



## AGENDA

### SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 13 January 2020

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 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.

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1. Emergency Evacuation Procedure

Pages

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 9 September 2019 (Minute Nos. 202 - 11) 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 10 January 2020. 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.

## 6. Petition to prevent over 7.5T vehicles using The Street, Boughton and Dunkirk

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

- |     |  |         |
|-----|--|---------|
| 7.  | Formal Objections to TRO Swale Amendment 7 - Proposed Double Yellow Lines, Cormorant Road, Iwade | 5 - 32  |
| 8.  | Informal Consultation Results - Proposed Waiting Restrictions at The Street, Oare                | 33 - 40 |
| 9.  | Proposed Loading Ban - The Mall/Nelson Street, Faversham - Update                                | 41 - 68 |
| 10. | Joint Transportation Board Agreement - verbal update   |         |

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

- |     |  |           |
|-----|--|-----------|
| 11. | 30mph Signs, Lynsted - deferred to next meeting        |           |
| 12. | Bus only lane - Eaves Drive to Oak Road, Sittingbourne | 69 - 74   |
| 13. | Highways Work Programme                                | 75 - 98   |
| 14. | School Buses - Adelaide Drive, Sittingbourne           | 99 - 104  |
| 15. | Progress Update Report                                 | 105 - 112 |

To consider the Progress Update which outlines progress made following

recommendations and agreed action at previous meetings.

- |                          |       |
|--------------------------|-------|
| 16. Winter Report        | 113 - |
|                          | 114   |
| 17. Date of Next Meeting |       |

The next meeting will be held at 5.30pm on Monday 2 March 2020.

## **Issued on 23 December 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](http://www.swale.gov.uk)

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

# Agenda Item 7

<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item:</b>
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<b>Meeting Date</b>	Monday 13 <sup>th</sup> January 2020
<b>Report Title</b>	Formal Objections to TRO Swale Amendment 7 – Proposed Double Yellow Lines, Cormorant Road, Iwade
<b>Cabinet Member</b>	Cllr Tim Valentine
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the formal objections received to the advertised Traffic Regulation Order and recommend that the proposed double yellow lines in Cormorant Road, Iwade, either be progressed or abandoned.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides details of objections received to the advertised Traffic Regulation Order, Swale Amendment 7, which included the installation of double yellow lines in Cormorant Road, Iwade.

## 2. Background

- 2.1 A Traffic Regulation Order was 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 were received to some of these proposals, and these were presented to the Swale Joint Transportation Board in September 2019. The recommendation for one of these locations, Cormorant Road in Iwade, was for the proposed double yellow lines to be abandoned, but at the subsequent Cabinet meeting it was decided that the proposals should be re-submitted to the JTB for further consideration.

## 3. Issue for Decision

- 3.1 A copy of the formal objections received in relation to the proposed double yellow lines in Cormorant Road, Iwade, can be found in Annex C, and plans of the proposals can be found in Annex D.

### Cormorant Road, Iwade – Proposed Double Yellow Lines

- 3.2 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 the 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.
- 3.3 Two formal objections were 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.
- 3.4 The previous recommendation from the Swale Joint Transportation Board, in September 2019, was for the proposed double yellow lines to be abandoned and removed from the Traffic Regulation Order, but at the following Cabinet meeting on 25<sup>th</sup> September 2019, it was resolved that the item be considered further at the next JTB meeting.
- 3.5 To avoid delay on the other proposed changes to waiting restrictions included in the Traffic Regulation Order, Swale Amendment 7, the proposed double yellow lines for Cormorant Road, Iwade, were removed from the Traffic Order to allow it to progress. Should the recommendation now be for the proposed restrictions to proceed, these would need to be incorporated in a future Traffic Order.
- 3.6 County & Ward Members Comments: Comments from the County and Ward Members were previously invited, but no specific comments were received.
- 3.7 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.

## **4. Recommendation**

- 4.1 Members are asked to note the formal objections received to the advertised Traffic Regulation Order and recommend that the proposed double yellow lines in Cormorant Road, Iwade, **either** be progressed **or** abandoned.

## **5. Implications**

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Installing/Removing Double Yellow Lines.
Legal and Statutory	Preparation of Traffic Regulation Order, including sealing by Kent County Council, and installation of lining.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.

## **6. Appendices**

- 6.1 Annex A – Copy of Draft Traffic Regulation Order
- Annex B – Copy of Statement of Reasons
- Annex C – Formal Objections and Indications of Support Received
- Annex D – Plans of Proposals Subject to Objections

## **7. Background Papers**

- 7.1 None

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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, 11, 12 & 13 – 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 xxxxx, 2019.

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

**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;

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(d) 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 corner of the Junction with Nelson Street;

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(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;

(e) between points 12 metres north and 12 metres south of the centre of the Junction with Edith Road;

(f) from the Junction with London Road for a distance of 43 metres in a northerly direction.

#### **OBJECTIONS 4, 5, 8, 9, 10, 11, 12 & 13**

##### **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 ~~both sides~~ 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.~~

- a (1) On the west side, from the northern kerbline of The Crescent/Lower Road for a distance of 18 metres.
- a (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 northerly side, from a point 2 metres north of the boundary of**

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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.
- (2) On the south-western/western side
- (a) from a point 5 metres west 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:-

(1) On the eastern side

- (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

- (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;

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- (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

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(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 Mall

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
<b>Roads in Faversham</b>			
THE MALL	On the eastern side from a point 7 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, 11, 12 & 13

#### 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
<b>Roads in Sittingbourne and Milton</b>			
CONYER ROAD	<p><del>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.</del></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

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
<b>Roads in Sittingbourne and Milton</b>			
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.

## 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
<b>Roads in Faversham</b>				
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 with Edith Road;	Monday to Saturday 8.30am to 5.30pm	2 hours	4 hours

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
	<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>(ee) 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
<b>Roads in Sittingbourne and Milton</b>				
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 point in line with the western boundary of 7 Connaught Road;</p> <p>(c) from a point 58 metres west of the</p>	Monday to Saturday 8.00am to 6.00pm	2 hours	2 hours

	<p>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 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 <del>in line with the</del> western building line of 10 Connaught Road;</p> <p><del>(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;</del></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><del>(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.</del></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	(1) Across the frontage of 34 Horselees Road;  (2) Across the frontage of 52 Horselees Road

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

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

## Authorised Signatory

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# STATEMENT of REASON



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)  
(WAITING RESTRICTIONS AND STREET PARKING PLACES)  
(AMENDMENT NO.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 29<sup>th</sup> 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.”

#### **FORMAL OBJECTION 12 – Proposed Double Yellow Lines – The Mall, Faversham**

I am writing to object to the new proposals of removing a 15 metre stretch of parking in the Mall, Faversham.

As a resident of No.\*\*, right by the proposed change, I already find it difficult when arriving home after 5pm from work, to find a parking space available in the Mall in any direction. Creating less spaces will only aggravate the already congested facilities we have for parking in the street, and these spaces are a prime spot in which I try to park especially when unloading my car. I also feel like pedestrians wont really benefit from these changes as most people, especially the school children, cross at either ends of the Mall, not opposite the old crown and anchor/old bike shop.

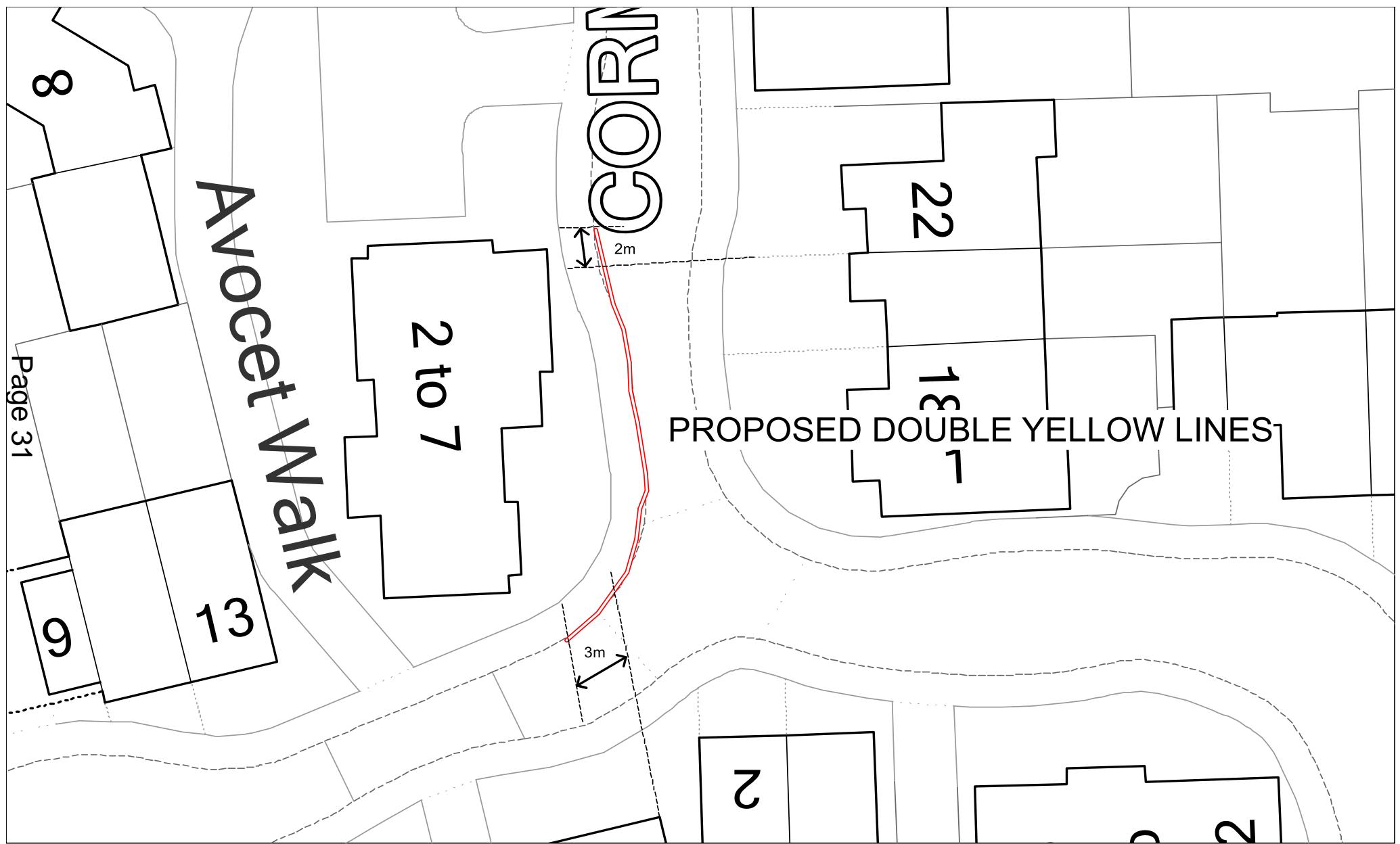
If anything I feel you should be looking into marking out double yellows by the crown and anchor and outside my property to stop the antiques shops from parking on the kerb for hours unloading, as for one this is right by the bus lane, and is dangerous for any pedestrians, as well as stopping the flow of traffic which gets very busy at peak times.

