

---

## **SWALE JOINT TRANSPORTATION BOARD**

---

**MINUTES** of the Virtual Meeting held via Skype on Monday, 7 September 2020 from 5.30pm - 8.20pm.

**PRESENT:** Councillors Mike Baldock, Simon Clark, Alastair Gould, Benjamin Martin, Lee McCall and Julian Saunders (Vice-Chairman).

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

Kent Association of Local Councils: Parish Councilors Cameron Beart and Richard Palmer.

**OFFICERS PRESENT:** Alan Blackburn (KCC Officer), Martyn Cassell, Philippa Davies, Sarah-Jayne Ellcock (KCC Officer) Mike Knowles, Jo Millard, Ryan Shiel (KCC Officer) and Jamie Watson (KCC Officer).

**ALSO IN ATTENDANCE:** Councillors Roger Clark, Mike Dendor, Simon Fowle, Tim Gibson, James Hunt, Ben J Martin, Ken Rowles, Paul Stephen and Eddie Thomas

**APOLOGY:** Parish Councillor Jeff Tutt.

### **71 CONFIRMATION OF CHAIRMAN AND VICE-CHAIRMAN**

Kent County Councillor Andrew Bowles was confirmed as Chairman and Councillor Julian Saunders as Vice-Chairman for the municipal year 2020/21.

### **72 INTRODUCTION**

The Chairman explained that the meeting would be conducted in accordance with the Local Authorities and Police and Crime Panel (Coronavirus) Flexibility of Local Authority Police and Crime Panel Meetings) (England and Wales) Regulations 2020 No. 392.

In welcoming all Members and members of the public, the Chairman explained which Swale Borough Council (SBC) and Kent County Council (KCC) officers were in attendance.

### **73 MINUTES**

The Minutes of the Meeting held on 2 March 2020 (Minute Nos. 579 – 605) were taken as read, approved and signed by the Chairman as a correct record.

**74 DECLARATIONS OF INTEREST**

Councillor Julian Saunders declared a non-pecuniary interest in respect of item 21 Stonebridge Pond/Dark Hill, Faversham as he was the Vice-Chairman of Faversham Town Council's 20's Plenty Committee

Councillor Cameron Beart declared a non-pecuniary interest in respect of the Community Rail Partnership presentation in the public session as he sat on the board.

Councillor Mike Baldock declared a non-pecuniary interest in respect of the Community Rail Partnership presentation in the public session as he sat on the board.

**75 PUBLIC SESSION**

The Chairman welcomed the members of the public to the meeting.

Linda Brinklow, Chairman of the Kent Community Rail Partnership for Swale and local Sustrans representative gave a presentation on the challenges experienced by residents using rail travel on the Isle of Sheppey. She referred to the Coastal Communities report, drawing particular attention to business and tourism opportunities and the lack of connectivity on the Isle of Sheppey, and she spoke about the use of direct route travel bus services for the work and student population as well as for tourists. She also referred to the lack of safe cycle routes and asked for collaborative working of organisations to improve connectivity across the Isle of Sheppey. A Member advised that there had been a recent Sustrans audit of cycle routes on the Isle of Sheppey and this was currently being considered.

Teynham Parish Councillor Clive Brodigan referred to the A2 London Road, Teynham – Carriageway Realignment, and sought an update. The KCC Programme Manager said that at the last Swale JTB meeting, the discussion focused around finding more tree planting locations and the safest crossing point and he had liaised with Ward Members on this. He said that the scheme would be programmed in with a resurfacing project to take place in March 2021 and explained that the delay was due to the lack of available road space before that date.

Stephen Malden, a local resident, spoke in objection to recommendation (4) on Agenda Item 6 – Formal Objections to Traffic Regulation Order – Swale Amendment 14. He outlined the impact that installing double yellow lines in Coldharbour Lane, Kemsley would have as detailed in Objection 4 in Appendix C on page 32 of the report. Members discussed the issue under Agenda Item 6 later in the meeting.

**Recommendations for Swale Borough Council's Cabinet****76 FORMAL OBJECTIONS TO TRAFFIC REGULATION ORDER - SWALE AMENDMENT 14**

The Seafront and Engineering Manager introduced the report which set out details of objections received to the recently advertised Traffic Regulation Order (TRO) Swale Amendment 14, which covered various amendments to on-street waiting restrictions in the Swale area. He referred to the objections which were included at Appendix C.

