right around to number 22 is a complete joke!

I can appreciate the country is struggling financially and people are trying to find more money but how is fining residents, who are already struggling to park at present let alone when theses lines are put in going to help??

Plus who is going to enforce it????? A private company who will reap all the benefits whilst us residents have to put up with more problems of where to park a car? Cars will be dumped in other estates around the village to compensate for not being able to park in their own street, causing even more chaos then normal. Stupidest idea I've heard in a while. How about taking back half of the green at Sandpiper and turning into a car park to help us out instead of causing more headaches????!!!! Most probably because a tin of yellow paint is cheaper than a bit of concrete!! Or opening up the "for emergency service only" entrance so there isn't just one way in and out of the estate. By doing this there wouldn't be such a heavy flow of traffic trying to enter and exit the estate at the same point of the road!

If you haven't guessed already but I oppose this plan."

FORMAL OBJECTION 3 – Proposed Double Yellow Lines – Cormorant Road, Iwade

"I would like to object to the yellow lines proposed for 16-22 Comorant Road Iwade. Parking is hard enough without them, i feel if you put them in then all over Iwade village would need them. Cars are already parking on the verges and pavements which make it impossible for wheelchair users and prams to use the pavements. Why are you pinpointing this persific area?

Because one neighbour complains about cars parked opposite her, which is not blocking them, yellow lines are proposed. Do they work for Swale council?"

FORMAL OBJECTION 4 – Proposed Double Yellow Lines – The Mall, Faversham

"I would like to strongly protest against the proposed double yellow lines and kerb build out to the parking bays opposite the Crown and Anchor, The Mall, Faversham. As many of us have paid for permits to use these parking bays will you be providing additional parking near by to compensate, parking is already overcrowded and in the evenings sometimes impossible to park, by taking away these bays you will only push the problem on to surrounding streets. I understand that the road is very difficult to cross, as we have to each day, but what you are trying to do will not help. You should be looking at traffic calming measures instead, as a lot of traffic speeds well in excess in this section of road, and your proposed location is too close to a blind bend. So for these reasons I am totally against this scheme, along with my neighbours."

FORMAL OBJECTION 5 – Proposed Double Yellow Lines – The Mall, Faversham

"Re the above Order and your proposal to install a kerb build out in The Mall with associated loss of residents parking.

As a resident of The Mall for more than 20 years and living within 50m of the proposed location of your scheme, I would like to confirm my very strong objection to your proposal.

There is already insufficient parking for residents at this location and the loss of a further 15m of existing parking bays is unacceptable. The proposed crossing point is clearly not on the direct desire line of pedestrians looking to cross The Mall so would serve no purpose.

I have not seen the plans in detail and would have appreciated it if you had at least consulted those who are directly affected by this proposal on a daily basis. In fact I have only been informed by one of my neighbours. This is an example of very poor communication I would suggest.

Please think again and scrap this scheme now."

FORMAL OBJECTION 6 – Proposed Double Yellow Lines – Whitehall Road/Gore Court Road, Sittingbourne

*"I write to object to the length of the double yellow lines. It is only legally required that they be 10 meters from the junction for restriction of parking. The suggestion of 15 meters and 12 is extreme and unnecessary. This would mean the double yellow lines fully cover the frontage of my property at *gore court.*

Unless there is some legal reason why you have chosen the measurements detailed then I wish to challenge the amendment you are making. I put to you that the double yellow lines be 10 meters from the junction across Gore Court Road and 10 meters from the junction down Whitehall road Please respond with an explanation of your suggestions."

FORMAL OBJECTION 7 – Proposed Extension to Double Yellow Lines – Conyer Road, Teynham

"I am writing in response to the Public Notice displayed regarding the amendments to the parking in Conyer Road.

As you may know, I have been one of the residents involved from the start in the process of petitioning for the amendments. The purpose for this letter is to ask for some discussion on the proposed extension to the double yellow on the opposite side of the road.

As you will have recorded, all the Bridge Cottage residents agreed to the removal of the yellow line but asked for further discussion on the need to extend the double yellow. It would be greatly appreciated if this could be discussed further. We have emailed you footage of lorries making the turn perfectly well with the double yellow lines as they are and with a car parked where the extension is outlined to be. Our concern is that extending it, will effectively remove a space which will mean more cars parking in The Crescent, which, if observed, is a tricky spot for lorries already.

Whilst we still agree to the proposed amendments of removing the single yellow, please could we have some information on how the double yellow extension will help lorries negotiating the turning better? As I/we have said before, we would welcome a Traffic Officer visiting to see the current situation.

Please feel free to contact me on any of the contact details above. In the meantime, many thanks for all your endeavours and time on this process!"

FORMAL OBJECTION 8 – Proposed Double Yellow Lines – The Mall, Faversham

"I was surprised to hear about the proposal of a kerb build out opposite the Crown and Anchor Public house yesterday. I was informed by a neighbour, not by yourselves. I live on the Mall and I STRONGLY OBJECT to the proposal.

It is already extremely difficult to park on the Mall – I pay for a residents parking permit B, yet often have to park streets away on roads where permits are not required, ie on Canute/Athelstan Road because the parking bays on The Mall are full. I am always mindful that any parking space I leave on The Mall, especially at weekends and late afternoon, will immediately be taken. Parents of Abbey School children also wait in the parking spaces to pick up their children after school. The loss of more parking bays will make it impossible for me to park anywhere near my house.

The obvious crossing point is at the end of the Mall – it's the direct route for pedestrians heading into town and back via the subway or for commuters heading to the station.

Please do not go ahead with this proposal."

FORMAL OBJECTION 9 – Proposed Double Yellow Lines – The Mall, Faversham

"We write to object to the proposal by Kent County Council to remove four parking spaces from The Mall in Faversham in order to install traffic calming measures instead of a pedestrian crossing.

When the residents parking scheme was instigated some twenty years ago it was recognised that The Mall was a special case due to its proximity to the railway station and to commercial premises, some that attracted customers in the evening such as the Elephant public house. The original scheme, for Mall residents only, worked well for a while until the two hour rule was introduced and when it was absorbed into Faversham Parking Area B. Since then the scheme has worked against the resident's interest.

Parking in The Mall especially in the evening from around 5pm is extremely difficult. We frequently return home finding nowhere to park except in the adjoining streets some distance away from our home. Often we have no alternative but to park in the restricted zone in the Preston Grove area which excluded residents parking. From talking to our neighbours this appears to be a common experience. Often it is impossible to off load items such as shopping without blocking the street. Many of our neighbours are elderly and others are families with young children. The loss of four parking spaces will exacerbate all the current problems.