In conclusion, I am therefore objecting to the proposed alterations to create a narrowing section and the reduction of parking facilities in the Mall.

**FORMAL OBJECTION 13 – Proposed Double Yellow Lines – The Mall, Faversham**

I strongly disagree to the proposed works of a kerb build out in the Mall opposite the former crown & anchor public house.

There is currently not enough parking at it is without having to lose 15 meters. Personally I would think a zebra crossing/island crossing at the top of Forbes Road which joins The Mall and where cars are not visible in both direction would be more suitable?

Cormorant Road, Iwade – Proposed Double Yellow Lines

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# Agenda Item 8

<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item:</b>
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<b>Meeting Date</b>	Monday 13 <sup>th</sup> January 2020
<b>Report Title</b>	Informal Consultation Results – Proposed Waiting Restrictions – Colegates Road/The Street, Oare
<b>Cabinet Member</b>	Cllr Tim Valentine
<b>SMT Lead</b>	Martyn Cassell
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the results of the recent informal consultation and recommend that Officers proceed with the Traffic Regulation Order to install the double yellow lines.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides details of recent informal consultations undertaken on proposals to install two short sections of double yellow lines in The Street and Colegates Road, Oare.

## 2. Background

- 2.1 Following requests from the local Bus Operator, an informal consultation has taken place on the installation of two short sections of double yellow lines in The Street and Colegates Road, Oare. This report provides details of the proposals and the results of the informal consultation. Details of the proposed waiting restrictions can be found in the consultation material in Annex A, and the results of the consultation can be found in Annex B.

## 3. Issue for Decision

- 3.1 A meeting took place on site with representatives from Kent County Council's Transport Integration Team, the Bus Operator and Swale Borough Council's Engineering Manager to discuss issues experienced with buses serving Oare village due to parked vehicles.
- 3.2 The Bus Operator highlighted particular areas of concern, and two short sections of double yellow lines were proposed, one in Colegates Road near the junction of The

Street and one in The Street near the layby where the bus stop is located. The proposed restrictions were deliberately kept to a minimum to reduce the impact on the already limited on-street parking capacity for residents.

- 3.3 Of the 11 properties consulted, 5 responses were received, 3 supporting the proposals and 2 objecting. Comments from objectors included the size of the double decker bus being unsuitable for this route and the limited number of parking spaces available in The Street.
- 3.4 Oare Parish Council Comments: Prior to undertaking the informal consultation with residents, the views of the Parish Council were sought. The Parish Council considered the proposals and were happy for them to go ahead, but did comment that they would like to see more enforcement in the village, a comment which has been passed on to our Parking Enforcement Team.
- 3.5 Bus Operator Comments: Details of the objections received to the proposed restrictions were passed to the bus operators. In response, they have provided the following statement:
- 3.6 *"The buses on Route 3 to Oare also work journeys to/from Canterbury and to/from Sittingbourne. Delays caused by parked vehicles in Oare have a knock-on effect on the reliability of subsequent journeys, affecting bus users in Teynham, Bapchild and Sittingbourne, and in Boughton, Dunkirk and Canterbury, as well as in other parts of Faversham itself. If these issues cannot be satisfactorily resolved, we would need to re-examine the case for maintaining a service to Oare, in order to protect the reliability of the service for customers in other parts of Swale."*

#### **4. Recommendation**

- 4.1 Members are asked to note the results of the recent informal consultation and recommend that Officers proceed with the Traffic Regulation Order to install the double yellow lines.

## **5. Implications**

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Drafting and Advertising of Traffic Regulation Order, Cost of Installing Double Yellow Lines.
Legal and Statutory	Preparation of Traffic Regulation Order, Formal Consultation Process, Formal Objections to be reported to Swale Joint Transportation Board for consideration.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.

## **6. Appendices**

- 6.1 Annex A – Copy of Consultation Material and Proposals  
Annex B – Summary of Responses to Informal Consultation

## **7. Background Papers**

- 7.1 None

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## Proposed Short Sections of Double Yellow Lines Colegates Road & The Street, Oare

We have received a request from the local bus company for some minor amendments to the existing parking restrictions in Colegates Road and The Street in Oare, to improve bus access and maneuverability through the village. The proposed restrictions, shown on the plan overleaf, have deliberately been kept as short as possible to minimise the impact on the already limited on-street parking capacity in the area.

The proposals consist of an extension to the existing double yellow lines on the corner of Colegates Road and The Street by approximately 4 metres, and a short section of double yellow lines in The Street near the layby, approximately 4 metres in length.

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

Please complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 5<sup>th</sup> July 2019**. Alternatively, you can e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk)

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

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### Proposed Double Yellow Lines – Colegates Road & The Street, Oare

Please tick one of the following boxes

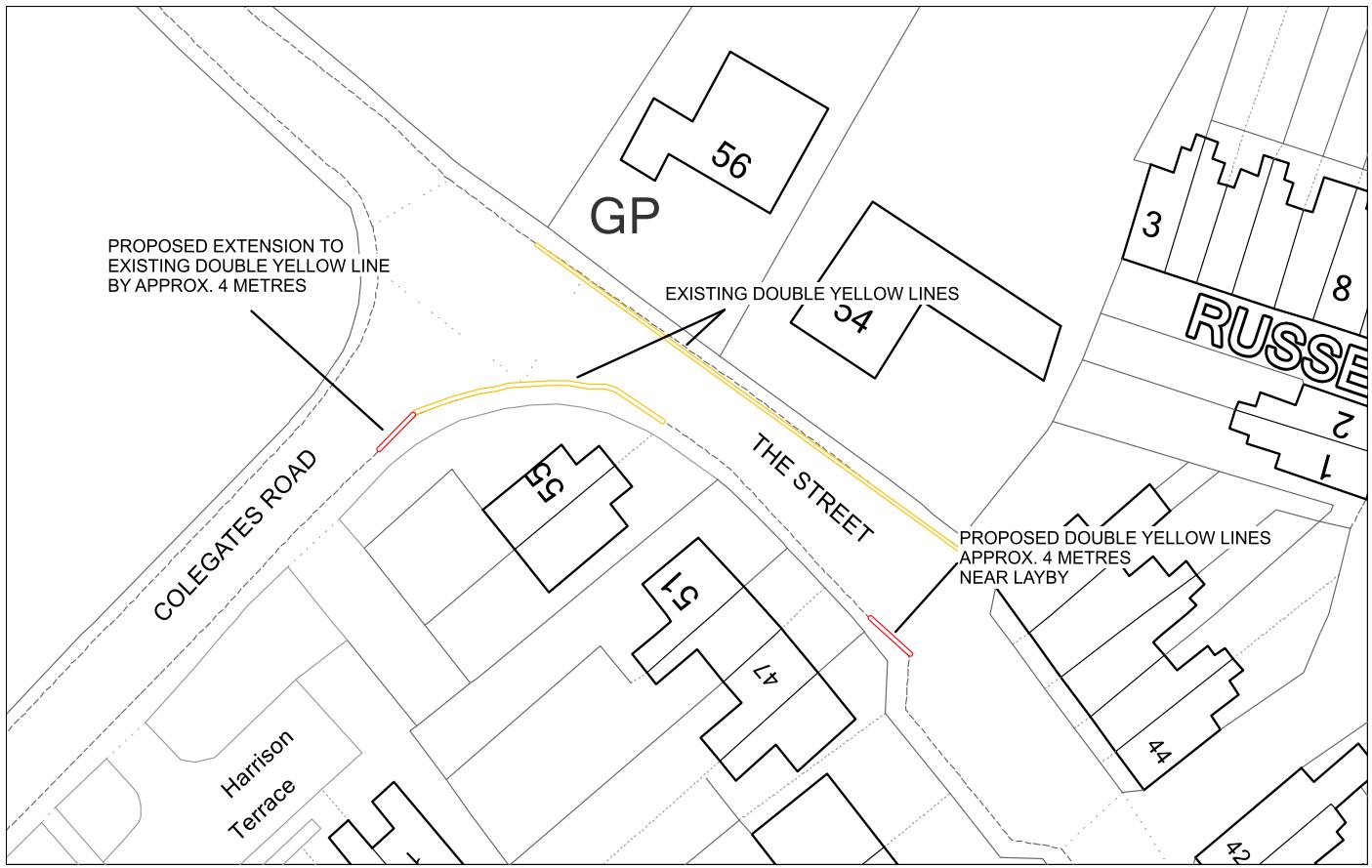
I Support the proposal to install the  
short sections of double yellow lines

I Object to the proposal

Name & Address	Comments

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

**Plan of Proposed Double Yellow Lines (shown in red)**



**ANNEX B****The Street/ Colegates Road, Oare - Proposed Double Yellow Lines**

Response	Support	Object	Comments
1	1		
2	1		
3	1		
4		1	We have trouble parking as it is. They stopped the bus coming up here because of the traffic and now send a double decker which is bigger. I have had my wing mirror broken due to the double decker bus. It's crazy. Big bus, it's always empty anyway. It's going to be worse when farmers cut their crop with that double decker bus. The single one stops down The Castle now instead of coming through the village. It's a nightmare to park at is is, especially when you have done a week's shopping and got to carry it miles to get to your house. They should send a minibus to pick the elderly up to take them to town as there is only about 3 or 4 in The Street that use the bus. It's ridiculous sending a big double decker bus some days there is no one on the bus. You should talk to the bus department not shorten the roads to please bus department that hardly has passengers especially when there's another bus down the road that goes up town. A lot of people have cars and vans up here so drive, don't really need a double decker bus. I'm sure they only need a Chalkwell minibus, it's ridiculous.
5		1	We strongly object to this proposal, for the simple fact that there is not enough parking spaces as it is. As you can see, we live in The Street and very rarely are able to park outside our house, many times when we come home from work we have to park road in Colegates or up the land, and that at times is a struggle. By extending the yellow lines will make parking for us almost impossible. In reality you need to be creating more space to park.
<b>Total</b>		<b>3</b>	<b>2</b>

Properties Consulted	11	% Response	
No. returned	5		45.5
No. Support	3	% Support	60.0
No. Object	2	% Object	40.0

**Responses Received from Outside Consultation Area**

Name	Support	Object	Comments
Police			No specific observations
<b>Total</b>	<b>0</b>	<b>0</b>	

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# Agenda Item 9

<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item:</b>
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<b>Meeting Date</b>	Monday 13 <sup>th</sup> January 2020
<b>Report Title</b>	Proposed Loading Ban – The Mall/Nelson Street, Faversham – Update Report
<b>Cabinet Member</b>	Cllr Tim Valentine
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the contents of the report and recommend that Officers <b>either</b> proceed with the installation of the loading ban at a revised length of 10 metres on the north side of the Nelson Street junction in The Mall, between 8am and 6pm, <b>or</b> implement the loading ban at the same revised length, but with loading permitted between 10am-11am and 4pm-5pm.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides an update on the proposed loading/unloading ban in The Mall/Nelson Street in Faversham, following the previous JTB recommendation from the June 2019 meeting.