In response to a Ward Member's question, the Seafront and Engineering Manager clarified that any amendments to parts of a TRO were considered within the whole of the TRO and in the case of Recommendation (5) Hilton Drive, Sittingbourne, only point 3 of the order was under consideration. Several Members spoke in support of progressing the double yellow lines in Hilton Drive, Sittingbourne.

A Ward Member spoke on Recommendation (4) proposed double yellow lines in Coldharbour Lane, Kemsley. Other Members spoke in support of the proposal.

A Member addressed the objections received to Recommendation (3) proposed double yellow lines in Addington Road, Sittingbourne and highlighted that whilst one parking space would be lost in the controlled parking zone, there would be two additional spaces at the corner of Addington and Park Road.

***Recommended:***

- (1) That the proposed loading ban in The Mall/Nelson Street, Faversham, be progressed.***
- (2) That the proposed double yellow lines in The Street, Oare, be progressed.***
- (3) That the proposed double yellow lines in Addington Road, Sittingbourne, be progressed.***
- (4) That the proposed double yellow lines in Coldharbour Lane, Kemsley, be progressed.***
- (5) That the proposed double yellow lines in Hilton Drive, Sittingbourne, be progressed.***
- (6) That the proposed formalising of the disabled bay in Harris Road, Sheerness, be progressed.***
- (7) That the proposed formalising of the disabled bay in Harold Road, Sittingbourne, be progressed.***

**77 PETITION FOR DOUBLE YELLOW LINES - NUTFIELDS, SITTINGBOURNE**

The Seafront and Engineering Manager introduced the report which responded to a petition requesting waiting restrictions from residents of Nutfields in Sittingbourne, presented to the Swale Joint Transportation Board in March 2020.

***Recommended:***

- (1) That the report be noted and a Traffic Regulation Order for proposed double yellow lines as shown in the report be drafted.***

**78 PROPOSED DOUBLE YELLOW LINES - CORMORANT ROAD, IWADE**

The Seafront and Engineering Manager introduced the report which provided an update on the proposed double yellow lines for Cormorant Road and Wigeon Road in Iwade, together with background information on the previous recommendation by the Swale JTB.

Several Members, including the Ward Member, spoke in support of the proposal.

***Recommended:***

- (1) That the report be noted and that a Traffic Regulation Order for proposed double yellow lines on the junction of Cormorant Road and Wigeon Road in Iwade, as shown in the report be drafted.***

**79 PARKING PROPOSALS ABBEY STREET AREA, FAVERSHAM - ABBEY NEIGHBOURHOOD ASSOCIATION**

The Seafront and Engineering Manager introduced the report which provided an update following a document received from the Abbey Neighbourhood Association proposing parking and vehicle movement improvements in Abbey Street and Abbey Place in Faversham. He advised that a survey of the parking bays had been carried out to compare capacity with segregated and non-segregated parking. The Seafront and Engineering Manager said that the results of the survey would be reported back to the Abbey Neighbourhood Association for discussion.

The KCC Member urged that the proposals were progressed quickly. He said that the proposed alterations to parking would improve passing for cars as well as parking in the street.

***Recommended:***

- (1) That the report be noted.***

**80 YELLOW LINE AT THE JUNCTION OF GORE COURT ROAD AND WHITEHALL ROAD (VERBAL REPORT)**

The Seafront and Engineering Manager gave the background to the installation of double yellow lines at the junction of Gore Court Road and Whitehall Road, Sittingbourne which Members had previously agreed should be reduced by 2

metres from the original TRO recommendation of 12 metres which was considered by Swale JTB. The Ward Member said that the installed double yellow lines were too short and vehicles parking up to the parking restriction still caused obstruction to traffic using the junction. He said that the lines should be extended to the original recommendation of 12 metres. Another Member agreed.

There was a discussion on the legal process of reverting back to the original TRO and the Seafront and Engineering Manager agreed to seek legal advice on this.