We also fear that the traffic calming measures will do little to promote safer pedestrian crossing. By far the heaviest pedestrian use is on the western pavement and consists especially of school children going to and from Abbey School. They tend to enter The Mall from the railway underpass and continue in a straight line towards the A2 and cross the main road at Forbes Road. We feel that the only workable solution is for a traffic light controlled crossing to be installed across that road.

We urge your department to rethink both the pedestrian crossing proposal and the current parking scheme in The Mall.”

FORMAL OBJECTION 10 – Proposed Double Yellow Lines – The Mall, Faversham

“Thank you for responding to my comments re: the Mall.

However I feel even more concerned now and wish to register my objection.

Having been resident in the Mall for the last 17 years I am very aware of the way in which pedestrians and vehicles use the Mall. It is not difficult to cross the road at this part of the Mall. Encouraging pedestrians to cross here on an unmarked crossing will be dangerous. Anyone observing pedestrian traffic and varying times of the day will know that the majority cross the roads on the corner of the Mall and Forbes road. Students from the Abbey school in particular cross en masse at this point. They will continue to do so even if there is a crossing further up.

What evidence is there to prove that a crossing is needed at the proposed point?

Has there been any incidences of pedestrian colliding with a vehicle? - not to my knowledge. There has however been collisions involving vehicles along the proposed site. My car was hit from behind in a 3 car 'shunt' by someone driving too fast up that part of the Mall towards the A2. I was stationary indicating to turn right into Edith Rd which was at the point of the proposed amendment. Drivers will not be expecting to stop. If there is to be a crossing then it should be highly visible, at a point where the majority will cross, namely on the bend with Forbes road where traffic is already slowing for the bend, and with traffic lights to ensure maximum safety. Have the emergency services been consulted as it is a main route in to the town? Fire engines already have to negotiate the busy junction with the 251 and the Mall, which is frequently snarled up with congested traffic along the A2.

Should the proposal go ahead then what is going to be done to compensate for the loss of parking bays? There are not enough spaces now. Perhaps if we have to lose spaces then at least part of the parking in the Mall should be restricted to residents only. That may give residents a chance to at least park in the road we live in!

Also one notice on a telegraph pole is inadequate communication for something that will impact residents so much.

So I therefore object to the proposal.”

FORMAL OBJECTION 11 – Proposed Double Yellow Lines – The Mall, Faversham

As a long-standing resident of ** The Mall, Faversham, I wish to place on record my objection, in the strongest terms, to KCC's proposal to reduce the available number of parking spaces opposite the former Crown & Anchor Public house.

The proponents of this utterly misguided proposal have no concept whatsoever of the extreme difficulty that would be caused to the residents if The Mall in the removal of 15 metres of parking space, which is already at a premium and for which residents are forced to lay out expenditure for so called “parking permits.”

I wish to ask what survey has been undertaken by KCC and your department which has led to this proposal being framed? I am not aware of any consultation process having been undertaken with the residents, so kindly explain how this decision was reached? What is the evidence? What are the realistic numbers of people wanting to cross?

If, in theory, a crossing is deemed necessary (and this still to be proved), any such crossing would be better sited in Forbes Road. It should be in the form of a raised paved pedestrian crossing. This would serve the purpose of providing step-free crossing for less able pedestrians, wheel-chair users and so on and provide a safer crossing point for the many school pupils who walk the Mall to and from the Abbey School every day in term time. Just to nip any objection in the bud to this idea on the grounds that it would be too close to the bend, I would highlight the fact there is already a similar such crossing in Faversham just by the Tesco store – just on a bend not dissimilar to Forbes Road – so we know that such crossings and their siting can be achieved when necessary. A raised paved crossing would also act as a welcome traffic calming measure.

Owing to KCC’s continuing inability to resolve the layout of the A2/Ashford Road/Mall road junction, may I ask if this aspect of road planning has been taken into account when considering the unwelcome imposition of a crossing in the Mall?

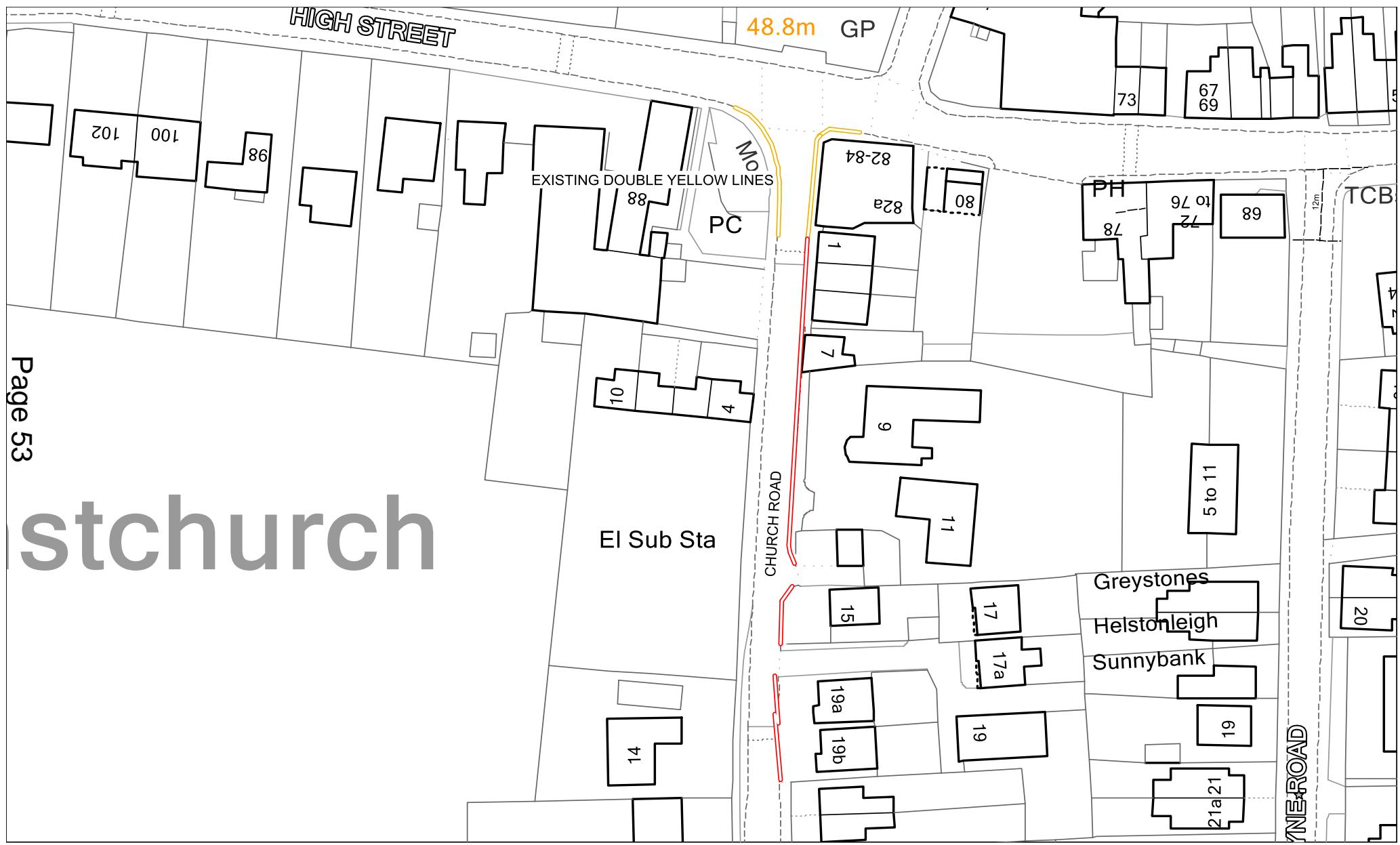
If the KCC has already decided behind closed doors that, irrespective of the reasonable objections of residents of the Mall, to install their proposed crossing on the Mall anyway, may I ask what compensations KCC will make to allow existing residents to justify purchasing their permits? In such a scenario, I suggest that they remove the single yellow line restrictions in Forbes Road or increase parking spaces in the The Mall leading down towards Faversham Station. Either way it is incumbent on KCC to furnish the same number of parking spaces currently in place on the Mal that they are planning to remove for the crossing/