## 2. Background

- 2.1 A Traffic Regulation Order, Swale Amendment 1, was drafted for various proposed amendments to on-street waiting restrictions in Swale, including a proposed loading ban for the junction of The Mall and Nelson Street in Faversham. One formal objection was received, which was reported to the Swale Joint Transportation Board in June, and a recommendation was made 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*".

### **3. Issue for Decision**

- 3.1 Following the recommendation from the June 2019 meeting, Officers contacted the business owners on the corner of The Mall and Nelson Street to discuss the options available and to agree the preferred action. A number of e-mail communications continued on this subject to determine whether the business would prefer the installation of a loading bay in The Mall, or double yellow lines across the entrance at the side of the property in Nelson Street.
- 3.2 During the course of these communications, Kent County Council came forward with proposals to install a kerb buildout in The Mall, and requested a revision to the existing on-street waiting restrictions to accommodate this work. Through discussions with Kent County Council, we were advised that they would not support the installation of a formal loading bay on the eastern side of The Mall as they felt this would affect traffic flows on the main route. The only option for the provision of a loading bay would therefore be on the western side of The Mall, which would be impractical for the business on the opposite side of the road.
- 3.3 This left us with the option of double yellow lines to be installed in Nelson Street. The business advised that their side access, off Nelson Street, had been decommissioned for some time and was no longer functional, and as a result the provision of double yellow lines in Nelson Street would serve no purpose for gaining access to the premises.
- 3.4 Officers have therefore considered what other options would be available, and have suggested reducing the proposed loading ban in The Mall, north of the Nelson Street junction, to a length of 10 metres from the junction. This would ensure that the junction is kept clear of parked vehicles whilst allowing the business to load and unload in close proximity to the front of the premises.
- 3.5 Business Comments: The antique business located on the corner of Nelson Street and The Mall, which objected to the original Traffic Regulation Order for the proposed loading ban, has been invited to comment on the suggested revisions, and has submitted the following response:-  
  
*"I am somewhat baffled and wonder how many complaints the Ward Member actually received regarding this, as I am suspecting this antagonistic reaction is coming from a small handful of residents in Nelson Street who didn't take kindly to us asking them not to park in front of the side entrance when we first acquired the shop premises. They have obviously taken it upon themselves to retaliate against us, but how many are there, one, two perhaps? Is it something the Ward Member would be obliged to divulge?  
I know also that a nearby resident is for reasons unknown very unfriendly, despite the fact he also uses the front of 39 and 39a for his own benefit, as shown on just 2 of many occasions - see photos attached - Tesco home deliveries, and a plumbers visit lasting over 20 minutes.  
I do believe everyone should carry out their daily lives and routines as painlessly as possible, and to that purpose we have never been opposed or shown any kind of*

*aggression or opposition to anybody stopping and doing their jobs, couriers and pub deliveries alike, but for Goodness sake, let us do our jobs too.*

*Perhaps a window in the morning after everyone's left for work, say between 10 and 11am, and a window in the early evening, before everyone gets back from work, say between 4 and 5pm would help us to take care of our loading and unloading needs, as well as the ban not starting before 8.30am and lifted on Saturdays and Sundays. This would greatly help and make us feel we are not the enemies in the camp! No wonder shops in towns like ours are disappearing fast, and the High Streets are dying, isn't it about time we had a bit of back up from the town councils?*

*10 metres is an awfully long way when you're carrying a solid Georgian mahogany linen press and is not acceptable, in fact almost insulting, and certainly uncaring and thoughtless."*

- 3.7 County & Ward Members Comments: The Ward Member who had originally requested restrictions at this location supports the proposal to reduce the length of the loading ban. He has also provided the following statement in response to the comments from the local business:-

*"The origin of the proposal for a loading ban is a safety issue, due to vehicles parking and blocking the pavement, causing pedestrians to step into the road, and drivers emerging from Nelson Street not having a clear view. I would like the JTB to make the final decision as to whether the restriction is taken to 10m, or whether the JTB feels it is reasonable to allow two windows for unloading 10-11am and 4-5pm. Only recently I have seen 'the' white transit van parked over the pavement, with no obvious loading or unloading taking place. I am happy for my comments to be shared with the JTB and the photos of the pavement parking, of which I have a fair few."*
- 3.8

#### **4. Recommendation**

- 4.1 Members are asked to note the contents of the report and recommend that Officers either proceed with the installation of the loading ban at a revised length of 10 metres on the north side of the Nelson Street junction in The Mall, between 8am and 6pm, or implement the loading ban at the same revised length, but with loading permitted between 10am-11am and 4pm-5pm

## **5. Implications**

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Drafting and Advertising Traffic Regulation Order, Installing Loading Ban markings and signage.
Legal and Statutory	Preparation of Traffic Regulation Order, including sealing 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 Original Draft Traffic Regulation Order  
Annex B – Plan of Suggested Reduced Length Loading Ban

## **7. Background Papers**

- 7.1 None

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

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

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

**PART B – PROHIBITIONS ON WAITING**

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

**TABLE  
(Article 7)**

1	2	3	4
Item	Name of Road	Specified length	Specified days and times
1	BELL ROAD SITTINGBOURNE	On the western side (a) from the junction with the High Street for a distance of 26 metres in a southerly direction; (b) from a point 53 metres south of the southern kerbline of the High Street to the junction with the rear service road.	Between 10.00am and 6.00 pm, on all days
2	EAST STREET FAVERSHAM	On the northern side from a point in line with the western building line of 5 East Street to a point opposite the western building line of the Post Office.	Between 5.00am and 8.00am Monday to Friday
3	PARK ROAD SITTINGBOURNE	On the eastern side from the junction with West Street to a point in line with the boundary of 1/5 Park Road.	Between 7.30am and 7.00pm Monday to Friday and between 8:30am and 7:00pm Saturday and Sunday
4	CROWN QUAY LANE SITTINGBOURNE	On the western side from the northern kerbline of High Street to the southern kerbline of St Michael's Road	Between 8am and 6pm, on all days
5	THE MALL, FAVERSHAM	On the eastern side from a point in line with the northern building line of 39 The Mall to a point in line with the southern kerbline of 15 The Mall.	Between 8am and 6pm, on all days

1	2	3	4
Item	Name of Road	Specified length	Specified days and times
6	NELSON STREET, FAVERSHAM	line with northern building line of 43 the Mall.  On both sides, from the eastern kerbline of The Mall for a distance of 13 metres in an easterly direction.	Between 8am and 6pm, on all days

### In the Schedules to the Order

#### FIRST SCHEDEULE

##### Roads in Faversham

##### Back Lane

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

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

##### Love Lane

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

LOVE LANE	On the west side
	(a) between points 52 metres north and 19 metres south of the centre of the vehicular entrance to Love Lane cemetery;
	(b) from a point in line with the northern boundary of 75-89 Love Lane for a distance of 25 metres in a southerly direction;

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

### **Orchard Place**

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

**ORCHARD PLACE (Northern west-east arm)**

- (1) On the northern side ~~for the entire length~~
  - (a) ~~for the entire length;~~
  - (b) around both vehicle accesses on the private land adjacent to the St Mary's School gates.
- (2) On the southern side
  - (a) from the junction with the western arm of Orchard Place to a point in line with the boundary of 28-29 Orchard Place;
  - (b) from a point in line with the boundary of 2-3 Orchard Place to the junction with the eastern arm of Orchard Place.

### **Preston Park**

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

**PRESTON PARK**

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

### **Windermere**

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

**WINDERMERE**

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

## **Roads in Queenborough in the Borough of Swale**

### **Castle Road**

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

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

### **Chalk Road**

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

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

## **Roads in Sheerness in the Borough of Swale**

### **Acorn Street**

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

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

### **Broad Street**

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

- BROAD STREET      (1) On both sides
- (a) from its junction with Railway Road to a point 16 metres south east of the junction;
- (b) from the south-eastern kerbline of Rose Street (northeast of Broad Street) for a distance of 7 metres in a southeasterly direction;
- (c) from the south-eastern kerbline of Hope Street (northeast of Broad Street) for a distance of 7 metres in a southeasterly direction;
- (d) from the north-westerly kerbline of Hope Street (northeast of Broad Street) for a distance of 7 metres in a north-westerly direction.

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

### **Hope Street**

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

- |             |  |
|-------------|--|
| HOPE STREET | (1) On both sides <ul style="list-style-type: none"><li>(a) from the junction with the High Street to a point 10 metres south-west of the junction with High Street;</li><li>(b) from the north-eastern kerbline of Broad Street, for a distance of 9 metres in a north-easterly direction;</li><li>(c) from the south-western kerbline of Broad Street, for a distance of 8 metres in a south-westerly direction.</li></ul> |
|             | (2) South side from a point 4 metres south-west of the junction with road unnamed (orientated north-west) south-west to end of turning head.   |
|             | (3) North Side from a point 10 metres of junction with road un-named (orientated north-west) south-west to end of turning head.  |

### **Invicta Road**

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

- |              |  |
|--------------|--|
| INVICTA ROAD | (1) On both sides <ul style="list-style-type: none"><li>(a) between points 2 metres north-east and 5 metres south-west of the junction with Winstanley Road;</li><li>(b) between points 10 metres north-east and 10 metres south-west of the centre of the junction with Galway Road;</li><li><del>(c) from the junction with High Street for a distance of 10 metres in a north-easterly direction.</del></li></ul> |
|              | (2) On the eastern and south-eastern sides <ul style="list-style-type: none"><li>(a) from the junction with Marine Parade for a distance of 10 metres in a southerly direction;</li><li>(b) between points 5 metres north-east and 5 metres south-west of the junction with Acorn Street.</li></ul>  |
|              | (3) On the western and north-western sides <ul style="list-style-type: none"><li>(a) from the junction with Marine Parade for a distance of 35 metres in a southerly direction;</li></ul>  |

- (b) between points 5 metres north-east and 5 metres south-west of the junction with Cavour Road;
- (c) from the north-eastern kerbline of High Street, for a distance of 4 metres in a north-easterly direction.