***Recommended:***

***(1) That TRO Swale Amendment 7 2020 be amended to extend the double yellow lines in Whitehall Road at the junction of Gore Court Road, Sittingbourne by 2 metres.***

**Recommendations for Kent County Council's Cabinet**

**81 TRAFFIC CALMING SCHEMES IN MILTON HIGH STREET (VERBAL REPORT)**

KCC's Project Manager for Swale sought more information from the Ward Member.

The Ward Member advised that he had received a request for traffic calming from a resident. He spoke of speeding traffic, and damage to vehicles passing in the narrow part of Milton High Street at the Vicarage Road end.

KCC's Project Manager agreed to meet with the Ward Member on site and report back to a future JTB meeting.

***Recommended:***

***(1) That a report from KCC be submitted to a future meeting.***

**82 SYDNEY AVENUE/ADELAIDE ROAD, SITTINGBOURNE (VERBAL REPORT)**

The Swale District Manager, speaking on behalf of KCC's Principal Transport and Development Planner, referred to Agenda item 24 update report on page 118 of the agenda. He said that the Principal Transport and Development Planner and the Public Transport team had worked on the consultation and were satisfied with the current levels of dropping off and picking up outside the school and that currently no further action was required in either road.

A Member referred to the Swale JTB meeting held in December 2019 when a TRO was agreed at this location and in that discussion, it was stated that the TRO would not apply during the school holidays. He said that some residents considered the TRO to be invalid as it did apply during the school holiday whilst others were satisfied that there were no cars parked outside their property during the school holiday period. The Member drew attention to buses now dropping off in Adelaide Drive. In the discussion that followed, Members raised additional points including:

- A consultation was due to take place in March 2020 but had still not taken place;

- disappointed that the recommendation to consult residents was not actioned;
- the parking restriction signs on the street furniture should be replaced to reflect the terms of the TRO;
- the situation had been long outstanding and needed addressing immediately;
- traffic issues had increased along London Road due to more school buses to comply with social distancing at the current time;
- buses were no longer permitted onto the Westlands School site so waiting restrictions in Sydney Avenue were no longer necessary;
- JTB were not the decision maker for KCC's Cabinet but recommended actions to be taken, and there should be a response from the Cabinet Member if the recommendation was not agreed; and
- if incorrect information about the waiting restrictions during school holidays was given out, the public needed to be informed before any consultation.

In response, the Swale District Manager agreed to feed back the comments to KCC's Head of Public Transport and Principal and Development Transport Planner to liaise with Borough and County Members.

KCC Councillor Mike Whiting proposed that the KCC carried out a public re-consultation to consider waiting restrictions in Sydney Avenue, Sittingbourne and abandon the bus clearways. This was seconded by Councillor Mike Baldock. On being put to the vote, Members agreed.

***Recommended:***

***(1) That KCC carry out a public re-consultation to consider waiting restrictions in Sydney Avenue, Sittingbourne.***

***(2) That bus clearways in Adelaide Drive, adjacent to Sydney Avenue, Sittingbourne are abandoned.***

**83 JUNCTION OF HIGHSTED ROAD/SWANSTREE AVENUE, SITTINGBOURNE**

The KCC Programme Manager introduced the report which summarised previous investigations and development work on proposals to install a footway on Highsted Road between its junctions with Farm Crescent and Swanstree Avenue, Sittingbourne. He referred to previous options which included a Compulsory Purchase Order (CPO) of the school land, but this was not possible due to lack of road safety issues with a pattern of injuries. The KCC Programme Manager said that the alternative option was a one-way system and he drew attention to the plans for this contained in the report on pages 78 – 89. He explained that the one-way system would run north to south with an extended footway and the approximate cost of the scheme would be approximately £30k, funding for which could be bid from the Local Transport Fund.