I request my objection, and my counter-proposals be placed before the relevant authorities , and for which I thank you in advance.

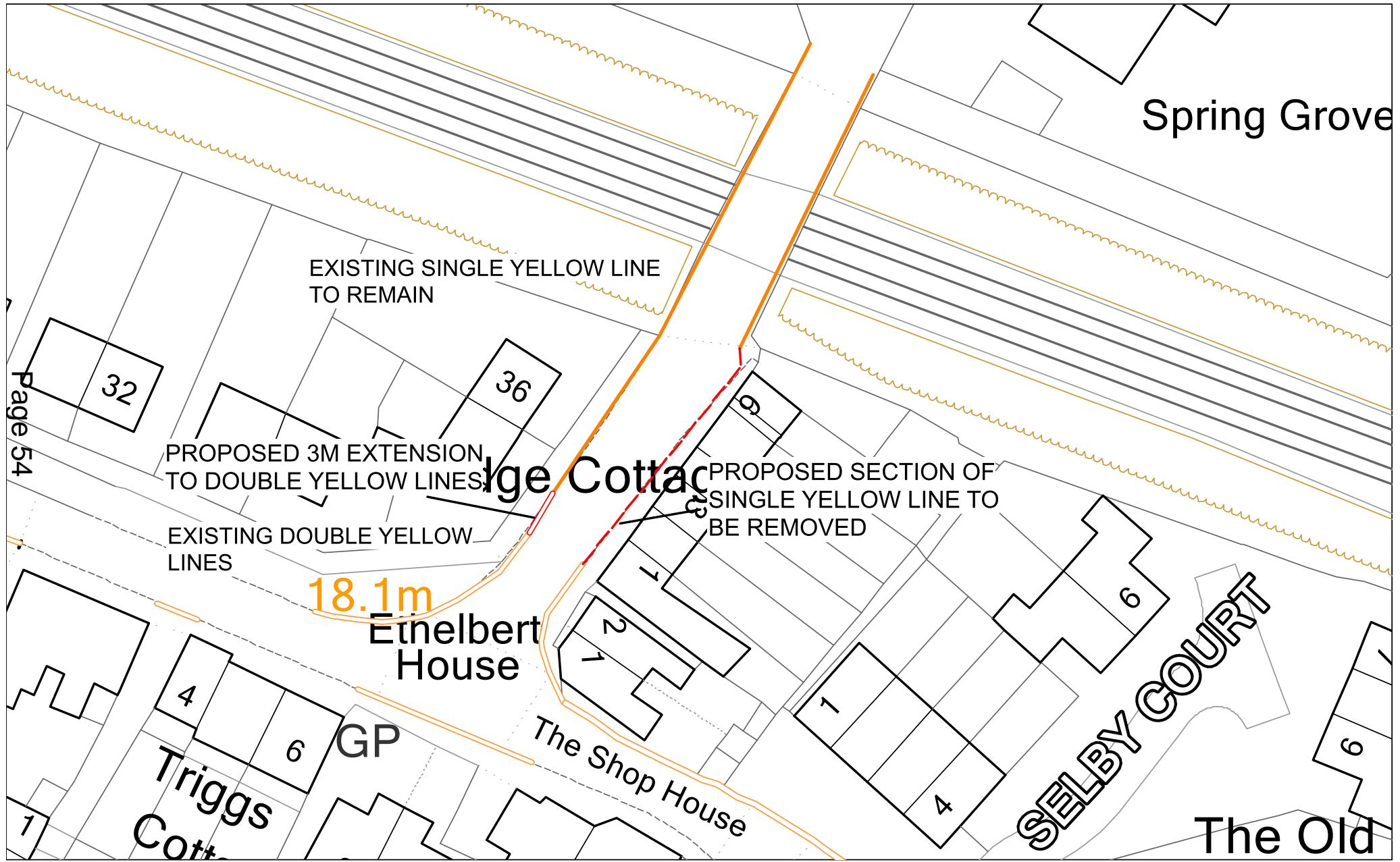
To all Watling Ward Councillors, reading in copy, your active assistance in this matter is requested.”