### **Ranelagh Road**

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

- |                      |  |
|----------------------|--|
| RANELAGH ROAD<br>for | <ul style="list-style-type: none"> <li>(1) On both sides from the north-western kerbline of Alma Road for a distance of 6 metres in a north-westerly direction.</li> <li>(2) On the southern-western side, from the eastern kerbline of Strode Crescent for a distance of 8 metres in a south-easterly direction.</li> <li>(3) On the north-eastern side, from the eastern kerbline of Strode Crescent <del>to a point in line with the rear boundary of 36 Broadway</del> for a distance of 10 metres in a south-easterly direction.</li> </ul> |
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### **Rose Street**

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

- |             |   |
|-------------|---|
| ROSE STREET | <ul style="list-style-type: none"> <li>(1) On both sides <ul style="list-style-type: none"> <li>(a) from the junction with Millennium Way to end of the cul-de-sac;</li> <li>(b) from the junction with Granville Road to end of the cul-de-sac;</li> <li>(c) from the north-eastern kerbline of Broad Street, for a distance of 10 metres in a north-easterly direction.</li> </ul> </li> <li>(2) On the south-eastern side <ul style="list-style-type: none"> <li>(a) from the south-western kerbline of Granville Road for a distance of 10 metres in a south-westerly direction.</li> </ul> </li> </ul> |
|-------------|---|

### **Roads in Sittingbourne**

#### **Bale Grove, Kemsley**

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

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

## **Barrow Grove**

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

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

## **Bell Road**

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

- BELL ROAD      ~~(1) On both sides between points 25 metres north and 25 metres south of the junction with Brenchley Road and Capel Road.~~
- (1) On the eastern side
- (a) from the northern kerbline of Northwood Drive for a distance of 10 metres in a northerly direction;
- (b) from the southern kerbline of Northwood Drive for a distance of 10 metres in a southerly direction.
- (c) from a point in line with the southern kerbline of Brenchley Road for a distance of 31 metres in a southerly direction;
- (d) from a point in line with the northern kerbline of Brenchley Road north to a point in line with the northern kerbline of The Mews;
- (e) from a point in line with the southern boundary of Borden Grammar School Sports Field, to a point 30 metres south of the southern end of the central traffic island situated between Little Glovers and the Cemetery Lodge;
- (f) from a point in line with the southern kerbline of Stanhope Avenue for a distance of 8 metres in a southerly direction;
- (g) from the junction with Crown Quay Lane to the junction with Chilton Avenue;
- ~~(h) from a point 3 metres south of the northern building line of 69 Bell Road to a point 2 metres north of the northern building line of 42 Bell Road;~~

(2) On the western side

- (a) from a point in line with the southern kerbline of Capel Road for a distance of 28 metres in a southerly direction;
- (b) from a point in line with the northern kerbline of Capel Road north to a point 8 metres north of the northern kerbline of The Mews
- (c) from a point in line with the southern boundary of Borden Grammar School Sports Field, south to a point 30 metres south of the southern end of the central traffic island situated between Little Glovers and the Cemetery Lodge. ~~3 metres south of the northern building line of 69 Bell Road to the junction with Little Glovers.~~
- (d) from a point opposite the boundary of 45/47 Bell Road to a point 10 metres north of the boundary of 55/57 Bell Road;
- (e) from a point 4 metres south of the southern building line of 4 Trotts Hall Gardens to a point 4 metres north of the southern building line of 33 Bell Road;
- (f) from a point 1 metre north of the southern building line of 2 Trotts Hall Gardens to a point 1 metre south of the northern building line of 3 Trotts Hall Gardens;
- (g) from a point in line with the northern building line of 1 Trotts Hall Gardens, for a distance of 4 metres in a southerly direction;
- (h) ~~from a point in line with the southern kerbline of High Street for a distance of 4 metres in a southerly direction; the junction with Crown Quay Lane to a point 5 metres south of the northern building line of 2 Bell Road;~~
- ~~(b) from a point 8 metres south of the boundary of 4 Bell Shopping Centre to a point 4 metres south of the northern building line of 1 Trotts Hall Gardens;~~

#### Berkeley Court

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

#### BERKELEY COURT

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

## **Brenchley Road**

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

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

## **Coldharbour Lane, Kemsley**

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

### **COLDHARBOUR LANE, KEMSLEY**

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

## **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 14 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.

## **Highsted Road**

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

### **HIGHSTED ROAD**

(1) On the northern side

(a) between points 8 11 metres west and 8 11 metres east of the centre of the junction with Grayshott Close;

(b) between points 28 metres west and 10 metres east of the junction with Kestrel Close.

(2) On the north-eastern side from the junction with Bell Road to a point 5 metres south-east of the boundary of 5/7 Highsted Road.

(3) On the south-western side

(a) from the junction with Bell Road to a point 53 metres south-east of the southern kerbline of Bell Road;

(b) from a point opposite the north-western building line of 5 Highsted Road to a point 2 metres north-west of the north-western building line of 8 Highsted Road;

(c) between points 11 metres west and 11 metres east of the centre of the Grayshott Close junction.

(d) from a point in line with the boundary of 40/42 Highsted Road to a point in line with the boundary of 46/48 Highsted Road.

## **Hilton Drive**

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

### **HILTON DRIVE**

(1) On the eastern side, between points 10 metres and 25 metres south of the centre of the Clive Road junction;

(2) On both sides, from the northern kerbline of Sandford Road north to a point in line with the northern boundary of 63 Sandford Road.

## **Homewood Avenue**

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

### **HOMEWOOD AVENUE**

- (1) On both sides from the junction with Ufton Lane for a distance of 15 metres in a westerly direction.
- (2) On the southern side
  - (a) from the eastern kerbline of Berkeley Court for a distance of 10 metres in an easterly direction;
  - (b) from the western kerbline of Berkeley Court for a distance of 10 metres in a westerly direction;
  - (c) between a point 14 metres west of the western kerbline of College Road south and a point 14 metres east of the eastern kerbline of College Road south;
- (3) in Service Road, on both sides including around central island, from a point 5 metres west of the boundary of 12 and 14 Homewood Avenue to the end of the cul-de-sac.
- (4) On the northern side, between a point 14 metres west of the western kerbline of College Road south and a point 17 metres east of the centre of the College Road north junction.

## **Reams Way, Kemsley**

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

<b>REAMS WAY</b>	On the south side, from the southwest kerbline of Swale Way to the northeast kerbline of Bale Grove.
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## **Sandford Road**

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

<b>SANDFORD ROAD</b>	<ol style="list-style-type: none"><li>(1) On both sides of the road, from the northern kerbline of London Road for a distance of 22 metres in a northerly direction;</li><li>(2) On the west and north side<ol style="list-style-type: none"><li>(a) from a point in line with the north-eastern boundary of 31 Sandford Road, to the western kerbline of Hilton Drive;</li><li>(b) from the eastern kerbline of Hilton Drive to the north-western kerbline of Woollett Road;</li></ol></li><li>(3) on the east and south side</li></ol>
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(a) from a point opposite the north-eastern boundary of 31 Sandford Road, to a point in line with the boundary of 60/62 Sandford Road, including both sides of the access road between 54 & 56 Sandford Road to a point 2 metres west of the western building line of 54 Sandford Road;

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

### **Silverdale Grove**

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

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

### **Swale Way, Kemsley**

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

**SWALE WAY**

(1) On the southwest side

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

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

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

### **The Mews**

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

**THE MEWS**

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

### **West Lane**

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

**WEST LANE**

(1) On both sides from the junction with East Street for a distance of 10 metres  
in a northerly direction.

(2) On the eastern side from a point ~~1.5 metres north of a point in line with the rear boundary of 79 East Street~~ 2 metres north of the southern building line of 1-3 The Old Coach House to a point in line with the boundary of 8/10

West Lane.

(3) On the western side from a point ~~1.5 metres north of a point in line with the rear boundary of 79 East Street~~ 2 metres north of the southern building line of 1-3 The Old Coach House to a point in line with the boundary of 7/9 West Lane.

### **Windermere Grove**

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

#### **WINDERMERE GROVE**

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

### **Woollett Road**

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

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

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### THIRD SCHEDULE

#### Roads in Faversham

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

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

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

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

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

## Roads in Sheerness

### Broad Street

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

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

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**Hope Street**

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
<b>Roads in Sheerness</b>			
HOPE STREET	(1) On both sides from the junction with the High Street to a point 10 metres south-west of the junction with High Street.  (2) On the northern side  (a) from a point 10 metres of junction with road un-named (orientated north-west) to a point 10 metres south-west of the junction with High Street; (b) from a point 10 metres of junction with road un-named (orientated north-west) south-west to end of turning head.  (3) On the southern side  (a)from a point 4 metres south-west of the junction with road un-named (orientated north-west) to a point 10 metres south-west of the junction with High Street; (b) from a point 4 metres south-west of the junction with road un-named (orientated north-west) south-west to end of turning head.  (4) On the southeastern side from a point 8 metres southwest of the south-western kerbline of Broad Street for a distance of 65 metres in a south-westerly direction.	On all days  Monday to Friday	8.30am to 6.30pm  8.00am to 5.00pm

## **Invicta Road**

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

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

## **Rose Street**

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

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

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## Roads in Sittingbourne

### Bell Road

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

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
<b>Roads in Sittingbourne</b>			
BELL ROAD	<p>(1) On both sides</p> <p>(a) from a point 30 metres north of the southern boundary of the cemetery to a point 25 metres north of the junction with Brenchley Road and Capel Road</p> <p>(1) On the western side</p> <p>(a) from a point 25 28 metres south of the southern kerbline of junction with Capel Road to a point opposite the boundary of 107/109 Bell Road;</p> <p>(b) between point 8 metres and 21 metres north of the northern kerbline of The Mews;</p> <p>(c) from a point 10 metres north of the boundary of 55/57 Bell Road to a point opposite the boundary of 57/59 Bell Road.</p> <p>(2) On the eastern side</p> <p>(a) from a point 10 metres south of the junction with Northwood Drive south to a point in line with the boundary of 107/109 Bell Road;</p> <p>(b) from a point 25 32 metres south of the southern kerbline of junction with Brenchley Road to a point 10 metres north of the northern kerbline of junction with Northwood Drive;</p> <p>(c) from a point in line with the northern kerbline of The Mews for a distance of 19 metres in a northerly direction;</p> <p>(d) from a point 11 metres north of the boundary of 55/57 Bell Road to a point in line with the southern boundary of Borden Grammar School Sports Field 3 metres south of the northern building line of 69 Bell Road.</p> <p>(e) from a point in line with the southern</p>	Monday to Saturday	8:00am to 6:30pm

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
	kerbline of <del>the junction with</del> Chilton Avenue to a point in line with the back of the northern footway of <del>the junction with</del> Stanhope Avenue.		