Members discussed the proposal and raised points including:

- Supported action in a dangerous and busy location but concerned for the impact a one-way system would have on Brenchley Road and rural area;

- had there been discussions with the school to keep the land but run a footpath through it on the boundary?;
- school unable to use land for sports due to trees on boundary;
- little progress made to address the issue over many years;
- suggested footpath previously taken out through Fulston Manor and Highsted school grounds be re-instated;
- critical of lack of co-operation from the school;
- did not agree that CPO powers should only be used in locations where there were road safety issues supported by a pattern of injuries;
- issue had been under discussion for a long time and action was needed;
- concern with displacement of traffic;
- not supportive of one-way system or closing Highsted Road;
- parked cars on Bluebell Drive/Crocus Drive would cause issues of passing if one-way scheme implemented;
- affect on residents from surrounding villages travelling into Sittingbourne;
- a one-way would have a positive impact on the amount and flow of traffic in Highsted Road;
- speed limit should be reduced in Highsted Road;
- a one-way was not an inconvenience for safety's sake; and
- if the footpath could not be reinstated, one-way traffic was the other option and the costs of the scheme would be of benefit.

County Councillor John Wright proposed that KCC went back to the school to propose that the footpath through Highsted and Fulston Manor schools be reinstated unless land could be made available for a safe footpath on land in the school's ownership at Highsted Road and that if this proposal was not able to be facilitated, KCC to commence the option to close part of Highsted Road by Swanstree Avenue/Brenchley Road so that traffic could not travel down Swanstree Avenue/Brenchley Avenue into Highsted Road. The proposal was not seconded.

County Councillor John Wright amended the proposal to state that KCC went back to the school to propose that the footpath through Highsted and Fulston Manor schools be reinstated. This was seconded by Councillor Mike Baldock and on being put to the vote Members agreed.

***Recommended:***

***(1) That KCC go back to Highsted school to propose that the footpath through Highsted and Fulston Manor schools be reinstated.***

84

**NORTHERN/SOUTHERN RELIEF ROAD (VERBAL REPORT)**

The Swale District Manager, read out an update on behalf of the Principal Transport and Development Planner. He said KCC had no current schemes relating to a Northern/Southern relief road but the proposal had been put forward as an option in SBC's Local Plan Review process.

***Recommended:***

***(1) Members noted the verbal update.***

**85 HIGHWAY ISSUES IN BAPCHILD (VERBAL REPORT)**

The KCC Programme Manager gave a verbal update. He advised that the Project Manager for Swale had contacted Bapchild Parish Council to ensure that the item was included in their Highway Improvement Plan and she was waiting for further information from them.

***Recommended:***

**(1) Members noted the verbal update.**

**86 REQUEST TO EXTEND THE 30MPH SPEED LIMIT ON BULL LANE, BOUGHTON TO JUST BEYOND THE JUNCTION WITH THE OAST HOUSES (EASTLEA OAST) AND THE ACCESS ROAD TO THE RECREATION GROUND/VILLAGE HALL (VERBAL REPORT)**

The KCC Programme Manager gave a verbal update on the request to extend the 30mph speed limit on Bull Lane, Boughton. He advised that the Project Manager for Swale had been working with Boughton-under-Blean Parish Council but the item was not currently on their Highway Improvement Plan (HIP). The KCC Programme Manager said that HGV restrictions had recently been installed through the villages but the detail needed to be added to the HIP before the work could be carried out. The Chairman gave his support and the support of Borough and Parish Councillors.

The Ward Member proposed that the 30mph speed limit on Bull Lane, Boughton be extended to just beyond the junction with the oast houses (Eastlea Oast) and the access road to the recreation ground/village hall. This was seconded by the Chairman. On being put to the vote, Members agreed.

***Recommended:***

***(1) That the 30mph speed limit on Bull Lane, Boughton be extended to just beyond the junction with the oast houses (Eastlea Oast) and the access road to the recreation ground/village hall.***

**87 ABBEY SCHOOL CROSSING/FILTERED PERMEABILITY FOR A2 /CANUTE ROAD AND KINGSNORTH ROAD JUNCTIONS (VERBAL REPORT)**

The Swale District Manager advised that a statement had been provided by the KCC Principal Transport and Development Planner. He summarised the main points and advised that several meetings had taken place with Abbey School, Borough Councillors, Faversham Town Councillors, Helen Whatley MP and the 20's Plenty Group. The Swale District Manager said that within the discussions it was agreed that the existing crossing was safer than those being proposed. He said KCC was committed to investigate improvements for safer travel and would continue to work to find solutions, however the recommendation was that the location was not safe for a controlled crossing as the footbridge was a safer alternative. He added that if the situation changed as a result of further development in the area in the future, more work to find a solution to benefit the whole community would be carried out.