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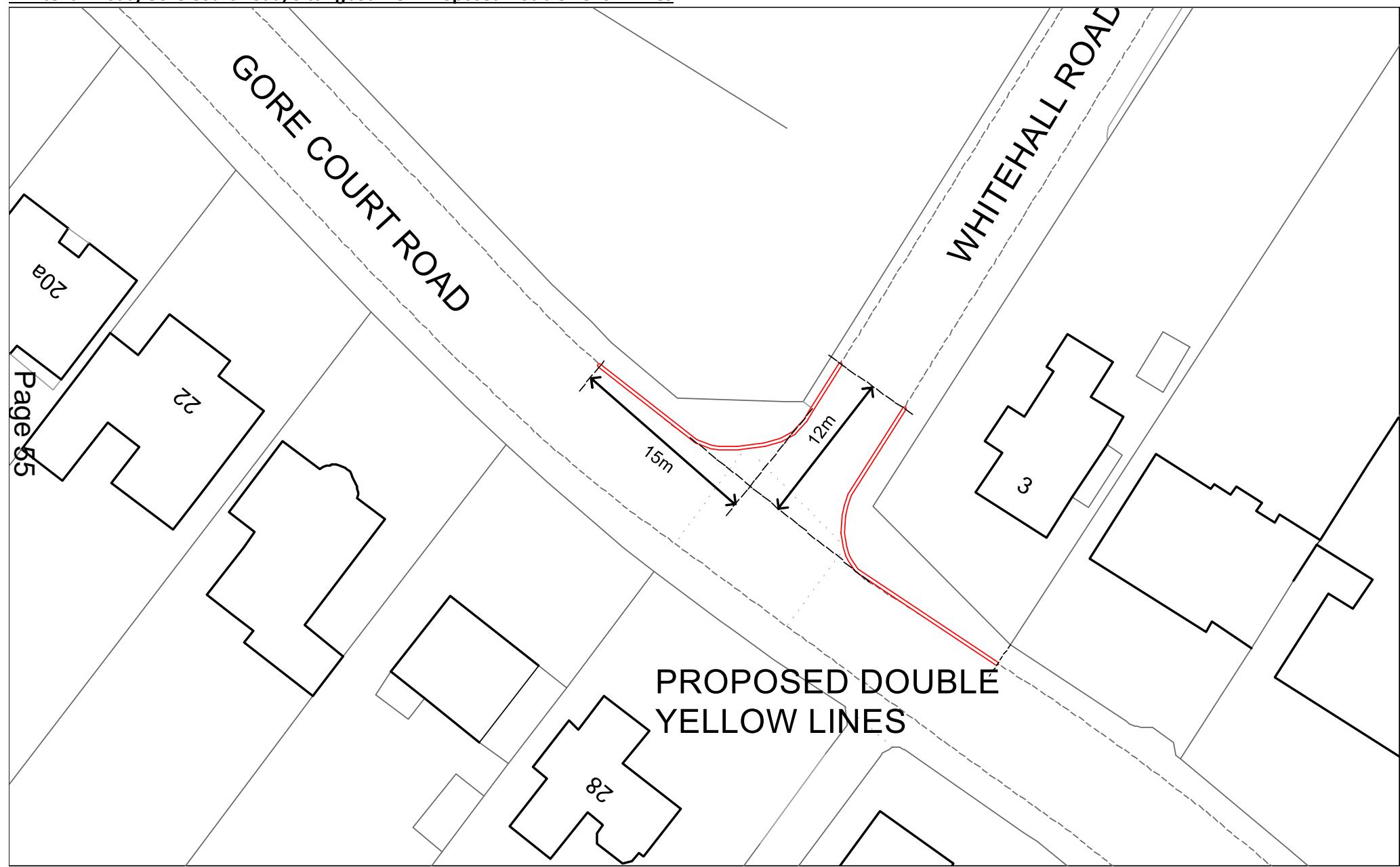
Church Road, Eastchurch – Proposed Extension to Double Yellow Lines



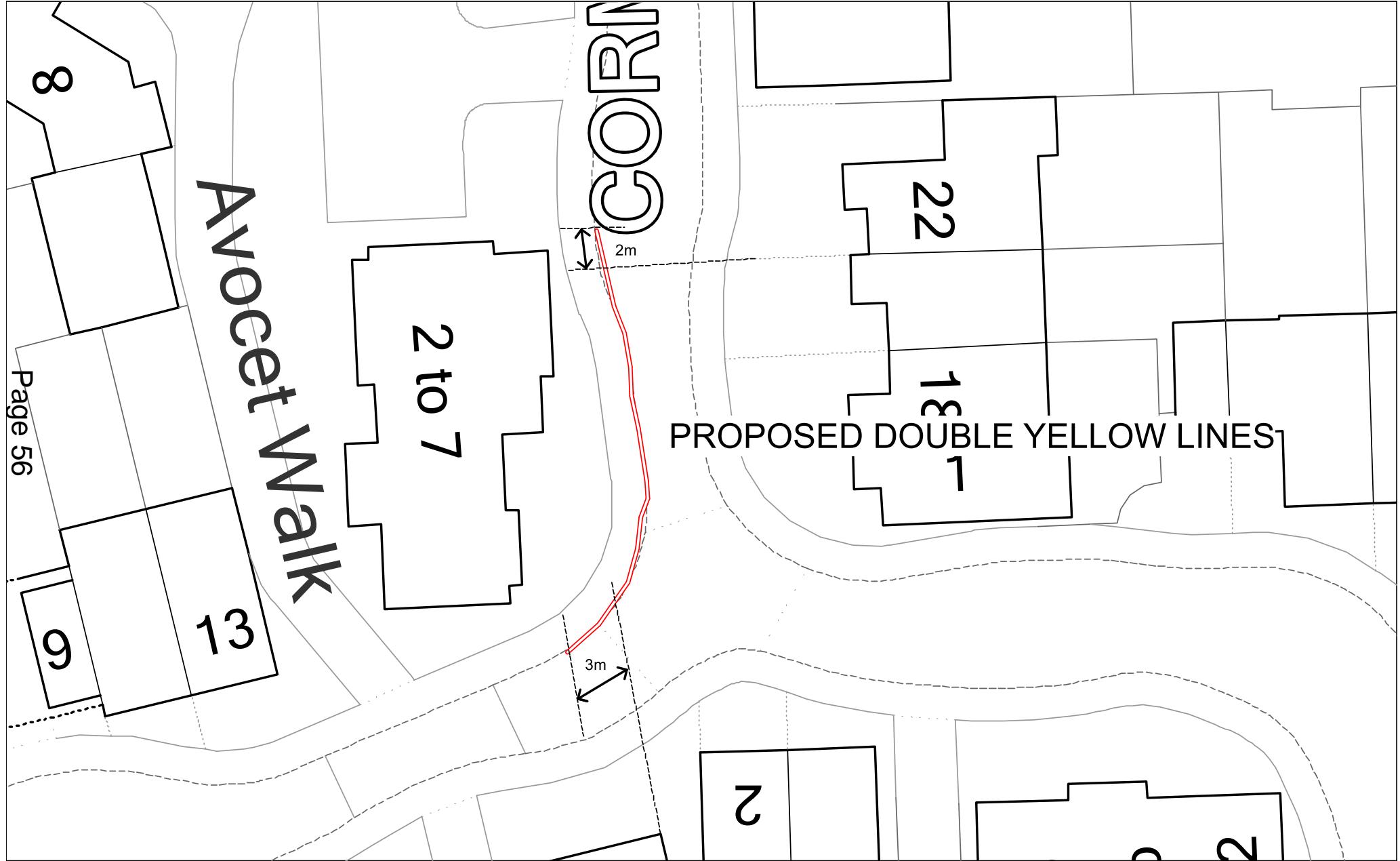
Conyer Road, Teynham – Proposed Removal of Single Yellow Line & Extension to Existing Double Yellow Lines