### Hilton Drive

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

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

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## West Lane

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

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

## FIFTH SCHEDULE

### Athelstan Road

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

1	2	3	4	5
Name of Road	Length of road	Days and times on which restriction applies	Maximum permitted waiting time	Period to elapse since last period of permitted parking
<b>Roads in Faversham</b>				
ATHELSTAN ROAD	(1) On the northern side  (a) from a point in line with the <del>western</del> eastern boundary of 55 Athelstan Road to a point 3 metres west of the boundary of 49/51 Athelstan Road;  (b) from a point in line with the boundary of 49/51 Athelstan Road to a point in line with the boundary of 29/31 Athelstan Road;  (c) from a point in line with the boundary of 27/29 Athelstan Road to a point in line with the eastern boundary of 13 Athelstan Road;  (d) from a point 4 metres east of the eastern boundary of 13 Athelstan Road to a point in line with the western boundary of 11	Monday to Saturday 8.30am to 5.30pm	2 hours	4 hours

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

## SEVENTH SCHEDULE

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

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

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

**Roads in Sittingbourne and Milton**

(2) across the frontage of 2 The Street

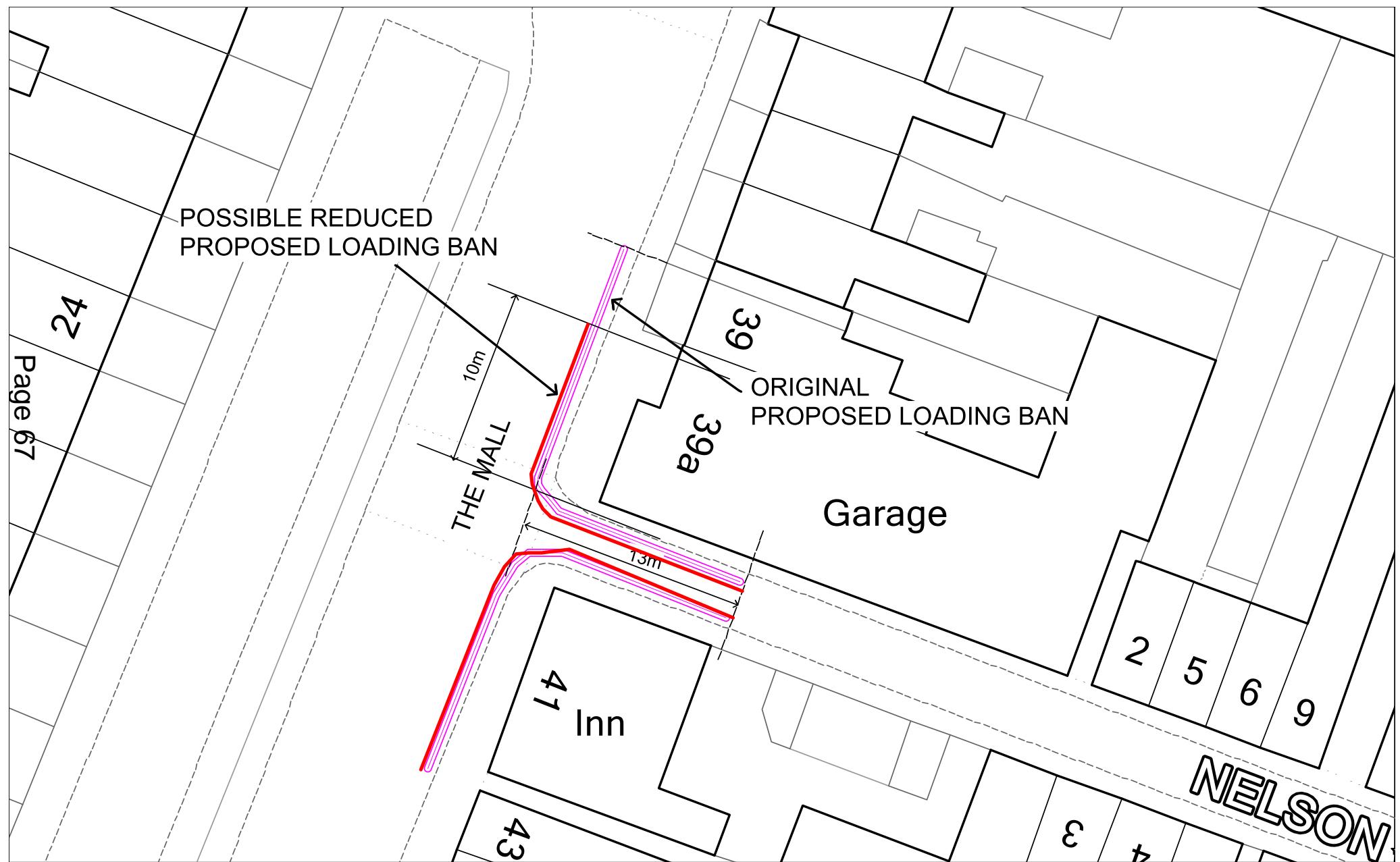
Given under the Common Seal of the Kent County Council

This            xx            day of                                 xxxxx, 2019

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

Authorised Signatory

## **Proposed Loading Ban – The Mall/Nelson Street, Faversham – Possible Reduction in Restrictions**



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## Great Easthall Bus Lane, Sittingbourne

To: (Swale Joint Transportation Board – 13<sup>th</sup> January 2020)

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

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

Classification: **For Information**

Ward: **Murston / Teynham and Lynsted**

Division: **Sittingbourne North / Swale East**

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**Summary:** This report considers a request received by a Ward Member to allow general traffic to use the bus-only link between Oak Road and the Great Easthall housing development

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### 1. Introduction

- 1.1 This report is intended to inform members about requests that have been made to a Ward Member by residents of the Great Easthall housing development, wishing to allow cars to use the bus-only link road that connects the development to Oak Road.
- 1.2 Members are asked to consider the request and recommend whether any further action is taken in this regard.

### 2 Background

- 2.1 The Great Easthall housing development was granted planning approval in 2004 under planning reference SW/02/1180, and was assessed on the basis that all vehicular traffic would access the wider highway network via the distributor standard road, Swale Way, rather than through the existing residential streets in Murston that would have a significant impact on traffic volumes and the amenity of those residents.
- 2.2 In order to encourage the use of public transport, and discourage car journeys to shorter destinations within the town or nearby amenities/services, a bus link was provided on the expectation that it would generate around 4 bus movements an hour through Oak Road, and have a minimal impact on the capacity of the associated highway network and on existing residents.
- 2.3 Due to the proximity of the development site to the town centre and local amenities, and the convenience afforded to public transport to reach these destinations easier than by car, lower parking provision was provided within the earlier phases of the development to further encourage the use of sustainable transport.
- 2.4 The bus link was opened for use by buses in 2008, after the earlier phases of development at the western end of the site had been occupied, and was originally controlled by traffic signals that showed green at one end of the route and red at the other, which then reversed when activated by an approaching bus fitted with a transponder. The single lane width of

the bus link and lack of intervisibility between each end was designed as such so that general traffic could not see whether it would have clear passage through the restriction.

- 2.5 The traffic signals were later revised to their current system showing red at both ends, due to some cars ignoring the bus only signage, and passing through while their direction of travel remained on green. The traffic signals now only activate a short green cycle to allow a bus through when approached by one fitted with a transponder.
- 2.6 Despite this system of traffic control, some non-permitted vehicles continued to contravene the bus link under red light conditions, and the police confirmed that they would not take action against offenders unless a Traffic Regulation Order was in place to formally restrict use to buses only. Consequently, the Swale JTB approved the making of the corresponding Traffic Regulation Order in June 2010, and the police have since been able to enforce the restrictions.
- 2.7 In January 2019, due to an apparent increase in the frequency of vehicles abusing the link and confronting buses head on, the bus operator temporarily suspended services in and out of Great Easthall. Following a police operation in February 2019 to catch and penalise offenders, they resumed bus services once again as the offending appeared to have ceased immediately afterwards.
- 2.8 During the last Quality Bus Partnership meeting held in November 2019, the bus operator suggested their drivers were reporting that the number of vehicles contravening the restriction had been increasing again.
- 2.9 A Ward Member has now been approached by some residents of Great Easthall, requesting that the bus link be opened up to provide them with a convenient driving route to and from the development.
- 2.10 Further to the above, Arriva informed KCC on 16<sup>th</sup> December 2019 that the current level of violation by cars had become too great, and they were withdrawing their services again with immediate effect due to the safety concerns. They have confirmed that they will not resume services to Great Easthall until enforcement has been addressed. The development is therefore not being served by any buses at the time of writing this report, and the issue of enforcement will be looked into accordingly.

### **3 Appraisal**

- 3.1 The roads and footways forming the Great Easthall housing development are currently unadopted, including the bus link, although it is intended that the Highway Authority adopt these as publicly maintainable highways once they have been constructed to the Highway Authority's satisfaction and any remedial works completed. Consequently, the developer is the street manager at this time for the development.
- 3.2 Changing the operation of the bus link would involve physical works to facilitate other vehicles use, and the extinguishment of the Traffic Regulation Order that currently prohibits any vehicles other than buses from using it. The physical works needed are likely to involve the removal of the traffic signals and widening of the road to allow two-way movement, due to insufficient vehicle queuing capacity ahead of the signals.
- 3.3 The developer has constructed the bus link in accordance with their planning obligation and will not be expected to bear the costs of undertaking the changes required to meet the residents request. Any costs involved would therefore have to be funded from other sources
- 3.4 As mentioned in the background section of this report, access to Great Easthall was considered at the planning application stage and a bus only vehicular access to the development through the existing residential streets in Murston was proposed. This would have been a factor that would have influenced those residents views on the proposals

during the associated consultation process when they made their representations, and an aspect officers and Members would have borne in mind on how this would impact on the lives of the existing local community when weighing up the planning balance of the development proposals.

