



## AGENDA

### SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 1 March 2021  
Time: 5.30 pm  
Venue: Virtual Meeting Via Skype\*

#### **Membership:**

Councillors Mike Baldock, Simon Clark, Alastair Gould, Benjamin Martin, Julian Saunders (Vice-Chairman), Bill Tatton and Eddie Thomas.

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

Kent County Councillors Andy Booth, Andrew Bowles (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 and the recording may be published on the Council's website.

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to join the meeting will be added to the website after 4pm on Friday 26 February 2021.

## Privacy Statement

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1. Apologies for absence and confirmation of substitutes
2. Minutes

To approve the [Minutes](#) of the Meeting held on 7 December 2020 (Minute Nos. 302 - 316) as a correct record.

3. 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.

#### 4. 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 26 February 2021. Questions that have not been submitted by this deadline will not be accepted. Only two people will be allowed to speak on each item and each person is limited to asking two questions. Each speaker will have a maximum of three minutes to speak.

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

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

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| 5. | Formal Objections to Traffic Regulation Order Swale Amendment 21          | 5 - 22  |
| 6. | Formal Objections to Traffic Regulation Order Swale Amendment 20          | 23 - 54 |
| 7. | Extension to Sittingbourne Residents' Parking Scheme                      | 55 - 68 |
| 8. | Informal Consultation Results - Various Proposals                         | 69 - 88 |
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### **Part Two - Reports for recommendation to Kent County Council's Cabinet**

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| 10. | A251 Ashford Road and A2 Canterbury Road, Faversham - Junction Improvements Scheme | 93 - 146 |
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### **Part Three - Information Items**

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| 12. | Highways Work Programme   | 153 -<br>178 |
| 13. | Progress Update Report  | 179 -<br>184 |

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

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|-----|----------------------|--|
| 14. | Date of Next Meeting |  |
|-----|----------------------|--|

The next meeting will be held on 21 June 2021 at 5.30pm – date to be confirmed at Full Council on 24 February 2021.

## **Issued on Friday, 19 February 2021**

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

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

<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item: 5</b>
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<b>Meeting Date</b>	Monday 1 <sup>st</sup> March 2021
<b>Report Title</b>	Formal Objection to Traffic Regulation Order – Swale Amendment 21
<b>Cabinet Member</b>	Cllr Richard Palmer, Cabinet Member for Community
<b>Head of Service</b>	Martyn Cassell, Head of Commissioning, Environment and Leisure
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the formal objection and comments received to the advertised Traffic Regulation Order and recommend that the Order be progressed as advertised.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides details of an objection and comments received in relation to the recently advertised Traffic Regulation Order, Swale Amendment 21, which proposes the introduction of a Residents’ Parking Scheme in Fox Hill, Bapchild.

## 2. Background

- 2.1 A Traffic Regulation Order has been drafted on behalf of the developer of the Stones Farm Development in Bapchild, for a Residents’ Parking Scheme to be introduced in the new parking area created by the re-alignment of the main A2. A copy of the Traffic Regulation Order can be found in Annex A, and a Statement of Reason summarising the contents of the Order can be found in Annex B. A plan of the proposed parking layout, provided by the developer, can be found in Annex C.

## 3. Issue for Decision

- 3.1 The formal consultation of the Traffic Regulation Order took place between 13<sup>th</sup> November and 4<sup>th</sup> December 2020. In addition to the standard procedure of advertising the proposed Order on site and in local newspapers, individual letters were also sent to nearby properties as an additional consultation method during the current pandemic restrictions. During the formal consultation, one objection was received and one comment. A copy of both can be found in Annex D.

- 3.2 The proposed Residents' Parking Scheme was requested by Members as part of the development planning consent, to ensure that the newly created parking area in Fox Hill, opposite the development, was not occupied by commuters and non-resident parking.
- 3.3 Operating in a similar way to the existing Sittingbourne and Faversham Residents' Parking Schemes, eligible householders would be permitted to purchase a maximum of two parking permits, at a current cost of £45 per permit. A plan showing the properties eligible to purchase permits for the scheme can be found in Annex E. This area was determined following close consultation with Bapchild Parish Council.
- 3.4 The operating times for the proposed scheme are 8.00am to 6.00pm Monday to Friday, with parking by non-permit holders during this time limited to a maximum of 2 hours, with no return within 2 hours.
- 3.5 The objection focuses on the cost of purchasing a permit to park in a cul-de-sac which is stated to be nowhere near the property, and the fact that when the property was originally purchased free parking was available in front of the house. It is also stated that during periods of snow and ice, residents are unable to use their shared driveways and need to rely on on-street parking, which is claimed to be of insufficient capacity to accommodate all of the residents. Other comments include the number of vehicles owned by the household, and questions around how parents parking to drop off and collect pupils at the nearby Primary School are going to be monitored.
- 3.6 The objection states that the two-hour limit for non-permit holders will cause problems for visitors and workmen to the properties, who will need to park on-street in School Lane, causing issues for the residents in School Lane as well as those in Fox Hill.
- 3.7 It is acknowledged that the suitability of Residents' Parking Schemes differs for each household depending on individual circumstances, and that displacement of parked vehicles into adjoining roads is inevitable to a lesser or greater extent.
- 3.8 The other communication received during the formal consultation was a comment requesting that the shared access to parking at the rear of the properties be easily negotiable. We can confirm that a previous Traffic Regulation Order, prepared by Kent County Council, includes double yellow lines along the frontages of the properties, including the shared access, which should ensure access is maintained.

#### **4. Recommendation**

- 4.1 Members are asked to note the formal objection and comments received to the advertised Traffic Regulation Order and recommend that the Order be progressed as advertised.

## 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Traffic Regulation Order is being funded by Developer, and signage and lining will also be installed by Developer.
Legal and Statutory	Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	The introduction of a Residents' Parking Scheme should minimise parking in the area by non-residents, ensuring residents can park within a reasonable distance to their properties, without having to cross busy roads. By controlling parking in the newly created cul-de-sac, safe access will be maintained to the properties and off-street parking facilities that they may have.

## 6. Appendices

- 6.1 Annex A – Copy Traffic Regulation Order Swale Amendment 21
- Annex B – Statement of Reason
- Annex C – Plan of Proposed Parking Layout
- Annex D – Copy of Formal Objection and Comments
- Annex E – Plan of Eligible Properties to Purchase Permits

## 7. Background Papers

- 7.1 None

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**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)  
(WAITING RESTRICTIONS AND STREET PARKING PLACES)  
(AMENDMENT No.21) ORDER 2020**

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 III 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.21 Order 2020" ('this Order') and shall come into force on the xx day of xxxxx 2021.

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

**In the Schedules to the 2019 Order**

**FIFTH SCHEDULE**

The following shall be inserted in the Fifth Schedule of the 2019 Order (*Residents Parking*) in place of the existing entry:-

**PART 1**

**ZONES FOR RESIDENTS' PARKING SCHEMES**

**Roads in Faversham**

**Zone** : Faversham FAA **Zone Code** : FAA

Residents having an address described in this column	may purchase a Residents' Parking Permit to park without limit of time in a designated Residents' parking bay in any of these Roads.
Abbey Street Abbey Place Church Street Lammas Gate (1-4 and 40-43) Vicarage Street	Abbey Street Abbey Place Church Street Vicarage Street

**Zone** : Faversham B **Zone Code** : B

Aldred Road Athelstan Road (odd numbers up to 55; even numbers up to 48).	Aldred Road Athelstan Road Beaumont Terrace
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Bank Street	Beckett Street
Beaumont Terrace	Briton Road
Beckett Street	Caslocke Street
Briton Road	Chapel Street
Caslocke Street	Church Road
Chapel Street	Court Street
Church Road	Davington Hill
Court Street	Edith Road
Cross Lane	Fielding Street
Davington Hill	Flood Lane
Dorset Place	Garfield Place
Edith Road	Hatch Street
Fielding Street	Mendfield Street
Flood Lane	Napleton Road
Forbes Road	Newton Road
Garfield Place (Nos 1-6)	Norman Road
Gatefield Lane	Orchard Place
Hatch Street	Park Road
Institute Road	Preston Street
Market Place	Roman Road
Market Street	Saxon Road
Mendfield Street	School Road
Middle Row	St. John's Road
Napleton Road	St. Mary's Road
Nelson Gardens	Station Road
Nelson Street	Stone Street
Nelson Terrace	Tanner Street
Newton Road	The Mall
Norman Road	Union Street
Orchard Place	Victoria Place
Park Road	West Street
Partridge Lane	William Street
Preston Street	
Queens Parade, East Street	
Roman Road	
Saxon Road	
School Road	
St. John's Road	
St. Mary's Road	
Station Road	
Stone Street	
Tanners Street	
The Mall	
Thomas Road	
Union Street	
Victoria Place	
Water Lane	
West Street	
William Street	

**Roads in Sittingbourne and Milton**

**Zone :** Sittingbourne A **Zone Code :** SA

Residents and businesses having an address described in this column	may purchase a Residents' or Business Parking Permit to park without limit of time in a designated Residents' parking bay in any of these Roads.
Arthur Street Barker Court Chalkwell Road (133-195 and 128-144) Frederick Street Gibson Street Hawthorn Road Laburnum Place London Road (2-14)	Arthur Street Barker Court Chalkwell Road Frederick Street Gibson Street Hawthorn Road Laburnum Place