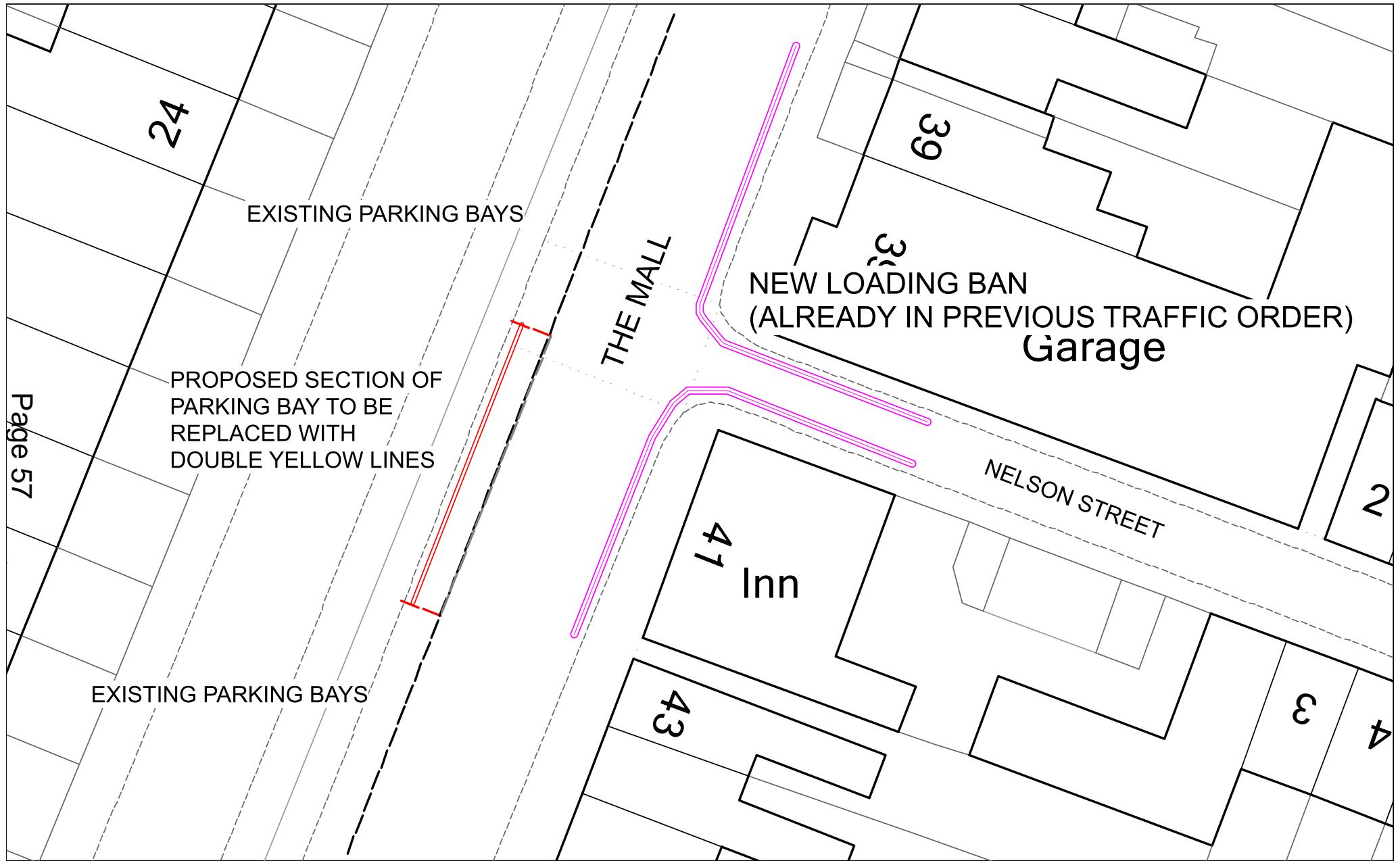
Whitehall Road/Gore Court Road, Sittingbourne – Proposed Double Yellow Lines



Cormorant Road, Iwade – Proposed Double Yellow Lines



The Mall, Faversham – Proposed Double Yellow Lines to Replace Section of Residents Parking Bays for New Kerb Buildout (KCC Highways Work)



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The Village Hall
Warden Road
Eastchurch
Sheppey
Kent
ME12 4EJ

Phone/Fax 01795 880 790

Website: eastchurchpc.kentparishes.gov.uk

Email: eastchurchparishcouncil@hotmail.com

Dear Resident,

Eastchurch Parish Council is considering applying to have the double yellow lines at the northern end of Church Road extended.

The northern end of Church Road has a pinch point, and this prevents traffic from flowing down the road due to the parked cars. With an extension to the existing yellow lines, this could be alleviated as vehicles would not be able to park on the Eastern side, thereby allowing enough room for traffic to pass without interruption. The properties on the Eastern side have off road parking leaving space for those on the western side to park close by.

This initial, informal consultation is to request your views and opinions on the project.

- Currently the yellow lines finish outside 82a.
- The proposal would be to extend these to the end of 19b Church Road.
- The attached map shows the **current lines in yellow** and the **proposed lines in red**.
- The lines would only be on the Eastern side of the road only, as marked.

Please indicate your preference by ticking the appropriate box for the statement below:

The existing yellow lines should be extended by the length of the red lines as marked on the map.