- 3.5 The planning application was also supported by a comprehensive Transport Assessment that studied the effect of traffic distribution, and this included strategic modelling of the local highway network, and detailed analysis of junctions that would be directly impacted by the development proposals.
- 3.6 The effect of allowing all vehicles to access the development from Oak Road could have a significant impact on the local highway network within Murston, with the vehicles associated to circa 600 houses switching distribution patterns to use this route, as would employment traffic associated to the industrial units on Swale Way in order to short cut the town centre or congestion in Dolphin Way/Church Road. In addition, there is the potential that through traffic with origins and destinations much further afield could also see the route as an attractive cut through to shorten journeys. The Transport Assessment would have had to consider an entirely different distribution in this scenario, and the strategic model amended and additional junction analysis carried out to account for this change in routing.
- 3.7 It is likely that in addition to Oak Road, Tonge Road and Church Road (Murston) being used by development traffic to access destinations in the town centre and to the west of the site, vehicles attracted towards Faversham will increase flows on Lomas Road, Scraps Hill, Church Road (Tonge), Hempstead Lane and Lower Road too. These are relatively narrow country lanes, where it would not be desirable to increase vehicular activity, particularly around Tonge Mill where local residents have recently made their concerns known about traffic movements.
- 3.8 The traffic signal junctions at Swanstree Avenue and Murston Road would be expected to see an increase in demand if the bus lane were opened to traffic, and possibly more vehicle movements through the A2 between Sittingbourne and Faversham as this route could become more attractive for some destinations instead of choosing the M2 corridor when accessed via Swale Way. These currently experience some congestion under existing conditions, and it would follow that the operation of these would suffer as a result of increased levels of traffic routing through.

#### **4 Conclusions**

- 4.1 It is considered that the proposed request by residents of Great Easthall would undermine the promotion of sustainable modes of travel associated with the development, which was fundamental to the acceptance of this site for housing during the planning approval process. In addition, the proposal has the potential to significantly alter traffic flows in the local area to the detriment of highway capacity, highway safety and residential amenity.

#### **5 Recommendations**

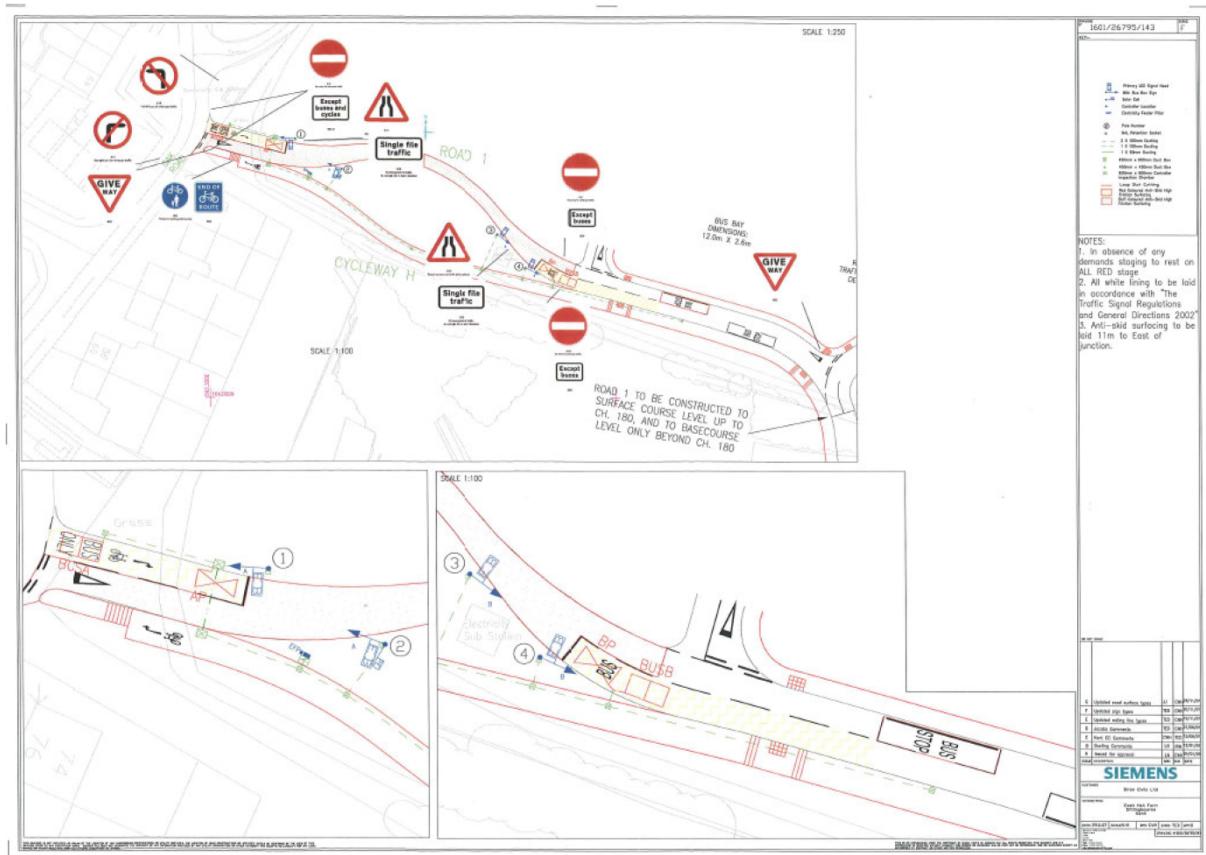
- 5.1 It is recommended that the contents of this report are noted, and no further action be taken in respect to removing the current vehicle restrictions.

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

**Annex List**

<i>Annex A</i>	<i>Constructed Bus Link Scheme</i>
<i>Annex B</i>	<i>Photograph of bus link from Oak Road</i>

## Annex A



Annex B



# Agenda Item 13

**To:** Swale Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 13<sup>th</sup> January 2020  
**Subject:** Highway Forward Works Programme – 2019/20 onwards  
**Classification:** Information Only

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

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## 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 – Footway and Carriageway Improvement Schemes**

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

<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
High Street	Sittingbourne	Full length of Sittingbourne High Street and Central Avenue	Completed
A2 St Michael's Rd	Sittingbourne	Forum to Crown Quay Lane	Completed
A250 Millennium Way	Sheerness	50m each approach to High Street	Rescheduled due to weather. Programmed 9 <sup>th</sup> April 2020
A250 Bridge Road	Sheerness	North of High Street Junction	Completed
A2 London Road	Sittingbourne	The Billet PH for a distance of 100m easterly towards Sittingbourne Town Centre	Rescheduled due to weather. Programmed 14 <sup>th</sup> April 2020
Bank Street	Faversham	Junction with Stone Street to car park	Completed
A250 High St	Sheerness	Millennium Way to junction with Victoria Street	Rescheduled due to weather. Programmed 15 <sup>th</sup> April 2020
A250 Halfway Road	Minster	A250 Halfway Road/B2008 Minster Junction	Programmed 8 <sup>th</sup> April 2020
A2 High Street	Newington	Bus layby to Church Lane	Postponed due to gas works
<b>Footway Improvement - Contact Officer Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>

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)	Completed
Lansdown Road	Sittingbourne	Exact section to be determined. (Footway Reconstruction)	Completed
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)	Currently on site
Sunnyfields Drive	Queenborough	Entire Length (Footway Protection Treatment)	Completed
Queenborough Road (service road section adjoining Sunnyfields Road only).	Queenborough	Entire Length (Footway Protection Treatment)	Completed
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
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**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 SGN Gas Replacement Scheme
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	Complete
Frinted road	Milstead & Frinted	Horn Hill to Torry Hill Road	Complete
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
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## **Appendix B – Drainage Repairs & Improvements**

<b>Drainage Repairs &amp; Improvements - Contact Officer Earl Bourner</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Maple Street	Sheerness	Trial holes for services and new drainage system installation	Completed 29 <sup>th</sup> November 2019.
High Street	Eastchurch	1no. new gully, existing gully repair and replace section of surface water sewer to resolve flooding issue o/s No.14, then resurface carriageway. KCC and Southern Water working together under an urgent road closure.	Works completed 12 <sup>th</sup> December 2019. Resurface programmed for 20 <sup>th</sup> December 2019.
Almhouse Road	Throwley	Partial backfill of well to suit Environment Agency Requirements	Works Completed 22 <sup>nd</sup> November 2019.
A2 Canterbury Road	Snipeshill, Sittingbourne	Full assessment of existing drainage system at open space by Greenways.	Quotation received from consultants for review and commissioning.
Bell Road	Sittingbourne	Flood and Water Management Team led drainage improvement to reduce flood risk to Grovers Crescent and Bell Road outside the hospital	Landscaping works currently on site. Some outstanding civil works to be completed. Awaiting date to be confirmed with contractor.
Jetty Road	Warden	CCTV survey of gullies around junction with Cliff Drive to identify defect / blockage causation	Job passed to contractor.

## Appendix C – Street Lighting

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

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
First Avenue	Sheerness	Replacement of 2 no street lights complete with LED Lanterns	Completed
Mansfield Drive	Iwade	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
ST Laurence Close	Bapchild	Replacement of 1 no street light complete with LED Lantern	Completed
Sanderling Way	Iwade	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Hamilton Crescent	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Thomsett Way	Sheerness	Replacement of 1 no street light complete with LED Lantern	Completed
Church Road	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	Completed
<u>Borden Lane</u>	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Meeres Court Lane	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Completed
Nobel Court	Faversham	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
Alexander Drive	Faversham	Replacement of 1 no street light complete with LED Lantern	Completed
Crown Quay Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Judd Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February

The Broadway	Minster	Replacement of 1 no street light complete with LED Lantern	Completed
Horsford Walk	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Rowetts Way	Eastchurch	Replacement of 1 no street light complete with LED Lantern	Completed
Staplehurst Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Wildish Road	Faversham	Replacement of 3 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
Cyprus Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Bramley Avenue	Faversham	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
Cobb Walk	Faversham	Replacement of 3 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
Grovehurst Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Bob Amor Close	Faversham	Replacement of 4 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
Gordon Close	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
Peel Drive	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
Rosebery Road	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
Blaxland Close	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Abbots Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Victoria Street	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Oak Road	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
Adelaide Drive	Sittingbourne	Replacement of 1 no street light complete with LED	Works awaiting programming

		Lantern	by the end of February
Castle Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Drake Avenue	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Argent Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Fox Hill	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Canterbury Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
East Street	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Attlee Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
Primrose Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February
London Road	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
London Road	Upchurch	Replacement of 4 no street lights complete with LED Lanterns	Works awaiting programming by the end of February
West Street	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February

## **Appendix D – Transportation and Safety Schemes**

### **Casualty Reduction Measures**

The Schemes Planning & Delivery team is implementing schemes within the Swale District in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 6<sup>th</sup> November 2019.