**Zone :** Sittingbourne B **Zone Code :** SB

Residents and businesses having an address described in this column	may purchase a Residents' or Business Parking Permit to park without limit of time in a designated Residents' parking bay in any of these Roads.
Addington Road Albany Road (3-45 and 2-98, plus School House and School Court) Anselm Close Belmont Road Burley Road Connaught Road Epps Road West Street (23, 25, 53 and 71 only) London Road (1-21 and 16-34) Nativity Close Park Road (5-165 and 2-176) Rock Road Ufton Lane (even numbers to 62; odd numbers to 155 plus Excelsior House; King Arthur Court; Knights Court) Unity Street Valenciennes Road William Street	Addington Road Albany Road Anselm Close Belmont Road Burley Road Connaught Road Epps Road Park Road Rock Road Ufton Lane Unity Street Valenciennes Road William Street

**Zone : Bapchild A Zone Code : BA**

Residents and businesses having an address described in this column	may purchase a Residents' or Business Parking Permit to park without limit of time in a designated Residents' parking bay in any of these Roads.
Fox Hill, Bapchild (Nos.19 to 51 odd)	Fox Hill, Bapchild

**FIFTH SCHEDULE**

The following shall be inserted in the Fifth Schedule of the 2019 Order (*Residents Parking*) in the correct alphabetical sequence:-

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 Bapchild in Sittingbourne</b>				
FOX HILL, BAPCHILD, ACCESS ROAD	<p>(1) On both sides, from a point in line with the western building line of 37 Fox Hill, two parallel bays for a distance of 4.8 metres in a westerly direction to the end of the access road.</p> <p>(2) On the northern side</p> <p>(a) from a point opposite the boundary of 21/23 Fox Hill, a total of 10 parking bays aligned at 45 degrees to the access road, west to a point 6 metres east of the boundary of 27/29 Fox Hill;</p> <p>(b) from a point 5 metres east of the boundary of 29/31 Fox Hill, a total of 8 parking bays aligned at 45 degrees to the access road, west to a point in line with the boundary of 35/37 Fox Hill.</p>	<p>Monday to Friday</p> <p>8.00am to 6.00pm</p>	2 hours	2 hours



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**STATEMENT of  
REASON**



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)  
(WAITING RESTRICTIONS AND STREET PARKING PLACES)  
(AMENDMENT NO.21) ORDER 2020  
Road Traffic Regulation Act 1984**

The Kent County Council acting at the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of preventing long term parking by non-residents:

- **for preserving or improving the amenities of the area through which the road runs**

by introducing a Residents' Parking Scheme for the parking bays located opposite Nos.23 to 39 Fox Hill in Bapchild, Sittingbourne.

Dated 22<sup>nd</sup> October 2020

MIKE KNOWLES

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**Objection:**

To whom it may concern

Re. Swale Amendment 21 2020 proposed residents parking scheme fox hill bapchild

We are writing to object paying an annual cost of forty five pounds to park in a cul we sac area which in fact is no where near the front of our property. When we first moved into our house we had free parking in front of our house.

Something else that has not been considered is that the driveway that is shared, by the residents at fox hill will have issues when it snows or covered in ice as vehicles can not enter or exit the driveway so residents parked on the main road. There are not enough parking spaces for residents as there are more vehicles than spaces available so will the charge not apply in this instance ?

As for my own personal circumstances we currently own three vehicles my daughter is learning to drive so our total amount will be four vehicles in a few weeks time, and we have limited parking at the rear of our property. If we did have to purchase parking permits how many can each house have ?

How are you going to monitor parents who are dropping off and picking up children from the local primary school ? With regards to them using the cul de sac parking bays, as they used to park in the local fruit stall car park, but they are now being stopped. Parking in school lane is limited and it becomes even more of a challenge when the village hall car park is also not available, and they now can't park along fox Hill and walk. This is going to cause residents a lot of parking issues.

As to the reasons as to why four of the parking bays which have already been built are now going to be removed outside our house being number \*\*, this is only going to add to the residents frustrations, as there is now going to be limited parking bays available, it would have been more beneficial to the residents and our local council to keep the bays, however they are going to be removed.

It is very kind for non permit holders to be given a two hour parking limit, however if a visitor or workmen come to our house and stay longer than two hours they will now have to park in School lane, as that is the nearest parking available, this will have impact on parking for the local village school during drop off and pick up times, and have impact on the residents in school lane.

Kind regards \*\*\*\*\*

Comments:

SITTINGBOURNE,  
KENT,  
ME9 9AB.

YOUR REF. H4.1/TR6 AM 21

23.11.20

SIRS / TRAFFIC REGULATION ORDER - SWALE AMENDMENT 21 2020  
PROPOSED RESIDENTS PARKING SCHEME - FOX HILL, BAPCHILD.

THANK YOU FOR THE ABOVE LETTER.

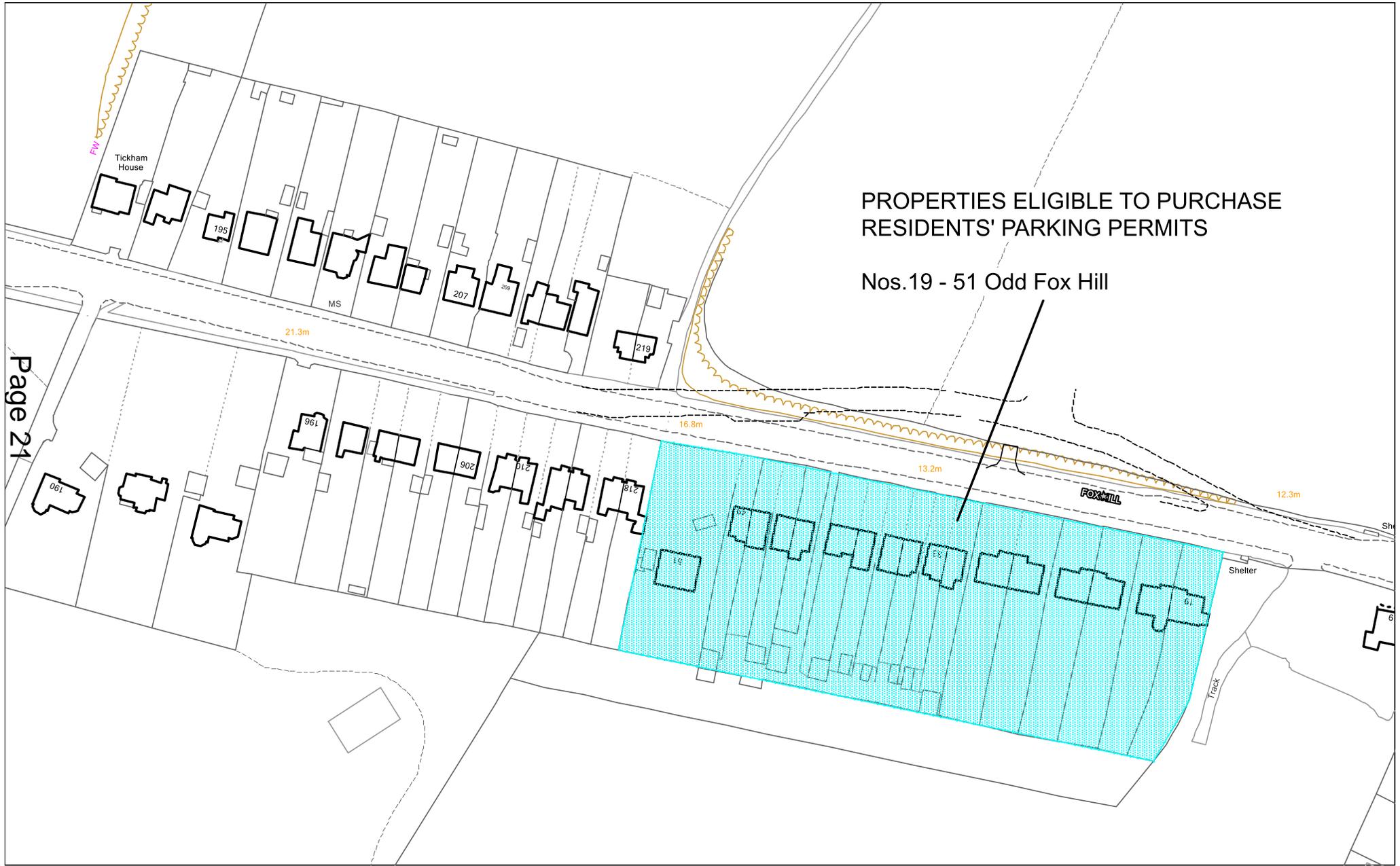
OUR PROPERTY CONTAINS THREE PARKING SPACES, TO THE REAR, WHICH  
OVER THE YEARS, HAS PROVED QUITE ADEQUATE FOR OUR NEEDS.

SO WE HAVE NO NEED FOR RESIDENTS PARKING BAYS.

HOWEVER, I WOULD ASK YOUR TO ENSURE THAT THE COMMON ENTRANCE  
(DRIVEWAY) TO HOUSES (NOS 27-51), BE EASILY NEGOTIABLE  
(NOT SHEWN ON MAP.)

YOURS FAITHFULLY

**Properties Included Within Residents' Parking Scheme – Fox Hill, Bapchild**



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<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item: 6</b>
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<b>Meeting Date</b>	Monday 1 <sup>st</sup> March 2021
<b>Report Title</b>	Formal Objections to Traffic Regulation Order – Swale Amendment 20
<b>Cabinet Member</b>	Cllr Richard Palmer, Cabinet Member for Community
<b>Head of Service</b>	Martyn Cassell, Head of Commissioning, Environment and Leisure
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	<p>Members are asked to note the formal objections and comments received to the advertised Traffic Regulation Order and recommend that:-</p> <p>(1) the proposed double yellow lines in Cormorant Road and Wigeon Road, Iwade, <b><u>either</u></b> be progressed <b><u>or</u></b> abandoned;</p> <p>(2) the proposed double yellow lines in Dark Hill, Faversham, be progressed but that consideration be given to additional lining in a future Traffic Regulation Order;</p> <p>(3) the proposed extension to the double yellow lines, and reduction of residents’ parking bay at the side of 6 East Street, in St Mary’s Road, Faversham, be progressed;</p> <p>(4) the proposed double yellow lines in Nutfields, Sittingbourne, be abandoned;</p> <p>(5) the proposed formalising of the existing disabled persons’ parking bay in Invicta Road, Sheerness, be progressed.</p>
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## **1. Purpose of Report and Executive Summary**

- 1.1 This report provides details of objections and comments received in relation to the recently advertised Traffic Regulation Order, Swale Amendment 20, which covers various amendments to on-street waiting restrictions in the Swale area.