In the debate that followed Members raised issues including:

- The footbridge was a safe alternative but was on non-standard style steps and not fit for purpose in the medium to long term;
- accessibility for disabled and pushchair users should take priority;
- needed to consider that this was likely to be the main access route for cyclists;
- the crossing was an essential development linking new housing development with the rest of the town;
- should consider closing Canute and Kingsnorth Road junctions to cars to overcome safety concerns which were also being used as “rat-runs”;
- there was strong public support for a surface level crossing;
- new facilities in the area needed a safe access; and
- if the current location not suitable, should consider an alternative safe location for a crossing.

The Senior Programme Manager said that KCC would keep working with local communities for viable solutions. He added that a main issue was the number of people crossing at the same time.

A Member asked that a full report be brought back to a future JTB meeting.

***Recommended:***

***(1) That a full report be brought back to the next Swale JTB meeting in December 2020.***

## **88 CONSULTATION ON THE A2/A251 JUNCTION DESIGN (VERBAL REPORT)**

The Senior Programme Manager gave a verbal update. He said that after the previous recommendation from Swale JTB that a design for a signalised junction should be progressed, the detailed design was currently out for public consultation and the closing date was 14 September 2020. The Senior Programme Manager said that land was required from Kent Fire Brigade and the Abbey School so that the road could be widened with service diversions required. He said that after the consultation, which had already highlighted the lack of cycling provision, work was due to commence in October 2020 subject to land negotiations and availability of road space. Finally, the Senior Programme Manager advised that the scheme would be funded by Section 106 developer contributions, Local Growth fund, Highway Innovations fund and Local Transport Plan funding.

The Chairman reminded Members that the consultation was still on-going.

A Member raised concern that the design might be finalised and work commenced before any comments could be made at the next Swale JTB meeting in December 2020. He drew attention to the lack of cycle provision and said this was a major defect in the scheme.

Another Member encouraged all Members to respond to the consultation. He advised that there were issues with a covenant on the land at Abbey School which might cause delays on the land negotiations.

The Chairman sought assurance that no final decision on the design would be made in advance of the next Swale JTB meeting in December 2020. The Senior Programme Manager advised that the funding from the Local Growth Fund had to be spent by March 2021 and he explained the difficulty in incorporating a useful cycle provision in the scheme.

The Chairman proposed that a report came back to the next Swale JTB meeting in December 2020, with an understanding that should works be required to commence before that meeting, an extraordinary Swale JTB meeting to discuss the scheme would be held. This was seconded by Councillor Julian Saunders and agreed by the Board.

***Recommended:***

***(1) That a report from KCC Officers come back to the Swale JTB meeting in December 2020 and that a extraordinary Swale JTB meeting be held in the interim if it was necessary to commence work on the site before the scheduled meeting.***

- 89      **7.5 TONNE LIMIT IN QUEENBOROUGH, PREVENTING HGVS FROM USING MAIN ROAD AND NORTH ROAD AND THE RESIDENTIAL ROADS OFF THEM (VERBAL REPORT)**

The KCC Programme Manager said there were various options to address the proposed 7.5 tonne limit in Queenborough but care needed to be taken in installing weight restriction signs in the area due to the number of industrial units and in order to allow vehicles to turn safely. He said that further discussions and agreement with the Ward Member and Town Council would take place to agree any proposed locations for signage. The Ward Member explained why action was necessary.

***Recommended***

***(1) That the verbal update be noted.***

- 90      **EXTENSION OF THE 20MPH ZONE IN QUEENBOROUGH TO INCLUDE NORTH ROAD AND MAIN ROAD (VERBAL REPORT)**

The KCC Programme Manager said that he would discuss the extension of the 20mph zone in Queenborough with the Ward Member and Town Council. He confirmed that the criteria for 20mph speed restrictions had changed since this area was previously considered. The Ward Member explained why action was necessary.