Agree

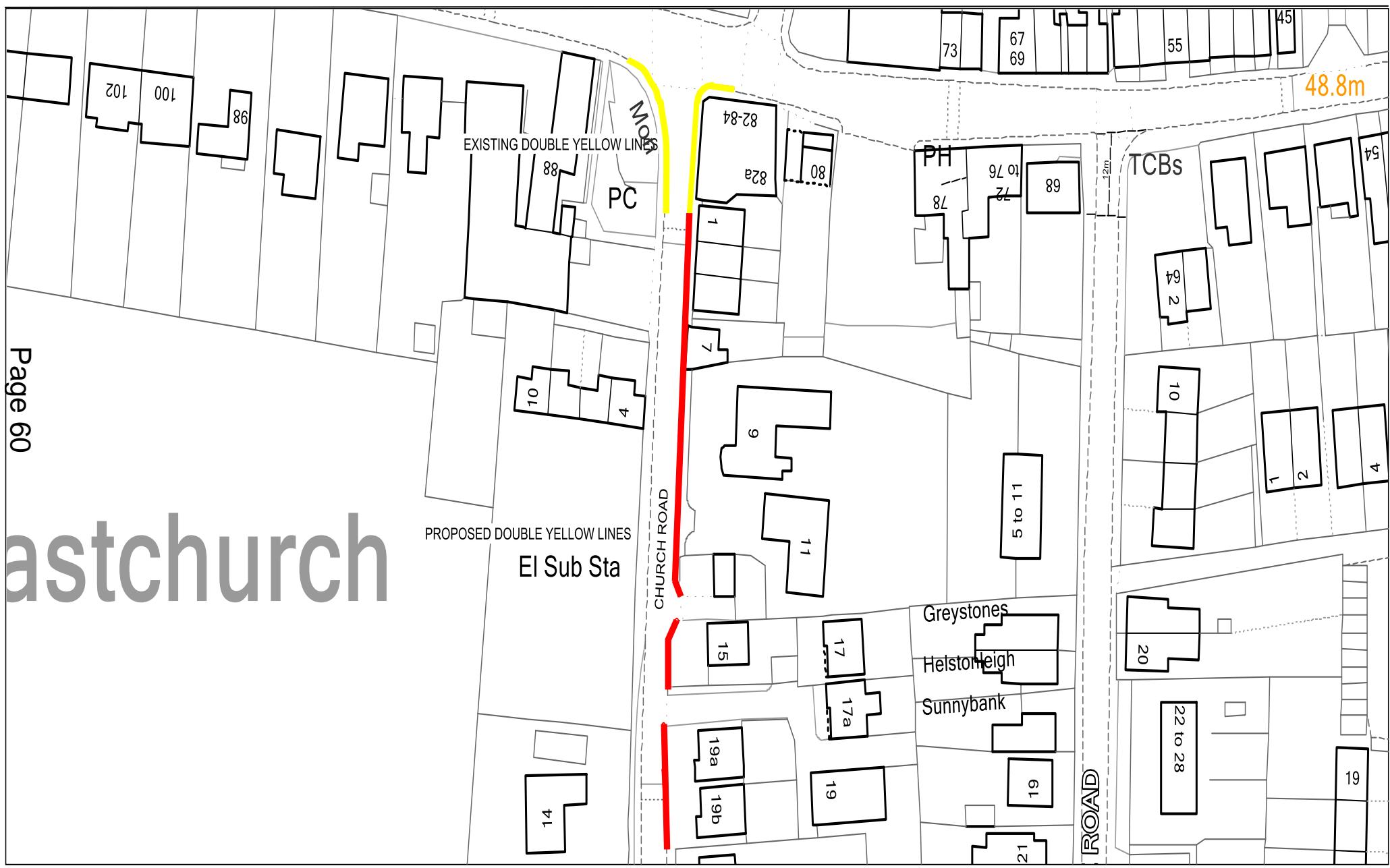
Disagree

Thank you for taking the time to fill in this consultation. Please return your form to the Parish Council office by 20th June 2019.

Yours Sincerely,

Ms Fiona Jackson
Clerk to Eastchurch Parish Council

Proposed Yellow Line Extension – Church Road, Eastchurch



Dear Mike,

Thank you for the opportunity to respond to the objection

The plans for the one way system are indeed proceeding on Church Road and works are due to be started by KCC on 9th September. It is the intention that this will help to alleviate traffic flow within the village at a particularly tight junction.

The top of Church Road narrows to a pinch point meaning that if vehicles are parked on either side then there is not always room for another vehicle to travel past. Please see photographs below



The Parish Council concurs with the resident that the parking is already restricted, however this is an enforcement issue which needs to be addressed. If residents are placing bins or other objects outside their property to "reserve" places, these should be reported to SBC or the Police as an obstruction; these agencies will then be able to deal with the matter. Household occupiers with more than one vehicle are always going to cause a problem but this is not something that can be dealt with easily in a small village not designed for the quantity of vehicles now in existence.

The extension to the existing yellow line deals with the pinch point by allowing parking only on one side of the road. With the exception of number 7, all of the properties along the length of the proposed stretch have access to off road parking at their properties. The yellow line extension will see the reduction of two parking spaces, one outside 19a and one outside 19b. These two properties both have space for two vehicles each to park off road, one in the garage and one on the drive, as shown in the photograph below.



The Parish Council have commissioned the one way system with KCC in order to alleviate traffic problems in the centre of the village. The yellow line extension should compliment the one way scheme and provide a smoother traffic flow for the majority of residents and visitors.