## **2. Background**

- 2.1 A Traffic Regulation Order has been drafted for various proposed amendments to on-street waiting restrictions in Swale. Extracts from this Order where objections and comments have been received can be found in Annex A. A Statement of Reason summarising the relevant contents of the Order can be found in Annex B. A number of formal objections, comments and indications of support, have been received to some of these proposals, and these are discussed below. Where proposals have received support without formal objection, the Order will be progressed without the need to report these to the Swale Joint Transportation Board for a recommendation.

## **3. Issue for Decision**

- 3.1 A copy of the formal objections, comments and indications of support, can be found in Annex C, and plans for each of these areas can be found in Annex D.

- 3.2 (1) Proposed Double Yellow Lines – Cormorant Road/Wigeon Road, Iwade  
Following a request from the County Member for the area, proposals to install double yellow lines in Cormorant Road, Iwade, opposite the junction of Wigeon Road, were included in a previous Traffic Regulation Order. During the formal consultation, two objections were received, and these were reported to the Swale Joint Transportation Board in September 2019 where Members recommended the scheme should be abandoned.

- 3.3 However, at the following Cabinet meeting on 25<sup>th</sup> September 2019, Members agreed that the issue should be taken back to the next JTB meeting in January 2020 for further consideration. At this meeting, Members recommended that the proposed double yellow lines be progressed, and also that Officers consult with the appropriate Members to consider whether double yellow lines should be installed on all three roads at this junction.

- 3.4 Following the requested consultation with Members, revised proposals were drafted to include all three arms of the junction of Cormorant Road and Wigeon Road, and an informal consultation subsequently took place with residents on these revised proposals. The results of the informal consultation, 3 responses supporting the proposals and 2 objecting, were reported to the Swale JTB in September 2020 where Members recommended that the proposals be drafted into the next Traffic Regulation Order.

- 3.5 The proposed double yellow lines have therefore been included in this Traffic Regulation Order, Swale Amendment 20, which was formally consulted between 4<sup>th</sup> December 2020 and 8<sup>th</sup> January 2021, during which time a total of three formal objections were received, and one indication of support.
- 3.6 Comments in the formal objections included a statement that no issues have been experienced with parking along these roads and that delivery, emergency and refuse freighter vehicles access the area with no problems. Concern was also raised that the proposed restrictions will cause congestion in other areas of the estate through displacement of parked vehicles, that the whole area has a lack of parking and that whilst agreeing to the proposals around the junction itself disagreed with the need to extend the lines across driveways. There was also the suggestion that the edges around the play areas that were left as grass with concrete edging could be surfaced to provide extra parking facilities.
- 3.7 The indication of support stated that the estate was built as a trial estate with narrow roads to prevent the appearance of a car park, and that when purchasing the property they were required to sign an agreement that they would not park on-street, but they state this agreement has not been passed to subsequent property buyers. They have also advised that they have had three accidents at this location and have been requesting double yellow lines or bollards. The support also included various photographs of the parked vehicles, but to preserve anonymity of the individual these have not been included in this report.
- 3.8 County and Ward Member Comments: The County Member has provided the following comments: - *“As the County Member who first raised this issue, I would remind colleagues that the original request was to stop parking opposite the terrace comprising 16 to 22 Cormorant Road. I had received a complaint from one of the residents that they regularly could not get in or out of their drive. I first enlisted the help of the police, but it became clear that enforcement was not the solution. I met with officers from SBC and KCC to discuss bollards, but they were ruled out, and yellow lines were proposed. I was surprised, and still am, at the extent of the proposed yellow lines. The lines go far beyond the short section of Cormorant Road I describe above. I feel a more limited scheme with just one short length of double yellow line would solve the problem identified by the resident without displacing too many of those who have little option than to park in the highway.”* The Ward Member has stated that *“I have been aware of the problems to the two roads for quite some time. Residents who live in these roads get cars that are not from their road parking around the bends and each side of their drives, making the exit from them very difficult with cars to the front and sides, mainly by people who are getting lifts for the London runs. So I fully understand the residents who live in the roads feel so strongly.”*
- (2) Proposed Double Yellow Lines – Dark Hill, Faversham
- 3.9 Following a paper presented to the March 2020 JTB by Ward Members, proposed double yellow lines in the vicinity of Stonebridge Pond in Faversham have been included in our latest Traffic Regulation Order. During the formal consultation period, several comments were received in relation to the specific proposals for Dark Hill.

- 3.10 One comment expressed concern that the proposed double yellow lines stopped halfway across a driveway entrance, and felt this would encourage motorists to park in the un-restricted section of the road creating an obstruction to the driveway. Another responder commented that they felt that the design brief given by residents had been missed, and that the proposed double yellow lines on the Davington Hill side of Dark Hill should be extended along the full length of Dark Hill, and also on the opposite side of the road to prevent vehicle displacement.
- 3.11 Members have responded to these comments by stating that extensive double yellow lines in Dark Hill would increase traffic hazard by removing natural traffic calming by parked vehicles and allowing an increase in speeds. It is also acknowledged that the proposed restrictions should be reviewed after implementation, and this would be something that would fit with the wider safety improvement measures such as reducing traffic speed and constructing a pedestrian crossing in the local area.
- 3.12 Two indications of support to the proposed restrictions have also been received, stating the additional lining will improve pedestrian safety, especially for local schoolchildren, reduce traffic congestion and air pollution, and improve residents' amenity.
- 3.13 Ward Member Comments: A Ward Member has stated *"I am supportive of the changes, which I was involved in putting forward on behalf of local residents, for safety reasons. I would be concerned about any further extension of yellow lines as it would be likely to increase traffic speeds at a complicated junction where there have been collisions."*

(3) Proposed Extension to Double Yellow Lines and Residents' Parking Bay Reduction – Side of 6 East Street, Faversham

- 3.14 A request has been received by a local business for the existing double yellow lines in St Mary's Road, Faversham, to be extended and the existing residents' parking bay reduced slightly to accommodate an extension to their driveway access and tyre fitting bays. The proposals would result in the loss of one on-street parking space.
- 3.15 One formal objection was received in relation to these proposals, stating that a wider range of services appeared to be undertaken at these premises, often resulting in vehicles being worked on within the public highway, and stated that this was not the place for a larger type of business. The objection was raised reluctantly, with comment that the business owners were friendly and helpful. Consideration could be given to amending the on-street restrictions as requested to accommodate the extended entrance, with an accompanying letter to the business reminding them that all works to vehicles should be undertaken within the confines of their site.
- 3.16 The applicant on behalf of the premises contacted Swale Borough Council following the formal consultation process to enquire whether any objections have been received to the proposed parking changes. They have subsequently provided a response to the objection, which can be found in Annex E.

3.17 Ward Member Comments: A Ward Member has provide the following comments to the proposals:- *“Having read all the documentation and just been on a site visit, my views are as follows: I fully support this application, the last 10 months have been extremely difficult for businesses, so for this business to expand and employ new staff can only be a good thing. Although I completely sympathise with the objection, due to the loss of one resident parking bay, I feel this is accounted for in that the bay can be used when the business is closed by the tenants of the flats. So that vehicle will then free up the space that is lost. Also, an additional work bay will take customers’ vehicles off of the road.”*

(4) Proposed Double Yellow Lines – Nutfields, Sittingbourne

3.18 A petition signed by 9 residents of Nutfields and a further 25 signatories from other roads requesting road safety improvements in Nutfields, Sittingbourne, was considered by the Swale Joint Transportation Board in September 2020. Members recommended that a Traffic Regulation Order be drafted for double yellow lines to be installed on both corners of the entrance to the access road to Nos.16 to 20 Nutfields to keep the junction clear of parked vehicles.

3.19 These proposals were included in our current Traffic Regulation Order, and during the formal consultation a total of 8 objections were received, 7 of which were from residents of Nutfields. The main reasons for objections included the lack of available parking in Nutfields, the effects of displacing parked vehicles further down Nutfields and into Rectory Road creating a greater hazard, and reports that larger vehicles were capable of negotiating parked cars without any issues. The number of objections received was considerable based on the number of properties located in Nutfields.

3.20 County and Ward Member Comments: The County Member has commented on the proposals as follows:- *“I am not phased by this notification as speeds here and access is generally not too bad, there is no accident record. I would be more concerned with the junction with Rectory Road rather than here where speeds are higher, although parking at any junction should be discouraged to give good visibility. Having had this recently with a planning application whereby despite the visibility splay being non-existent and vehicles having to reverse onto the public highway, Swale Borough Council planning approved. The situation there being far worse than here, therefore in keeping with Swale’s perspective of risk and traffic management I would not support this application for double yellows.”* A Ward Member has noted the contents of this report.

(5) Proposed Formalisation of Disabled Bay – Invicta Road, Sheerness

3.21 Following a report that an existing disabled persons’ parking bay in Invicta Road, Sheerness, was no longer in use, a consultation took place with nearby residents to remove the bay. An objection was received from a blue badge holder who stated they were going to use the bay, and a further request was received to make the bay legally enforceable. This was therefore included in our current Traffic Regulation Order.