***Recommended:***

***(1) That the verbal update be noted.***

**91 THE IMPLEMENTATION OF A TOWN WIDE 20MPH SPEED LIMIT IN FAVERSHAM (VERBAL REPORT)**

The Senior Programme Manager said that discussion on implementing a 20mph speed limit zone in Faversham had been on-going for some time and KCC started working with Faversham Town Council on the project earlier in 2020. He referred to the successful bid for funding from Central Government in May 2020 as part of the Active Travel Schemes and the tight deadlines required. The Senior Programme Manager said that the scheme was implemented by an experimental TRO which allowed a consultation which was under way and would be completed by February 2021, whilst communities experienced the alterations. He explained that road signs and gateway features, road markings and 20mph roundels on the roads had been created. The Senior Programme Manager outlined the communication that had taken place to raise awareness to users and said that the works were due for completion on 18 September 2020.

In the discussion that followed, Members raised points including:

- 20mph writing on yellow road markings along London Road, Faversham were difficult to see, suggested changing from yellow to brick red;
- complimented community campaign, and thanked Senior Programme Manager and team for hard work and effective communication;
- encouraged visitors to go on 20's Plenty website to express views on scheme; and
- praised work carried out by former Watling Ward Councillor David Simmons on supporting the proposals.

The Senior Programme Manager advised that there was no policy on the colour of the road markings but generally they were a lighter colour and the contrast in colour would be considered. He added that there would be a phased approach to implementing 20mph measures.

***Recommended:******(1) That Members noted the progress of the scheme.*****92 STONEBRIDGE POND/DARK HILL, FAVERSHAM - SAFETY IMPROVEMENTS (VERBAL REPORT)**

The KCC Programme Manager advised that he had met with Councillors Carole Jackson and Julian Saunders in July 2020 and identified improvements to assist pedestrians crossing at the West Street end of Dark Hill, Faversham. The proposed scheme did not qualify for funding from the Active Travel Fund but would be put forward for a Local Transport Programme bid in the new financial year.

The Ward Member said he was pleased that the proposals were being supported in principle. He referred to the previous report that was considered by Swale JTB and asked that the proposal to extend double yellow lines on Dark Hill/Stonebridge Way be progressed. The Seafront and Engineering Manager agreed to include this in a future TRO, once full details were received.

***Recommended:***

- (1) That the update be noted.**

**Items for noting****93 HIGHWAYS WORK PROGRAMME**

Members considered the report which provided an update on the identified schemes approved for construction.

In response to a question from a Member on the Swale boundary in South Bush Lane, Rainham, the District Manager confirmed that the road was partly in Medway Council's jurisdiction and he agreed to discuss with the Member other issues outside of the meeting.

***Resolved:***

- (1) That the report be noted.**

**94 PROGRESS UPDATE REPORT**

In response to a request for an update to the Petition for Park Road (Residents Parking Scheme) on page 119 of the Agenda, the Seafront and Engineering Manager advised that questions for the survey had been drafted and were currently being considered by the Cabinet Member and other Members that had raised issues. Once agreed, the survey would be circulated with the results to be reported to the next Swale JTB meeting in December 2020. The Member requested receipt of the draft questions.

A Member referred to the Lower Road Junction with Barton Hill Drive, Isle of Sheppey on page 115 and requested a merging turn sign at Cowsted Corner, and asked whether the next phase of the scheme had now been dropped? The KCC District Manager for Swale agreed for a response to follow from KCC Officers.

A Member sought an update on the installation of HGV Weight Restriction signs at Boughton/Dunkirk. In response the KCC Programme Manager advised that the signs were ordered but due to the time limit for funding some urgent Covid-19 schemes, the installation was delayed but he assured the signs would be in place this year.

The Chairman stressed the importance of being updated on the petitions, as raised by a Member, on page 121 of the report.

***Resolved:***

- (1) That the report be noted.**

**95 DATE OF NEXT MEETING**

The next meeting of the Swale JTB will be at 5.30pm on Monday 7 December 2020.

**Chairman**

Copies of this document are available on the Council website <http://www.swale.gov.uk/dso/>. If you would like hard copies or alternative versions (i.e. large print, audio, different language) we will do our best to accommodate your request please contact Swale Borough Council at Swale House, East Street, Sittingbourne, Kent, ME10 3HT or telephone the Customer Service Centre 01795 417850.

All Minutes are draft until agreed at the next meeting of the Committee/Panel