Agenda Item 8

To: Swale Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 9th September 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**
- **Externally funded schemes**
- **Local Growth Fund**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

PROW – see Appendix H

Combined Member Fund – see Appendix I

Conclusion

1. This report is for Members' information.

Contact Officers:

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

Kirstie Williams	Highway Manager Mid 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 – Road, Footway and Cycleway Renewal and Preservation Scheme

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	Programmed 17 th October 2019
A250 High St	Sheerness	Millennium Way to junction with Victoria Street	Programmed 2 nd December 2019
A250 Millennium Way	Sheerness	50m each approach to High Street	To be programmed 28 th November 2019
A2 London Road	Sittingbourne	The Billet PH for a distance of 100m easterly towards Sittingbourne Town Centre	To be programmed 27 th November 2019
Bank Street	Faversham	Junction with Stone Street to car park	To be programmed 29 th November 2019
A2 High Street	Newington	Bus layby to Church Lane	Delayed due to Gas works
High Street	Sittingbourne	Full length of Sittingbourne High Street and Central Avenue	Programmed 15 th October 2019
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
New Road	Sheerness	Exact sections to be determined. (Footway Reconstruction)	Currently on site
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)	Currently on site
Lansdown Road	Sittingbourne	Exact section to be determined. (Footway Reconstruction)	Currently on site
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)	Designed and to be programmed
Sunnyfields Drive	Queenborough	Entire Length (Footway Protection Treatment)	Completed August 2019
Queenborough Road (service road section adjoining Sunnyfields Road only).	Queenborough	Entire Length (Footway Protection Treatment)	Completed August 2019
Rosemary Avenue	Sheerness	Entire Length (Footway Protection Treatment)	Completed
Ambleside	Sittingbourne	Entire Length (Footway Protection Treatment)	Completed
Menin Road	Sittingbourne	From The Junction With The Square To Its Junction With Ypres Drive. (Footway Protection Treatment)	Completed
Surface Treatments - Contact Officer Jonathan Dean			

Micro Surfacing			
Road Name	Parish	Extent of Works	Current Status
LONDON ROAD	Sittingbourne	Hempstead Lane to East Street - missing out the new estate section	Complete
LONDON ROAD	Sittingbourne	Key Col Roundabout to Medway Border	Postponed until 2020 due to emergency gas works
LONDON ROAD	Sittingbourne	From A251 Ashford Road to Ospringe Road	Complete
EASTCHURCH ROAD	Eastchurch	From roundabout to A2050 Lower Road	Complete
CHURCH HILL	Forstal	Kemsdale Road to Staple Street	Programmed for 28 th September 2019 for 3 days
FRINSTED ROAD	Milstead & Frinsted	Horn Hill to Torry Hill Road	Programmed for 27 th September 2019 for 2 days
LOWER ROAD/BYSINGWOOD ROAD	Sittingbourne	From Bennetts Gardens (Property) to Tin Shop Lane	Complete
FEATHERBED LANE (AKA SOUTH STREET/(FOXES LANE)	Selling	From Selling Road to Scaggers Hill	Complete
DOWN COURT ROAD	Lynstead with Kingsdown	Chequers Hill to Sawpit	Complete
BYSING WOOD ROAD	Luddenham	Surface dressing edge to Tin Shop Hill	Complete
QUEENS ROAD	Sittingbourne	Union Road to Balwin Road	Complete

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
Tunstall Road	Sittingbourne	Complete the new drainage system over the summer school break.	Passed to contractor awaiting start date
Maple Street,	Sheerness	Trial holes to determine location of a replacement system	Passed to contractor awaiting start date

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 – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
First Avenue	Sheerness	Replacement of 2 no street lights complete with LED Lanterns	Work due for completion by the end of November
Mansfield Drive	Iwade	Replacement of 2 no street lights complete with LED Lanterns	Work due for completion by the end of November
ST Laurence Close	Bapchild	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Sanderling Way	Iwade	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Hamilton Crescent	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Thomsett Way	Sheerness	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Church Road	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	Work due for completion by the end of November
<u>Borden Lane</u>	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Meeres Court Lane	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Work due for completion by the end of November
Miller Court	Minster	Replacement of 1 no street light complete with LED Lantern	Completed
Alexander Drive	Faversham	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Crown Quay Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Lower Road	Minster	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
The Broadway	Minster	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
The Leas	Faversham	Replacement of 1 no street light complete with LED Lantern	Completed
Rowetts Way	Eastchurch	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Staplehurst Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Nobel Close	Teynham	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Leysdown Road	Leysdown	Replacement of 1 no street light complete with LED Lantern	Completed
Bysing Wood Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Completed

New Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Grovehurst Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Work due for completion by the end of November
Bob Amor Close	Faversham	Replacement of 4 no street lights complete with LED Lanterns	Work due for completion by the end of November

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

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

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)	-	
A2500 Lower Road junction with B2008 Eastchurch Road.	Eastchurch	-	(2019/20 sites currently under investigation).

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 complete.
A2 London Road, Teynham (east of Cellar Hill junction).	Lynsted with Kingsdown and Teyham	Phase 2: Installation of kerb buildouts and lining works on eastern approach to Teynham.	Works ordered and programmed to start from September 23 rd 2019.
The Mall.	Faversham	Footway build-out and dropped kerbs to allow (uncontrolled) pedestrian crossing immediately south of the junction with Nelson Street.	Works ordered but there is currently no programme date. Currently objections to the waiting restriction traffic regulation order to be considered at this JTB meeting.

EXTERNALLY FUNDED TRANSPORT SCHEMES			
Road Name	Parish	Description of Works	Current Status
Church Road.	Eastchurch	Traffic restricted to one-way north-to-south between the junctions with High Street and B2231 Rowetts Way with associated traffic signs and partial restriction adjacent to the roundabout.	Traffic regulation order was sealed in July. Works ordered and programmed to start 09/09/2019 for up to two weeks.
Danley Road, Halfway.	(Unparished)	Traffic signs for one-way restriction (traffic restricted to one-way east-to-west).	Works complete.
High Street / Central Avenue, Sittingbourne.	(Unparished.)	Reversal of one-way restriction on Central Avenue and associated works, including relaying paving blocks.	Works substantially complete.

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/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. Works underway.
SW003094	Nova, Graveney Road, Faversham	Faversham	Provision of Private Housing development Junction and Pedestrian Crossing	Agreement in place for temporary access. Full agreement progressing.
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, outstanding works to be completed.
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. Remedial works to be carried out.
SW/003077	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	Agreement in place. Works Underway. Remedial works to be carried out.
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. Remedial works to be carried out.
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. Completion works required.
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. Minor completion works required.
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. Awaiting revised lighting design.
SW/003035	109-111 Staplehurst Road, Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for	Remedial and completion Works Underway