3.22 One objection has been received to the proposed formalising of the bay, stating that parking in the area is at a premium, particularly as many houses are being

converted to multiple occupancy, and requesting that the bay be removed. It is agreed that parking capacity is limited in the area, and as such it is felt that disabled persons' parking bays are important for those with mobility problems. The objector to the bay being removed has now supplied a copy of their blue badge.

(6) Proposed Formalisation of Disabled Bay – Church Road, Murston

- 3.23 A request was received for the existing advisory disabled persons' parking bay to be formalised to allow enforcement of non-blue badge holder parking. This bay was therefore added to our latest Traffic Regulation Order, and two objections were received during the formal consultation.
- 3.24 Following these comments, the daughter of the applicant was contacted, who confirmed that the applicant's husband had passed away in 2020 but that her mother was the blue badge holder. The daughter advised that she now lives with her mother as her full time carer, and in light of this information it has been deemed appropriate to proceed with formalising the disabled persons' parking bay.
- 3.25 **Update:** Prior to this report being finalised, we have been advised that sadly the applicant for the disabled bay has now passed away, and the previously proposed formalising of this bay will therefore no longer take place and will be removed from the Traffic Regulation Order prior to sealing. A consultation will be undertaken with nearby residents to determine whether any other blue badge holders are using the bay, and if so the bay will remain but only as advisory.

#### **4. Recommendation**

- 4.1 Members are asked to note the formal objections and comments received to the advertised Traffic Regulation Order and recommend that:-

(1) the proposed double yellow lines in Cormorant Road and Wigeon Road, Iwade, **either** be progressed **or** abandoned;

(2) the proposed double yellow lines in Dark Hill, Faversham, be progressed but that consideration be given to additional lining in a future Traffic Regulation Order;

(3) the proposed extension to the double yellow lines, and reduction of residents' parking bay at the side of 6 East Street, in St Mary's Road, Faversham, be progressed;

(4) the proposed double yellow lines in Nutfields, Sittingbourne, be abandoned;

(5) the proposed formalising of the existing disabled persons' parking bay in Invicta Road, Sheerness, be progressed.

## 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Advertising Made Order, Cost of Installing Lines and Signs on site.
Legal and Statutory	Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	<p>The introduction of double yellow lines in Cormorant Road and Wigeon Road in Iwade, should keep the junction clear of parked vehicles, improving the safe movement of both vehicles and pedestrians and reducing potential driver stress negotiating the parked vehicles. There could be some negative impact on the mental health of residents who would experience a reduction in on-street parking capacity and possible displacement of parked vehicles into adjoining areas. The proposed double yellow lines for Dark Hill, Faversham, should improve the safety of pedestrians by removing parked vehicles at sensitive locations and encouraging walking for shorter journeys, and by maintaining some degree of on-street parking traffic speeds should still be limited. The high number of objections to the proposed double yellow lines in Nutfields, Sittingbourne, suggest that implementation could have an adverse effect on mental health for residents by reducing on-street parking capacity and forcing residents to park elsewhere, and this should be considered against the reported issues of lack of access for larger vehicles to some properties. The formalising of disabled persons' parking bays would have positive health benefits for those residents with mobility issues, helping to maintain their independence and quality of life, but it is acknowledged that with these benefits comes the reduction of parking capacity for able-bodied residents who may be forced to park elsewhere, further from their properties.</p>

## **6. Appendices**

- 6.1 Annex A – Extract from Traffic Regulation Order Swale Amendment 20
- Annex B – Extract from Statement of Reason
- Annex C – Copy of Formal Objections & Indications of Support Received
- Annex D – Plan of Proposals Subject to Formal Objections and Support
- Annex E – Response from Applicant to Formal Objection – St Mary's Road,  
Faversham

## **7. Background Papers**

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)  
(WAITING RESTRICTIONS AND STREET PARKING PLACES)  
(AMENDMENT No.20) ORDER 2020  
OBJECTIONS & SUPPORT RECEIVED**

**SUPPORT 1 – DOUBLE YELLOW LINES, CORMORANT ROAD, IWADE**

**SUPPORT 2 – DOUBLE YELLOW LINES, DARK HILL, FAVERSHAM (O/S 3&5)**

**SUPPORT 3 – DOUBLE YELLOW LINES, DARK HILL, FAVERSHAM**

**OBJECTION 1 – DOUBLE YELLOW LINES, CORMORANT ROAD, IWADE**

**OBJECTION 2 – DOUBLE YELLOW LINES, CORMORANT ROAD, IWADE**

**OBJECTION 3 – DOUBLE YELLOW LINES, CORMORANT ROAD, IWADE**

**OBJECTION 4 – DOUBLE YELLOW LINES, DARK HILL, FAVERSHAM**

**OBJECTION 5 – DOUBLE YELLOW LINES EXTENSION & PARKING BAY REDUCTION,  
ST MARY'S ROAD, FAVERSHAM**

**OBJECTION 6 – DOUBLE YELLOW LINES, NUTFIELDS, SITTINGBOURNE**

**OBJECTION 7 – DOUBLE YELLOW LINES, NUTFIELDS, SITTINGBOURNE**

**OBJECTION 8 – DOUBLE YELLOW LINES, NUTFIELDS, SITTINGBOURNE**

**OBJECTION 9 – DOUBLE YELLOW LINES, NUTFIELDS, SITTINGBOURNE**

**OBJECTION 10 – DOUBLE YELLOW LINES, NUTFIELDS, SITTINGBOURNE**

**OBJECTION 11 – DOUBLE YELLOW LINES, NUTFIELDS, SITTINGBOURNE**

**OBJECTION 12 – DOUBLE YELLOW LINES, NUTFIELDS, SITTINGBOURNE**

**OBJECTION 13 – DOUBLE YELLOW LINES, NUTFIELDS, SITTINGBOURNE**

**OBJECTION 14 – DISABLED BAY – INVICTA ROAD, SHEERNESS**

**OBJECTION 15 – DISABLED BAY – CHURCH ROAD, MURSTON**

**OBJECTION 16 – DISABLED BAY – CHURCH ROAD MURSTON**

**COMMENTS 1 – DOUBLE YELLOW LINES, DARK HILL FAVERSHAM**

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 Part III 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.20 Order 2020" ('this Order') and shall come into force on the xx day of xxxxx 2021.

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

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**In the Schedules to the 2019 Order**

**FIRST SCHEDULE**

**Roads in Faversham**

**Dark Hill**

The following shall be inserted in the First Schedule of the 2019 Order (*No Waiting At Any Time*) in place of the existing entry:-

- DARK HILL
- (1) On the north-eastern side
    - (a) from a point ~~13~~ 14 metres north-west of the centre of Davington Hill to a point 16 metres south-east of the centre of Davington Hill;
    - (b) from a point 5 metres northwest of the rear boundary of 1 Davington Hill for a distance of 19 metres in a north-westerly direction.

~~(2) On the south-western side from a point 5.5 metres northwest of the south-eastern boundary of 1 Dark Hill to a point in line with the boundary of 3/5 Dark Hill.~~

**SUPPORT 2 & 3**  
**COMMENTS 1**  
**OBJECTION 4**

**Roads in Sittingbourne**

**Cormorant Road, Iwade**

The following shall be inserted in the First Schedule of the 2019 Order (*No Waiting At Any Time*) in the correct alphabetical sequence:-

**CORMORANT ROAD, IWADE**  
On both sides, from the northern kerblines of Wiggon Road and Cormorant Road, to a point in line with the boundary of No.20/22 Cormorant Road

**SUPPORT 1**  
**OBJECTION 1, 2, 3**

**Nutfields**

The following shall be inserted in the First Schedule of the 2019 Order (*No Waiting At Any Time*) in the correct alphabetical sequence:-

**NUTFIELDS** On the northern side

(1) from the centre of the access road to the west of No.12 Nutfields for a distance of 4.5 metres in a westerly direction;

(2) from a point in line with the eastern kerbline of the access road to the west of No.12 Nutfields for a distance of 5 metres in an easterly direction

**OBJECTION 6,7,8,9,10,11,12,13**

**Wigeon Road, Iwade**

The following shall be inserted in the First Schedule of the 2019 Order (*No Waiting At Any Time*) in the correct alphabetical sequence:-

**WIGEON ROAD, IWADE**

On both sides, from the Junction with Cormorant Road, to a point in line with the western boundary of Nos.6-12 Wigeon Road.