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

<b>INTEGRATED TRANSPORT SCHEMES</b> Local Transport Plan funded non-casualty reduction schemes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
A2 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.	Substantially complete.
The Mall.	Faversham	Footway build-out and dropped kerbs to allow (uncontrolled) pedestrian crossing immediately south of the junction with Nelson Street.	Works cancelled following discussion with local member.

<b>EXTERNALLY FUNDED TRANSPORT SCHEMES</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>

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.	Works substantially 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 – Landscape remedial works being undertaken
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	Remainder of 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 Complete. End of Maintenance Period. Remedial works required.

SW/003053	Barge Way, Kemsley	Sittingbourne	Provision of Revised Access Arm from Existing Roundabout	Technical Acceptance Given. Agreement being drafted.
SW/003035	109-111 Staplehurst Road, Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Remedial and completion Works Underway
SW/0033024	Dover Street, Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Works complete, awaiting Safety Audit
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 – Cert 1 to be issued.
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.
SW003096	North St, Milton Regis	Sittingbourne	Temporary Construction Access for proposed School Drop Off facility	Agreement in place. Works underway.
SW003103	Oak Lane, Upchurch	Upchurch	Traffic Calming/Footway Access to Small Housing Development	Design Technical Submission to be Re- Submitted.
SW003104	Spirit of Sittingbourne Section 1 – St Michaels Road	Sittingbourne	Traffic Calming and access to new Housing development	Agreement in place. Works underway. Significant remedial works to be carried out.
SW003105	Spirit of Sittingbourne Section 2 – St Michaels Road/Dover Street/Fountain St	Sittingbourne	Traffic Calming and access to new Housing development	Design Approved. Agreement in place.
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 Approved. Letter of Agreement being drafted.
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 Approved. Agreement being drafted.
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 Approved. Letter of Agreement being drafted.
SW003141	Stones Farm, Canterbury Road, Bapchild	Bapchild	Traffic Signal Junction and Access for Private Housing Development	Technical Design Approved. Agreement Signed.
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 completed. RSA Stage 3 carried out.
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.	Design approved. Agreement being drafted.

## **Appendix F – Bridge Works**

<b>Bridge Works – Contact Officer: Earl Bourner</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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.

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

## Appendix H – PROW

<b>Public Rights of Way – <i>Contact Officer – David Fleck</i></b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
None			

## **Appendix I - Combined Member Grant programme update**

### **Member Highway Fund programme update for the Swale District.**

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

- in design
- at consultation stage
- about to be programmed
- Recently completed on site.

The list is up to date as of 6<sup>th</sup> November 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**

<b>Details of Scheme</b>	<b>Status</b>
<b>18-KHS-SW-103 Whitstable Road, Faversham</b> Zebra pedestrian crossing upgrade	Substantially complete.

## **1.1 Legal Implications**

1.1.1 Not applicable.

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

1.2.1 Not applicable.

## **1.3 Risk Assessment**

1.3.1 Not applicable.

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**Contacts: Kirstie Williams/ Alan Blackburn 03000 418181**

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# Agenda Item 14

## School Bus Arrangements – Homewood School / Adelaide Drive

To: Swale Joint Transportation Board: 13<sup>th</sup> January 2020

By: Phil Lightowler, Head of Public Transport  
Dan Bruce, Policy, Infrastructure and Community Team Leader  
Kent County Council Public Transport

Classification: Unrestricted

Ward: Homewood

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**Summary:** This report provides an update on the revised school bus arrangements for Westlands School, Sittingbourne. The new arrangements were introduced from the week commencing 28<sup>th</sup> October 2019 following notification from the school that the existing on site pick up / drop off facility would no longer be available. Members are asked to note the report and to endorse the installation of bus stop clearway markings to support the revised arrangements.

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### 1.0 Introduction and Background

- 1.1 Revised bus stopping arrangements for Westlands School, Sittingbourne were introduced from w/c 28<sup>th</sup> October 2019, following notification from the school that the on site bus pick up / drop off area would no longer be available.
- 1.2 Whilst KCC, with the exception of one service, does not contract school buses to the site, it undertook the role of “broker” in order to discuss alternative options with commercial bus operators.
- 1.3 Given the lack of an alternative “bus hub” type arrangement for the site, it was identified that the only way to progress was to split services between existing marked bus stops on Adelaide Drive and the A2. All stops used are existing and long-standing bus stop locations and no new bus stops were established as part of this work.
- 1.4 Services were split evenly in order to limit the number of pupils at any one point. A map of how services are split and the stops concerned can be found in Appendix A.
- 1.5 In order to support the new arrangements, the JTB is asked to endorse the installation of bus stop clearway markings at the four utilised marked bus stops on Adelaide Drive in order to ensure that buses can fully access the kerb side to

enable safe boarding / alighting. Appendix B provides greater detail on the stops concerned.

## **2.0 Review of New Arrangements**

- 2.1 On Friday 8<sup>th</sup> November 2019 a safety audit was conducted by Kent County Council's (KCC's) Schemes, Planning and Delivery Team with respect to the new arrangements. Alongside this audit, officers from KCC's Public Transport Team carried out a number of observations during the week commencing 11<sup>th</sup> November 2019. Both the audit and observations focused on the afternoon peak when the impacts of the changes are understood to be most acute.
- 2.2 Overall, it was observed that the work to split services between the four existing marked bus stops on Adelaide Drive and the existing marked stop on the A2 had been successful. Pupil numbers were spread relatively evenly between the available infrastructure which reduced the impacts on residents in any one area.
- 2.3 During all observations, buses were able to stop at or in near proximity to marked bus stops meaning that pupils were able to safely and accessibly board without having to step onto the carriageway (other than to cross initially for access to southbound stops). Observations from KCC Public Transport included:

*"At 1450, 5 of 6 vehicles using the Adelaide Drive stops were also already present - the last - the 344 comes through later in service. 3 of 4 stops were clear with buses stood at the stop without any obstruction"*

*"Each stop had a single bus that arrived well in advance of school kick out time and took their place at their designated bus stop."*

- 2.4 However, there were occasions when buses were unable to stop exactly at the identified stopping points and it should be noted that buses were arriving early to site, in the main before general school pick up traffic. As such, without the presence of clearway markings it cannot be guaranteed that buses will be able to stop either at or near to their registered point e.g. if buses arrive late due to congestion or if the number of cars picking up pupils was to change. This in turn means that it cannot be guaranteed that buses will always be able to fully reach the kerb side, impacting on accessibility for those who may have difficulty boarding the bus.
- 2.5 The absence of clearways also means that consistency of stopping location cannot be guaranteed– i.e. the bus may need to stop at different parts of the road on different days. Pupils however did appear to be aware of the general area their bus would be stopping in and were looking out for the bus itself.
- 2.6 With respect to the clearway markings, the Traffic Schemes, Planning and Delivery Team concluded that:

*"Several parents / guardians pick up and drop off in Adelaide Drive which can impede access to the various stops on Adelaide Drive which currently do not have clearways in place to protect pull in areas for buses. Buses being unable*

*to pull up alongside the kerb poses a significant safety hazard and forces pupils to alight buses into the carriageway. Based on the fact that all dwellings along Adelaide Drive do have off street parking, and the limited demand for on street parking noted during site inspections, we would recommend that a single length of bus stop clearway markings (approx. 19 metres) be installed at each stop. This will ensure that each stop has sufficient pull in space for at least 1 bus, and not remove an excessive amount of on street parking. Due to the high number of accesses and dropped kerbs, each bus stop clearway will remove a maximum of 3 on street parking spaces”.*

### **3.0 General Safety / Impact of New Arrangements**

- 3.1 Overall, the revised arrangements were seen to work well during all observations, with little impact on traffic flows, neighbouring residents or the buses themselves.

HTW's Schemes Planning and Delivery Team noted that:

*“pupil crossing behaviour, and general behaviour, was very good. There were teachers / staff from the school monitoring the area whilst we were carrying out our observations. The school buses were distributed across the 4 different bus stops in Adelaide Drive and this seemed to disperse the school traffic and ensure that there were no notable bottle necks, or excessive congregations of pupils. The buses were on site prior to the school actually finishing, so pupils were able to wait on the buses and were not assembling in groups on the public highway. Based on the site assessment, other than the fact that the buses do not have marked locations in which to stop, no highway safety issues were noted on site.”*

- 3.2 Observations conducted by officers of KCC's Public Transport Team concurred with this view. It was noted that:

*“Buses made up only a small part of either parked vehicles or vehicle movements in the area. With the road width allowing the continued passage of passing vehicles I do not believe that the presence of buses represents a problem for other vehicles or residents”.*

*“Students started to arrive through Sydney Avenue and Brisbane Avenue at around 1500 and were accompanied by teachers who remained on site until vehicles and students had cleared. Student behaviour was appropriate, and I saw nothing anti-social.”*

- 3.3 During the safety audit and during two of the three observations conducted by KCC Public Transport, it was noted that staff from the school were present to guide / monitor the new arrangements. It was observed that this was beneficial and helped encourage pupils to approach their required stop in a controlled manner. It would be prudent for this provision to be maintained moving forwards.
- 3.4 Buses arriving slightly earlier at the bus stops helped to ensure that they were not impeded by parked cars. The introduction of clearways would limit this requirement by ensuring the stops were clear at the appropriate times.

#### **4.0 Request for Highways Safety Measures to Support New Arrangements**

- 4.1 Following requests from Westlands School, HTW's Schemes, Planning and Delivery Team also considered the requirement and viability of additional highways safety measures to support the change in arrangements. Alongside observations that there were “*no other highways safety issues noted on site*” other than the benefits that markings would bring.
- 4.2 It was concluded that: “*There is no crash pattern on Adelaide Drive to prioritise funding in this location from the limited crash remedial measures budget. It is worth noting that all of these requested highway changes, and the relocation of the collection / drop off points for the school buses, are due to a planning application to expand the school as such any highway improvements and changes required should be funded through the planning process by the applicant. It would not be possible to install traffic calming on the A2 in any event as we should not install traffic calming on main route corridors / emergency response routes.*”

The school have been notified of this position and are in direct contact with the KCC Schemes, Planning and Delivery Team.

#### **5.0 Alternative Option – Use of Cricket Club Car Park: Gore Court**

- 5.1 SBC advised that Gore Court Cricket Club have offered the use of their private carpark as an alternative to the new arrangements in place on the A2 and Adelaide Drive. This was considered during the audit conducted by HTW Schemes, Planning and Delivery on 8<sup>th</sup> November who concluded that:

*“The team would not recommend this course of action. Although there are crossing points on the A2 it is not recommended that over 300 pupils, who use school buses every day, cross the A2 London Road to access school bus services. This would substantially increase the opportunity for vehicle pedestrian / student conflict. It is also noted that the cricket ground car park area is not publicly maintainable highway which may cause issues for the various bus companies who may be required to have indemnities in place to access / park on private property.”*

#### **6.0 Conclusions & Recommendations**

- 6.1 Although inevitably inferior to previous arrangements on the school site, the new practices are working well for students and operators and they continue to compare favourably with those for many other schools across the County. The coordination of services to split them between stops, the presence of school staff and the observed good behaviour of students has mitigated any acute impacts on the local neighbourhood and the continuation of practice is not considered problematic from any perspective.