			Housing developments	
SW/0033024	Dover Street, Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Works complete, awaiting Safety Audit
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. Minor completion works required.
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	Agreement in place. Works underway.
SW/003068	Canterbury Road, Sittingbourne	Sittingbourne	Revision of existing footways to proposed Retirement Home frontage	Agreement in place. Remedial works required.
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. Agreement not yet in place.
SW/003069	Rushenden Road, Queenborough, Sheppey	Queenborough	Provision of New Access for Housing Development	Letter of 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/003101	Lower Road, Teynham	Teynham	Provision of Footway for small Housing Development	Technical approval given. Agreement not progressed by developer.
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. Minor completion works required.
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 Stage 3 Safety Audit complete – reported items to be rectified.
SW/003091	Eurolink Way, Milton Road, Sittingbourne	Sittingbourne	Footway Access to Retail Development	Agreement in place. Remedial works required.
SW/003092	Castle Road, Sittingbourne	Sittingbourne	New Access and footway to Industrial Units	Letter of Agreement in place. Significant remedial works required.
SW/003096	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	Agreement in place. Works underway.
SW003105	Spirit of Sittingbourne Section 2 – St Michaels Road/Dover Street/Fountain St	Sittingbourne	Traffic Calming and access to new Housing development	Tech approval given. Agreement instructed.
SW003108	Chequers Road, Minster Sheppey	Minster	Frontage Footway and Access for Small Housing development	Design Technical Vetting underway. Letter of Agreement in place for construction access.
SW00109	Spirit of Sittingbourne – Street Lighting Michaels Road/Dover Street/Fountain St Milton Road	Sittingbourne	Street Lighting Submission for Overall Spirit 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.
SW003260	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	Letter of Agreement in place for passing places. Works underway.
SW003119	Station Street, Delivery Road Access, Sittingbourne	Sittingbourne	Footway alongside of delivery road through to High Street	Technical Vetting underway.
SW003199	Swale Way, Great Easthall, Sittingbourne – Toucan	Sittingbourne	Provision of a Toucan Crossing for the Eurolink 5 Industrial Estate development	Technical Vetting underway.
SW003266	Station Road, Teynham	Teynham	New bellmouth on to station road, footway works, new lining and a build out.	Technical Vetting underway.

Appendix F – Bridge Works

Bridge Works – Contact Officer: Earl Bourner			
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 - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
No traffic signal refurbishment work being carried out this year		

Appendix H- PROW

Public Rights of Way and Access Service 2019 (as at 07/08/2019)

Swale

Public Rights of Way – Contact Officer – David Fleck			
Path No	Parish	Description of Works	Current Status
No works planned			

Appendix I – Combined Member Grant

Combined Member Grant programme update for Swale Borough Council

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

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

The list is up to date as of **7 August 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
Reported to this meeting

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.	<i>Report presented to Swale JTB March 2019. Recommendation given to progress scheme 3 - traffic signals option. Detailed design including cost estimates progressing. Funding for scheme still to be confirmed.</i>
Page 85	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 – Phase 1 Roundabout Now Constructed. Works are continuing for construction of Phase 2a which includes the carriageway widening on approach to Cowstead Corner roundabout and the construction of footway/cycleway from Cowstead Corner to Barton Hill Drive, surface water drainage and hedgerow planting. Additional funding to allow the full widening of Lower Road between Cowstead Corner and Barton Hill Drive and the new right turn lane into Wall End Farm has not been confirmed. This may be carried out at a later date once funding becomes available.</i>
1079/12/16	Update on the 20's	Third-	(1) That the JTB supports the	<i>No further update since last meeting.</i>

Minute No	Subject	SBC/KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	Plenty for Faversham Working Group	party scheme	<p>recommendations put forward by the Working Group, and officers submit a report to the next JTB meeting on the feasibility of the proposals.</p> <p>(2) That the officers' report considers how proposals might be rolled-out across the Borough.</p>	
1228/03/17 Page 88	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	<p>(1) That KCC supports the proposals set-out by Eastchurch Parish Council for the redesignation of Church Road, Eastchurch, as a one-way road, and note that the Parish Council was happy to fund the scheme.</p>	See Highway Works Programme.
400/03/19	Highsted Road, Sittingbourne proposed footway – report on the results from the public consultation exercise	KCC	<p>(1) That Option 1 be the preferred way forward, and that KCC look at other options as well.</p>	No further update since last meeting.
414/03/19	Agreement on Joint Transportation Boards	Info item	<p>(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.</p>	
77/06/19	Formal Objections to Traffic Regulation Order – Swale Amendment 1	SBC	<p>(a) That 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) That the proposed double yellow lines in</p>	<p>(a) Traffic Regulation Order sealed by Kent County Council – effective from 2nd September 2019</p> <p>(b) Proposals removed from Traffic Order – Bus</p>

Minute No	Subject	SBC/KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
Page 87			<p><i>Ridham Avenue, Sittingbourne, be abandoned and the issues reported by residents be referred to the bus operator for comments.</i></p> <p><i>(c) That the proposed double yellow lines opposite Kestrel Close in Highsted Road, Sittingbourne, be progressed.</i></p> <p><i>(d) That 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.</i></p> <p><i>(e) That the proposed double yellow lines on the private land off Orchard Place, Faversham be progressed and the comments received from the residents be passed to the land owners for possible liaison with residents.</i></p>	<p><i>operator advised of comments, awaiting response</i></p> <p><i>(c) Traffic Regulation Order sealed by Kent County Council – effective from 2nd September 2019</i></p> <p><i>(d) Traffic Regulation Order sealed by Kent County Council – effective from 2nd September 2019. Ongoing discussions with business on preferred option (loading bay or double yellow lines) prior to installing new loading restrictions</i></p> <p><i>(e) Traffic Regulation Order sealed by Kent County Council – effective from 2nd September 2019. Comments from residents passed on to land owners for consideration</i></p>
78/06/19	<i>Proposed Amendments to Waiting Restrictions – Conyer Road, Teynham</i>	<i>SBC</i>	<i>That 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 the extension of the existing double yellow lines on the west side of the road be noted and the proposed amendments be progressed through a Traffic Regulation Order.</i>	<i>Proposals included in Traffic Regulation Order Swale Amendment 7. Formal consultation 02/08/19 – 23/08/19. Any formal objections received to be reported to JTB for consideration</i>
79/06/19	<i>Proposed Single</i>	<i>SBC</i>	<i>That the results of the recent informal</i>	<i>Proposals abandoned – consultees advised</i>

Minute No	Subject	SBC/KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	Yellow Line – Lyndhurst Grove, Sittingbourne		<i>consultation on a proposed yellow line in Lyndhurst Grove, Sittingbourne be noted and that Officers abandon the proposals.</i>	
80/06/19	Capel Road, Sittingbourne	SBC	<i>That the contents of the report be noted and that, considering the previous high number of consultations undertaken in Capel Road, no further action be taken at the present time.</i>	Completed