**SUPPORT 1**

**OBJECTION 1, 2, 3**

**FIFTH SCHEDULE**

The following shall be inserted in the Fifth Schedule of the 2019 Order (*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>				
ST MARY'S ROAD	<p>(2) On the western side</p> <p>(a) from a point with the southern property wall of 144 St Mary's Road to a point in line with the boundary of 124/126 St Mary's Road;</p> <p>(b) from a point in line with the boundary of 105/107 St Mary's Road to a point in line with the boundary of 104/102 St Mary's Road;</p> <p>(c) from a point in line with the boundary of 98/100 St Mary's Road to a point in line with the northern building wall of 52 St Mary's Road;</p>	<p>Monday to Saturday</p> <p>8.30am to 5.30pm</p>	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>(d) from a point in line with the southern boundary of 47 St Mary's Road to a point in line with the northern building wall of 38 St Mary's Road;</p> <p>(e) from a point in line with the southern building wall of 34 St Mary's Road to a point in line with the boundary of 8/10 St Mary's Road;</p> <p>(f) from a point in line with the boundary of 2/4 St Mary's Road to a point <del>20m south from the southern kerbline of East Street</del> in line with the northern boundary of Faversham Baptist Church.</p>			

**OBJECTION 5**

**SEVENTH SCHEDULE**

The following shall be inserted in the Seventh Schedule of the 2019 Order (*Parking Places for Disabled Persons Vehicles*) in place of the existing entry or in the correct alphabetical sequence:

Roads on the Isle of Sheppey		
INVICTA ROAD	SHEERNESS	(1) Across the frontage of 77-79 Invicta Road  (2) Across the frontage of 132 Invicta Road

**OBJECTION 14**

Roads in Sittingbourne and Milton	
CHARLOTTE STREET	(1) On the northern side, across the frontage of 126 Charlotte Street  (2) On the north-western side, across the frontage of 92 Charlotte Street
<del>CHURCH ROAD, MURSTON</del>	On the north-western side, across the frontage of 61 Church Road
<b>OBJECTION 15, 16</b>	

# STATEMENT of REASON



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)  
(WAITING RESTRICTIONS AND STREET PARKING PLACES)  
(AMENDMENT NO.20) ORDER 2020  
Road Traffic Regulation Act 1984**

It is proposed to reduce the length of parking bay and extend double yellow lines to accommodate a new vehicle access at the side of 6 East Street, in St Mary's Road, Faversham.

To accommodate the safe movement of vehicles, it is proposed to extend the existing double yellow lines in Dark Hill from the junction of Davington Hill by approximately 1 metre, and to introduce new double yellow lines on the eastern side of Dark Hill approximately opposite No.9 and 11, and on the western side of Dark Hill outside No.1 and 3.

To facilitate the safe passage of vehicles, it is proposed to install double yellow lines on the junction of Cormorant Road and Wigeon Road in Iwade, and either side of the entrance to Nos.16-20 Nutfields, at the side of No.12 Nutfields in Sittingbourne.

It is proposed to formalise the existing disabled persons' parking bay outside 132 Invicta Road in Sheerness, and 61 Church Road, Murston.

**For the following purposes:**

- **To preserve or improve the amenities of the area through which the road runs;**
- **To prevent the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property;**
- **To avoid danger to persons or other traffic using the road or any other road or to prevent the likelihood of any such danger arising;**
- **To facilitate the passage on the road or any other road of any class of traffic (including pedestrians).**

Dated 9<sup>th</sup> November 2020

MIKE KNOWLES

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**Formal Objections Received to Traffic Regulation Order Swale Amendment 20**

**Objection 1 – Proposed Double Yellow Lines – Cormorant Road/Wigeon Road, Iwade**

*Good morning,*

*I am writing regarding the proposed installation of double yellow lines around the junction of Cormorant Road and Wigeon Road, Iwade.*

*I live on Avocet Walk, ME9 8WS. I would like to raise a formal objection to these proposals. I have lived here for over 3 years, I have had no issues with the parking along the suggested roads. Weekly the waste disposal carts come through with no problems, I have seen delivery vehicles and emergency vehicles also access the area with no problems.*

*My concern with the proposal, is that there is minimal parking already available on the estate. This will then move the problem to another area, causing more congestion which will then in turn potentially effect emergency services etc reaching certain areas of the estate. As of course any car that does park there will need to park elsewhere, but there is no where. Unfortunately, there is not sufficient parking for the number of properties here. These double yellow lines will cause multiple more problems than there are already.*

*The area the double yellow lines are being suggested on is barely used for parking. It is mainly used for visitors and vehicles are vary rarely there longer than a day.*

*I do not think this proposal will be beneficial for this estate.*

**Objection 2 – Proposed Double Yellow Lines – Cormorant Road/Wigeon Road, Iwade**

*I am writing in objection to some of the planned double yellow lines on Cormorant Road, Iwade, in particular the proposed lines in front of houses 18, 20 & 22 for the following reasons:*

*As you are aware, the whole area has a lack of parking, I understand that when you buy or rent a property that these are things to consider, however, may I be as bold as to ask you to reconsider a slight adjustment to some of the proposed lines, as some of which are directly in front of properties drives. Numbers 18, 20 & 22 all have 2 car parking spaces; this is one of the areas where yellow lines are proposed. As a resident of over 18 months, I have never seen anyone park in front of these houses, this would not be cost effective at all and in my view a waste of our money. This money could be spent in other areas of improvement in Iwade.*

*I fully understand the need for access for the emergency services and refuse collections and for those reasons I agree to the rest of the proposed lines, I do however; feel strongly to the cost effectiveness of the lines in front of properties with driveways. It makes me doubt if anyone has actually viewed the area and seen the driveways where the proposed lines are to be placed, if so, is there any justification to this?*

### Objection 3 – Proposed Double Yellow Lines – Cormorant Road/Wigeon Road, Iwade

*I am writing in objection to the proposed enforcement of yellow lines installation off cormorant road , avocet walk.*

*I completely agree with the yellow lines on the 2 corners proposed but to put them outside a driveway that no one parks on is complete waste of resources .*

*I myself have been a victim of damage caused by parking in this area totalling several thousand pounds but my question is what are your proposals for accommodating the already problematic parking problems we have on this estate, maybe rather than putting notices up overnight about parking on the side of the road it may be beneficial to make use of the edges of the play areas that the builders installed but never finished by using parts they edged off but never completed and put either tarmac or type 1 material in place to allow extra parking facilities rather than slap a fine on the already frustrated residents, we already have problems with certain residents thinking they can take up 2+ parking spaces with poor parking so why add to that frustration*

*hope common sense prevails*

### Support 1 – Proposed Double Yellow Lines – Cormorant Road/Wigeon Road, Iwade

*I am writing for the traffic regulation order in Cormorant Road. I live where the double yellow lines are proposed. This estate was built as a trial estate with narrow roads so it did not look like a car park which a lot of people obviously don't know. I know I had to sign an agreement for no parking on the street before the keys got handed over. I know that KCC agreed with this development only if there was an agreement for parking put in place. Homeowners moved out and new ones moved in and no agreement has been passed on. The road is 20cm? bigger then a bin lorry outside our house. The only people that are objecting to the double yellow lines are the ones that do not live where they are proposed. We can't and have not had family up for 8 years due to visiting bays are always occupied by homeowners and can't block our own driveway because someone is parked opposite. The pavement is used as a bypass, our dropped kerb is starting to come loose, the water meter in the footpath has been damaged (leaking) and now our water cover has been damaged again. I don't feel safe letting my son on or near the pavement or my driveway between the cars on his own as the cars come to fast round the blind bend. I have had 3 accidents and my insurance company have been in contact with the police, Swale borough and KCC about double yellow lines to be placed or bollards. As some of these people claim to leave their cars on their... [no further text]*

### Objection 4 – Proposed Double Yellow Lines – Dark Hill, Faversham

*You recently sent this Regulation Order - Swale Amendment 20 to me at my home (which I own) at \*\* Dark Hill, Faversham. This is in relation to proposed extension and additions to the double yellow lines in our vicinity.*

*While my husband and I support the addition of these double yellow lines generally, we have a concern about those immediately outside our home. You extend the yellow lines only half way across our drive entrance (which incorporates the lorry turning circle opposite the bottom of Davington Hill). It appears there will be a space of 6.5m without double yellow lines marked GP (ie from the storm drain to bottom of Monks Alley) Our concerns are:*

*a) We dont understand why you are only extending the double yellow lines half-way across our drive entrance. We fear this will encourage people to park up to the point where the lines begin, which they don't tend to do currently. This may make things worse for us rather than better.*

*b) From experience, anyone parking there (which has happened occasionally) makes it very difficult for us to exit or enter our drive safely as our view is impeded. \*\*\*\*\* we have various people visiting (potentially ambulances in future), and this makes me anxious.*

*c) At present Openreach, Royal Mail and Delivery lorries use the layby to park temporarily, and we are of course happy for them to do so. However, if cars were parked in the 6.5m stretch, and these lorries and vans are parked in the layby, we will not be able to get in or out of our drive at all.*

*To conclude, we would prefer the double yellow lines to extend all the way across our drive/layby (up to the bottom of Monks Alley), or not be added at all as it may confuse people into parking in the area not covered by the lines. I'd be grateful if you could let us know your decision, and any reasons for them.*

#### Support 2 – Proposed Double Yellow Lines – Dark Hill, Faversham

*As a resident in this area I fully agree with the proposed yellow lines changes.*

#### Support 3 – Proposed Double Yellow Lines – Dark Hill, Faversham

*I write to support the proposals for additional double yellow lining at and around the junctions of Dark Hill and Davington Hill and Stonebridge Way and West Street. Additional lining will increase pedestrian safety (especially for local schoolchildren), reduce traffic congestion and air pollution, and improve residents' amenity. Retaining some on-street will also assist with achievement of those outcomes. At the same time new lining at the Dark Hill and Davington Hill junction will stop parked cars preventing misdirected HGVs from returning to the Western Link via Bysing Wood Road.*

*I understand other residents support the scheme and would like further additional lining; maybe this can be looked at in due course, but this scheme should go ahead in the meantime as representing a good traffic and pedestrian safety improvement measure.*

#### Comments 1 – Proposed Double Yellow Lines – Dark Hill, Faversham

*I wish to make comment on the proposed double yellow lines around dark hill and west street faversham. (Swale amendment 20).*

*I feel from a design point the brief given by the residents has been clearly missed. The double yellow lines should be extended completely up the right hand side of dark hill at present this area creates a bottle neck and buses struggle to get through this area.*

*Once this action is carried out you need to double yellow line the side of the road directly opposite the 19m stretch of double yellow lines or all that will happen is people will switch sides to park and in 6 months from now we will be revisiting this issue. There are enough council run car parks in faversham they can pay for parking and walk down to the area.*

*I hope my views are taken in to account. Should you wish to discuss my comments please email me directly*

#### Objection 5 – Proposed Extension to Double Yellow Lines and Residents' Parking Bay Reduction – Side of 6 East Street, Faversham

I am writing in reference to the above traffic regulation order to register my objection to the proposed change to the parking regulations, which from the details I can only assume are to do with additional access to Faversham Tyre Services at the corner of St. Mary's Road and East Street.