6.2 Members are asked to:

- a) Note the contents of this report**
- b) Endorse the installation of bus stop clearway markings at the four stops on Adelaide Drive in order to guarantee that buses are able to access the kerbside appropriately.**

**Contact Officers:**

Philip Lightowler: Dan Bruce

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**SWALE JOINT TRANSPORTATION BOARD (JTB)**

*Updates are in italics*

Minute No	Subject	SBC/KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
235/09/13	A2 / A251 Junction, Faversham	KCC	(1) That both proposed traffic improvements (Annex 1 and 2 in the report), the inclusion of consideration of the junction of The Mall and the A2, plus the option of 'no change', be approved for the purposes of a wider public consultation and the results of the consultation brought back to the JTB at a later date.	<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 105	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 Plenty for Faversham	Third-party	(1) That the JTB supports the recommendations put forward by the Working	<b>Faversham Town Council commissioning Phil Jones Associates to take forward outline designs working</b>

Minute No	Subject	SBC/KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	Working Group	scheme	<p>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>	<b>closely with KCC.</b>
1228/03/17	A request from Eastchurch Parish Council to investigate the possibility of installing a one-way system in the upper section of Church Road, Eastchurch	Third-party scheme	(1) That KCC supports the proposals set-out by Eastchurch Parish Council for the re-designation of Church Road, Eastchurch, as a one-way road, and note that the Parish Council was happy to fund the scheme.	See Highway Works Programme. <i>(Site currently under investigation)</i>
410/03/19 6	Highsted Road, Sittingbourne proposed footway – report on the results from the public consultation exercise	KCC	(1) That Option 1 be the preferred way forward, and that KCC look at other options as well.	<i>Kent County Council has written to Highsted Academy asking if they would be willing to discuss land options to provide a footway on the west side of Highsted Road. Highsted Academy has confirmed that it is unable to assist. Given that there was no clear preferred option from the public consultation exercise undertaken at the end of 2018 and there are no other feasible options, the County Council will not be undertaking any further work on a proposed footway scheme at this time.</i>
414/03/19	Agreement on Joint Transportation Boards	Info item	(1) That the last sentence in paragraph 2.2 be amended to read: The parish or town council representatives may speak, vote and propose a motion or an amendment.	
77/06/19	Formal Objections to Traffic Regulation Order – Swale	SBC	<i>(b) That the proposed double yellow lines in Ridham Avenue, Sittingbourne, be abandoned and the issues reported by</i>	<i>(b) Proposals removed from Traffic Order – Bus operator advised of comments. Letter now received from Bus operator (attached)</i>

Minute No	Subject	SBC/KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	<b>Amendment 1</b>		<p>residents be referred to the bus operator for comments.</p> <p>(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.</p>	<p>(d) Traffic Regulation Order sealed by Kent County Council – effective from 2<sup>nd</sup> September 2019. Ongoing discussions with business on preferred option (loading bay or double yellow lines) prior to installing new loading restrictions – Update Report submitted to JTB January 2020</p>
P o e t i o n	205/9/19 Petition – Plough Road, Eastchurch	KCC		KCC will be responding to the lead petitioner.
	205/9/19 Petition – Shortlands Road, Sittingbourne	KCC		KCC will be responding to the lead petitioner.
	205/9/19 Petition – St. Helens Road, Sheerness	KCC		KCC will be responding to the lead petitioner.
206/9/19	Petition – Extension to Residents' Parking Scheme Park Road, Sittingbourne		That Members note the report and a further consultation with residents to include extending the Residents' Parking Scheme in Park Road, Sittingbourne as far as the junction with Ufton Lane, Sittingbourne be carried out.	Consultation on Proposed Scheme Layout currently in progress with residents. Report anticipated to JTB in March 2020.
207/9/19	Formal Objections to Traffic Regulation Order – Swale Amendment 7		<p>(a) That the proposed double yellow lines in Church Road, Eastchurch be progressed as detailed in the Traffic Regulation Order.</p> <p>(b) That the proposed double yellow lines in Cormorant Road, Iwade be abandoned. (NOTE THIS</p>	<p>(a) Traffic Regulation Order Sealed by KCC on 25<sup>th</sup> October 2019, effective from 18<sup>th</sup> November 2019</p> <p>(b) Proposed double yellow lines in Cormorant Road, Iwade, removed from TRO prior to Sealing – Update Report submitted to JTB January 2020, following</p>

<b>Minute No</b>	<b>Subject</b>	<b>SBC/KCC</b>	<b>Recommendations Made by Board</b>	<b>KCC/SBC - Comments/date due back to JTB</b>
Page 108			<p>RECOMMENDATION WAS UPDATED AT SWALE'S CABINET MEETING - 2) <i>That (b) of Minute No. 207 Formal objections to Traffic Regulation Order – Swale Amendment 7 be considered further at the next Swale Joint Transportation Board meeting on 2 December 2019.</i></p> <p>(c) That the proposed waiting restrictions and KCC Scheme in The Mall, Faversham be abandoned, and a further consultation on a workable scheme be carried out.</p> <p>(d) That the proposed double yellow lines on the junction of Gore Court Road and Whitehall Road, Sittingbourne be progressed by 10m east and 15m west in Gore Court Road from its junction with Whitehall Road and by 10m into Whitehall Road from its junction with Gore Court Road, Sittingbourne</p> <p>(e) That the proposed extension to the double yellow lines in Conyer Road, Teynham be considered after the results of the sweep path analysis have been received.</p>	<p><i>Cabinet decision</i></p> <p><i>(c) Proposed double yellow lines in The Mall, Faversham, removed from TRO prior to Sealing.</i></p> <p><i>(d) Proposed lengths of double yellow lines revised to reflect JTB recommendation – completed.</i></p> <p><i>(e) Swept path analysis completed by KCC with conclusion that double yellow line extension should be progressed – proposals left in Traffic Regulation Order, effective from 18<sup>th</sup> November 2019.</i></p>



\*\*\*\*\*

Joint Transport Board  
Swale Borough Council  
Swale House  
East Street  
Sittingbourne  
Kent ME10 3HT

By Email: [Mikebaldock@swale.gov.uk](mailto:Mikebaldock@swale.gov.uk)

25<sup>th</sup> November 2019

Dear \*\*\*\*\*

**Ridham Avenue, Kemsley**

I am contacting you regarding our bus services that operate along Ridham Avenue in Kemsley Sittingbourne and an immediate risk to their continued service to the local community.

Our buses have historically been using the above turning circle/area (Pictures attached) to turn around in order to serve this road, however recently this has become more and more difficult due to residents parking cars in this area seemingly ignoring the signs indicating buses only. We have consistently and repeatedly asked for help in resolving and managing this situation. This mindless behaviour has now reached the point where this manoeuvre has become dangerous and increasingly difficult to perform. Passenger and employee safety are key and must be at the heart of every decision we make.

Arriva has tried proactively raising this through the Quality Bus Partnership in Swale to seek a resolution to the problem and allowing us to continue to safely serve the local area and residents who are using this service. Our most recent request was to seek to work in partnership with local officers to see double yellow markings be placed in the area which will then allow enforcement to keep the area clear of parked cars. This was raised and rejected by the Swale Borough Council Joint Transport Board.

This decision is extremely disappointing, the area is regularly blocked by two cars, often the same vehicles. Our own investigation suggests that these are both residents in the flats and the houses opposite the turning area have allocated parking, however it appears residents from these

properties are choosing not to use their allocated parking and instead utilising the turning area for convenience. This essentially leaves us no choice but to withdraw from serving the road, this is

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something Arriva are trying to avoid at all costs as it will severely impact many residents and possibly the long-term viability of the bus service itself as revenue loss would be significant.

We currently have over 40 residents boarding every day in this area across the 6 bus stops and over 20 passengers on a Saturday. With over 200 passenger journeys a week, withdrawing would leave these residents without a service. This seems somewhat unfair as it is at the convenience of only 2-3 residents who are choosing not to use their allocated parking. Furthermore, it also seems counter intuitive to the council's aspirations to reduce congestion and pollution in the town centre as this change will inevitably force passengers into their cars.

I therefore write to ask you to support me in urging Swale Borough Council to urgently reconsider the application for double yellow lines in the turning area. I have written to the Leader, Chief Executive and all members of the Joint Transport Board.

I must advise that without any further developments towards helping resolve the issues we have been facing and seeking help with tackling before 6th December I shall reluctantly authorise the deregistration of the route with all the necessary advertising and media releases required to advise customers of the withdrawal of our services. This is my genuine request for your help at the 11<sup>th</sup> hour to avoid an unnecessary and contradictory move when we are all attempting to promote and encourage sustainable public transport.

Finally, I would like to extend a personal offer for you to visit me at any of my depots or indeed for me to come to you, at your convenience, to discuss any concerns you may, answer any of your questions on this issue or any other including my plans for further improving what we do and to take your advice and guidance on how we can best this might be achieved. My direct contact details are below so please feel free to make contact so that I can share our plans in even more detail and receive any further feedback which you may have.

Yours sincerely

A handwritten signature in black ink, appearing to read "Oliver Monahan".

Oliver Monahan  
Area Managing Director  
**Arriva Southern Counties**

Email: [monahano.sc@arriva.co.uk](mailto:monahano.sc@arriva.co.uk)  
Mobile: 07769 302 361

Enc.





**To:** Swale Joint Transportation Board

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

**Date:** 13<sup>th</sup> January 2020

**Subject:** Local Winter Service Plan

**Classification:** Information only

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

## 1. Introduction

1 (1) Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.3m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 10<sup>th</sup> October 2019 and subsequently approved by the Cabinet Member.

## 2. District based winter service plans

2(1) The Local Winter Service Plan for the Swale District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2019/20; the Policy is available on the KCC website.

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

service. The local plan comes into effect when a snow emergency is declared that affects the district of Swale

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

### **3. Pavement clearance**

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

### **4. Farmers**

4(1) The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again, this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to General Data Protection Regulations).

### **5. Conclusion**

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

### **6. Recommendations**

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

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**Background documents:**  
**Kent County Council Winter Service Policy and Plan 2019/20**

**Contact officer:**  
DM -Tel: 03000 41 81 81