I am a resident of St. Mary's Road and have first hand experience of Faversham Tyre Services.

While I fully support the efforts of a small business to increase it's market, I feel this is not the place to have a full-fledged garage. In the last couple of years there seems to be a wider range of servicing being carried out at the premises, which means there are often people working on cars in the street, frequently while parked on the existing double yellow lines approaching the corner with East Street, along with an increase in the noise associated with engine testing, etc.

I can support their efforts to take this off the street, but I suspect that all it will mean is even more of this sort of trade and I have to reluctantly say that this is the not the place have a larger business of this type.

There is also the significant issue of reducing the amount of parking in a town centre location where residents often have trouble parking at peak times. The loss of what will amount to two parking spaces would have a noticeable detrimental effect on this situation.

The people who run the business are friendly and helpful, and it is with reluctance that I feel it necessary to register my objection to this change.

#### Objection 6 – Proposed Double Yellow Lines – Nutfields, Sittingbourne

*I am the home owner of \*\* Nutfields Sittingbourne. I would like to strongly object to the proposed double yellow lines opposite our house. Parking is very scarce for us and visitors. Parking restrictions will only cause more problems. It would be more beneficial to increase the small bay at the top of the road to receive 2 more cars, having no impact on the recreation ground.*

#### Objection 7 – Proposed Double Yellow Lines – Nutfields, Sittingbourne

*My partner has already emailed you we live at number \*\* Nutfields. I just wanted to add a couple more thoughts to his email. If you install double yellow lines at the top of the road then the problem will just move down the to the bottom. During the summer when the hairdresser re open cars parked either side of the road at the entrance to Nutfields and on two occasions the bin lorry was unable to access Nutfields resulting in bins not being emptied. Another thought is there is a bin store on the*

*verge of the park and the top of Nutfields which is never used by the residents that live in the bungalows if this was taken down and the road widened at this point would give a better turning area for larger vehicles. To lose parking where you propose I feel is just going to cause problems at the bottom of the Nutfields and Rectory Road which has its own problems of parking and speeding vehicles.*

#### Objection 8 – Proposed Double Yellow Lines – Nutfields, Sittingbourne

*I wish to object to proposed double yellow lines. There is insufficient parking in Nutfields for residents, and there is always room to drive into the access road leading off Nutfields, even though the junction is tight.*

*Residents of 16-20 Nutfields have a surfaced bin area near No.12 and do not use this area as they are disabled so cannot get bins to the end of the road. Could this area be used to widen the entrance to Nutfields rather than installing double yellow lines which will affect residents, including myself who has lived in the road for over \*\* years.*

#### Objection 9 – Proposed Double Yellow Lines – Nutfields, Sittingbourne

*Now you have brought this problem forward, maybe you could look into the building of disabled Bungalows on the old garage sight without thinking about proper access to them?*

*Nutfields is a very narrow road with no footpath on the left hand side from Rectory Road. Therefore courtesy parking has always been on the other side of the road. Over time, parking on the corners happens. I think that double yellow lines, if they are to be put anywhere, would be better placed both sides of access to Nutfields from Rectory Road. This will stop large cars parking on the footpath (mostly customers of the shop opposite). In the past waste collection vehicles have not been able to enter Nutfields due to cars parked in this way. Imagine if a Fire Engine or Ambulance needed to gain access to Nutfields?*

*If double yellow lines are put where proposed it will have a knock on effect to parking along the road. Maybe instead look to widen the entrance to the bungalows giving cars the ability to turn the sharp corner more easily, potentially with the removal of the brick wall on the left-hand side (as you look towards the bungalows). This brick wall causes other problems with children and others congregating.*

#### Objection 10 – Proposed Double Yellow Lines – Nutfields, Sittingbourne

*Please find attached a letter from my Grandmother (in-law) who lives on Nutfields.*

*I would also like to add my support to her email by stating that if Double Yellow lines are to be installed on Nutfields they need to be at the entrance to Nutfields from Rectory road.*

*\*\*\*\*\* is \*\* years old and lives on her own. My wife regularly visits her with our daughter and on several occasions has had to walk out into the road to go around often large vehicles that park blocking the pavement side of Nutfields coming from Rectory Road. Often when we have driven, having cars parked opposite the junction and on both left and right sides of the road on the bend, has made it difficult to enter the road in general. Additionally when the obstruction is a large vehicle, the*

*bend is blind and you have to be very careful taking that junction, often meeting oncoming traffic who also are taking the junction blind.*

#### Objection 11 – Proposed Double Yellow Lines – Nutfields, Sittingbourne

I live at number Nutfields next door to where the double yellow lines are to be put. If this happens it will cause a lot of problems, losing two parking spaces. We have to share these parking spaces with people visiting Rectory Park with their children to play and when there's a football match. There is nowhere to park in the park area. At the bottom of Nutfields there is a hairdressing salon whose customers also use these parking spaces if vacant. There is a driver who drives a large van that parks outside number Nutfield, he never has a problem getting in or out of this area. There is a 3 kerb up stand on the lower side of our drive and number 8's driveway where sometimes people park, making it nearly impossible to get off our driveway. If the yellow lines go ahead someone will park there all the time. All you would've achieved is you've moved the situation down outside our house, all you have done is made it better for one and far worse for me and many others.

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#### Objection 12 – Proposed Double Yellow Lines – Nutfields, Sittingbourne

*I am writing in regards to the traffic regulation order of proposed double yellow lines to Nutfields Sittingbourne.*

*This is a formal objection to double yellow lines being put in on the road.*

*To start with in the document on Swale.gov that's available to read there are some things wrong it states that cars have to mount the kerb in order to get around the corner this is incorrect the kerb cannot be mounted here as the road sign is there and brick built bin sheds are also there so it would be physically impossible to mount the kerb to get around the corner this is false information.*

*The lady in which has started the petition seems to be the only person with a problem with cars parked on a road that she doesn't even live directly on, the reason she has a problem with this is because she has a disabled son who gets picked up via an 8 seater taxi, they are the only people that hit anyone's cars in these taxis because they have in experienced drivers, there are bigger vans and bin lorries that come up this road and have no problem with cars parked on the road and do not hit any vehicles.*

*On the Kent.gov website it states "on road parking can mean narrower roads, causing traffic jams and delays especially during peak traffic hours." Nutfields is a quiet road, not a main road there is no through road and has no access to anywhere else, if you put double yellow lines it means the residents that park on Nutfields will be forced to park on rectory road which is a main road, which has a high volume of cars parked on it already and at most times is a single way road as you have to stop to let cars parked as there are cars parked on both sides of the road already. It also has a high level of pedestrians that use the road and cross it. Rectory road is also a cut through to ambulances and fire engines and other emergency services from the station to the other side were as nutfields is not. So why would you push more people to park on a main road that is already over crowded causing more risk to drivers and pedestrians which the majority are school children as it leads to a*

*school. The information given states there has been no pedestrian accidents on Nutfields due to the parking on the road but there has been on rectory road due to the parking and the dangers they cause but still your trying to push more cars onto the main road. There are no problems with the flow of traffic or public safety on Nutfields but there is on rectory road which would be made worse as a result of pushing the residents of Nutfields down to park on rectory road.*

*Many of the houses on Nutfields are privately owned and when purchased there was no double yellow lines in place, having double yellow lines will affect the price my property is valued at and will also affect me selling my property if I wish to do so and no parking is a put off to buyers.*

*Having to park down on rectory road especially when coming home late from work and having to walk up a road that leads to a park which is pitch black at night is very scary and also very dangerous as you cannot see if anybody comes at you from the park. There has been cases of drunken activity from the park and groups of teenagers which can become very intimidating when walking up a road on your own and having to walk past them.*

*There has also been robbery's at the local St. John's mini mart on various occasion on members of the public and the actual shop which is just meters from were the residents of Nutfields would have to park and walk from.*

*Every resident that parks on Nutfields parks respectfully nobody obstructs the corner nobody parks up curbs, every body parks to one side so there is clear access for any emergency vehicles to get past, the bin men come up every week with no problem with how cars are parked.*

*There is also a small business at the end of Nutfields, it would also affect there custom if there customers have nowere to park.*

*I can't see how putting double yellow lines on Nutfields is going to cause any good if anything I feel it will make matters worse for rectory road, it will affect people's safety. It is a waste of tax payers money and serves no real purpose on a dead end road the majority of cars that come up this road are residents there is no through traffic. All because one company can not hire experienced drivers to drive properly. The respectful residents of Nutfields have got to worry about there safety walking from such a distance from there car, multiple trips when doing shopping etc, the value of there home, the struggle of selling there home due to no parking, pedestrians and vehicle drivers put at risk down on rectory road as there will be more cars parked there instead of on a quiet low flow of traffic dead end road. You have to think of the knock on effect that this has here people have to park somewhere.*

*I would like to be kept informed with any updates regarding the double yellow lines and really urge you to look at the knock on effects that this has, especially as this appeal has come from somebody who doesn't even live on this direct road so it has no affect to them.*

*The document published on Swale.gov also states that as health implications it would have a positive impact on the mental wellbeing of those residents and visitors currently suffering from the stress of negotiating parked vehicles on this junction. What about the negative impact on the mental wellbeing it would have on the residents who have nowere to park who are forced to park away from there home and risk there safety walking home every night and doing multiple trips to and from there car?*

*Could you please also tell me how many people have signed this petition also and we're the signatures have come from?*

Objection 13 – Proposed Double Yellow Lines – Nutfields, Sittingbourne

Dear Sir/madam

Thank you for your letter dated 2nd Dec 2020 concerning Double Yellow lines outside 12 NUTFIELDS + the Corner opposite, I strongly disagree with the planning of this idea the reasons are as follows.

It will do away with one parking space forcing cars to park on the other side of the road + possibly across peoples drop kerbs.

Will also force cars to park at the bottom of the road by the junction of Rectory Rd, the parking there is very dangerous + waiting for a serious accident to happen, thats where the "yellow lines" need to go, Not on a corner next to the park where nobody as ever parked.

I understand that somebody who lives in the bungalows has complained because a certain Van is unable to reverse or turn, Surley thats the driver of the Van not the cars that are parked there, Vans + small delivery lorries have been reversing down the road

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For years with no problems or complaints,

I also believe a Personal Complaint against my father parking outside my house ( ), he is a blue badge holder + will continue to park there within his restrictions as will another member of the family who has a blue badge.

So summarising I believe this to be a waste of time + tax payers money it would be better spent putting the "yellow lines" at the junction mentioned earlier.

#### Objection 14 – Proposed Formalising of Disabled Bay – Invicta Road, Sheerness

After receiving your letter concerning the Proposed Formalising of Disabled Bay Invicta Rd Sheerness. I would like to inform you that as parking in Invicta Rd along with many other surrounding roads is at a premium. Even more so with many houses being converted to multiple occupancy, and more often than not these properties have more than one car to compete with parking. With this in mind I would like to say that I would like to see the Disabled Bay outside Number \*\*\* Invicta Rd removed.

It was originally marked out for \*\*\*\*\* (\*\* Invicta Rd). But unfortunately \*\*\*\*\* passed away back in April 2020.

#### Objection 15 – Proposed Formalising of Disabled Bay – Church Road, Murston

I am writing regarding the letter I received concerning the formalising of the disabled parking bay outside \*\* Church road. I am not in agreement to the formalising of this bay for the following reasons:

- The owner and driver of the car is not disabled or physically impaired.
- The owner and driver of the car does not have a disabled parking permit.
- The elderly woman who owns the house is a very rare occupant of the car
- Other family members have collected elderly woman and driven her away.
- The car is used to ferry non-infirm people or grandchildren or shopping.
- The elderly woman is sadly in poor health & requires oxygen therapy so rarely leaves her house
- Car owners would move to allow easy access for hospital appointments.

I did not object to the installation of the disabled bay as the gentleman who used it was in poor health and needed easy access to his car. He has sadly died, as expected. Parking my car remotely near or even in front of my home is not common. The houses adjacent to mine all have more than one car, some at least 3 parked in road. The woman who now resides at number \*\* with her mother has been aggressive and rude regarding parking only to see anyone but her elderly mother in the car!

Objection 16 – Proposed Formalising of Disabled Bay – Church Road, Murston

Dear Sir,

Traffic Regulation Order – Swale Amendment  
20  
Proposed Formalising of Disabled Bay –  
Church Road, Murston.

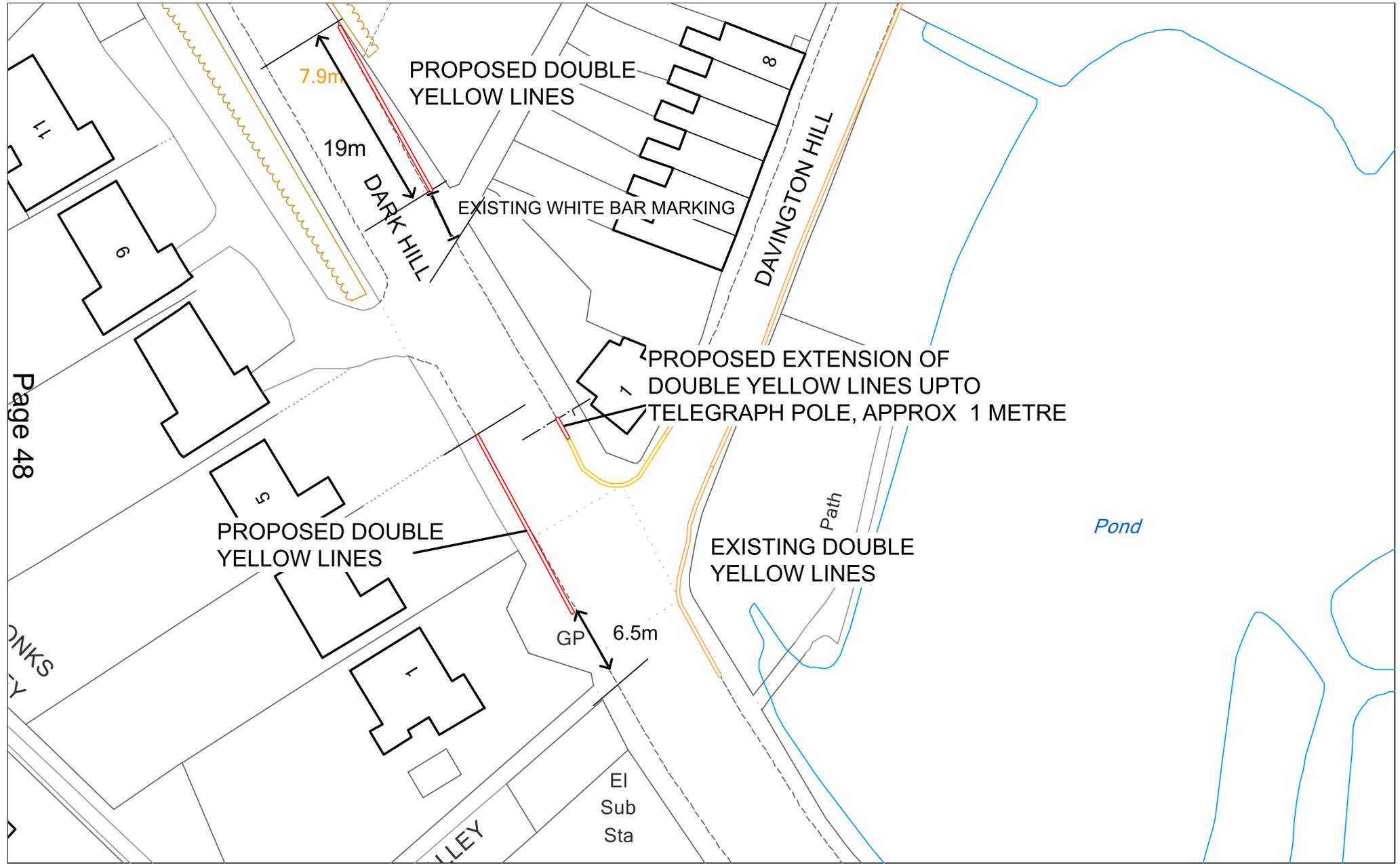
I am writing to make a formal objection to the proposed formalising of the disabled bay at Church Road, Murston.

My objection is that the disabled gentleman who lived at No Church Road died in 2020. The lady who now lives at this address is housebound, does not drive, or own a vehicle. There is ample parking space in Church Road, on both sides of the road available for any visitors to No Church Road and so to formalize the space would cause unnecessary problems for the neighbors parking vehicles along Church Road. I don't consider the formalizing to be necessary as the space is marked as a disabled bay (albeit discretionarily) already and there is no point of the added expense or inconvenience to neighbors in formalizing the space, which is more than often left vacant anyway.

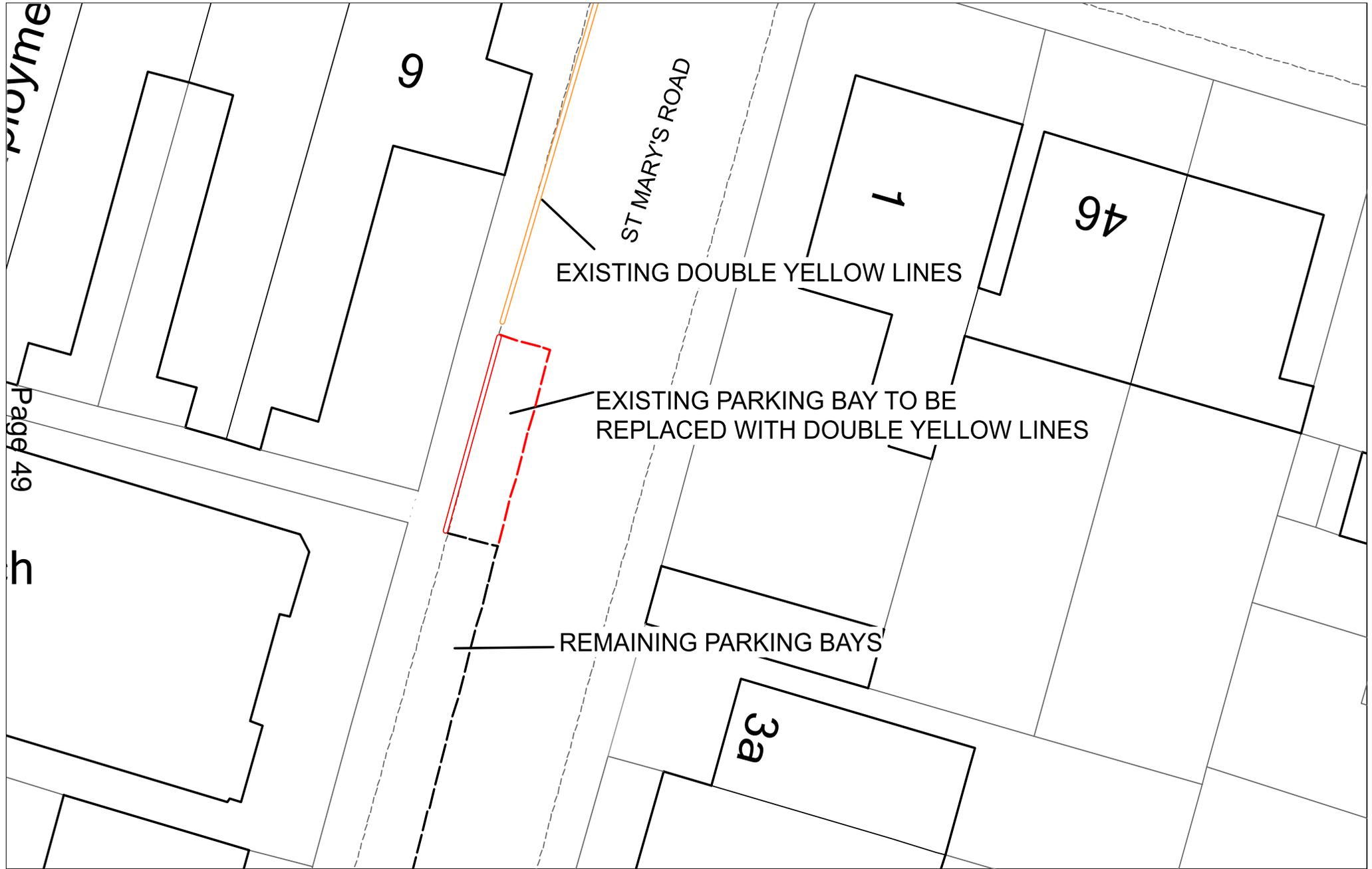
Cormorant Road/Wigeon Road, Iwade – Proposed Double Yellow Lines

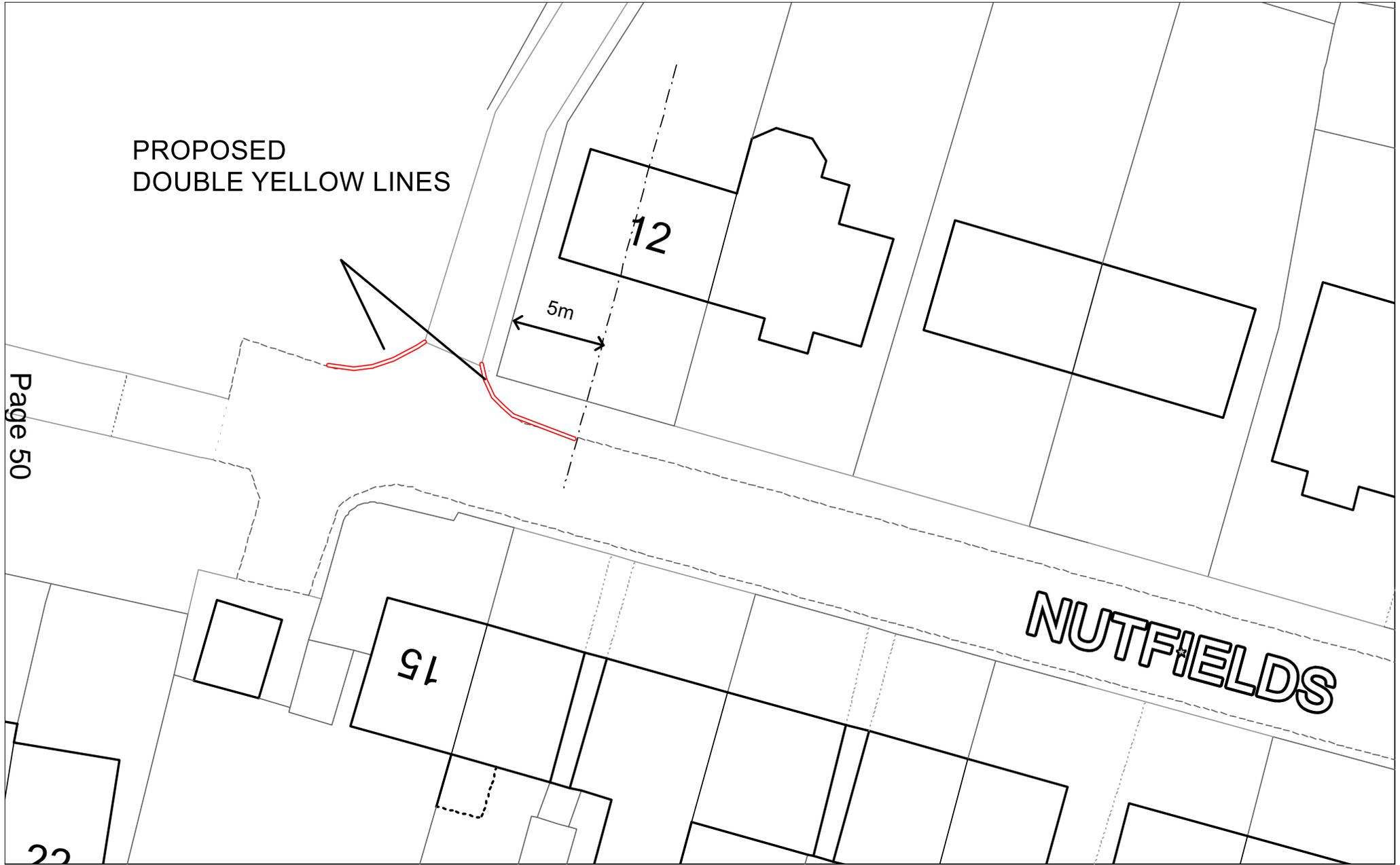


**Dark Hill, Faversham – Proposed New and Extended Double Yellow Lines**

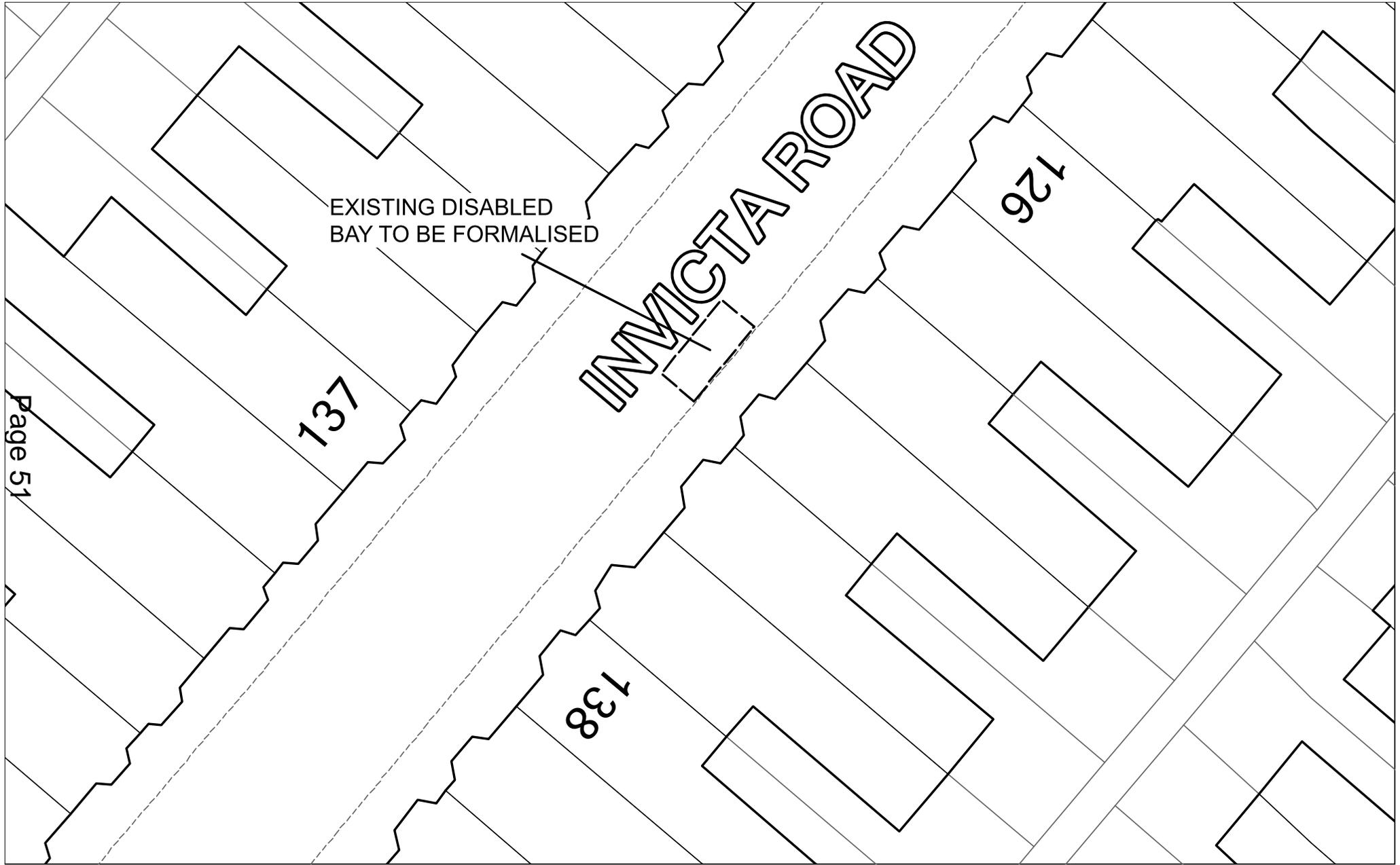


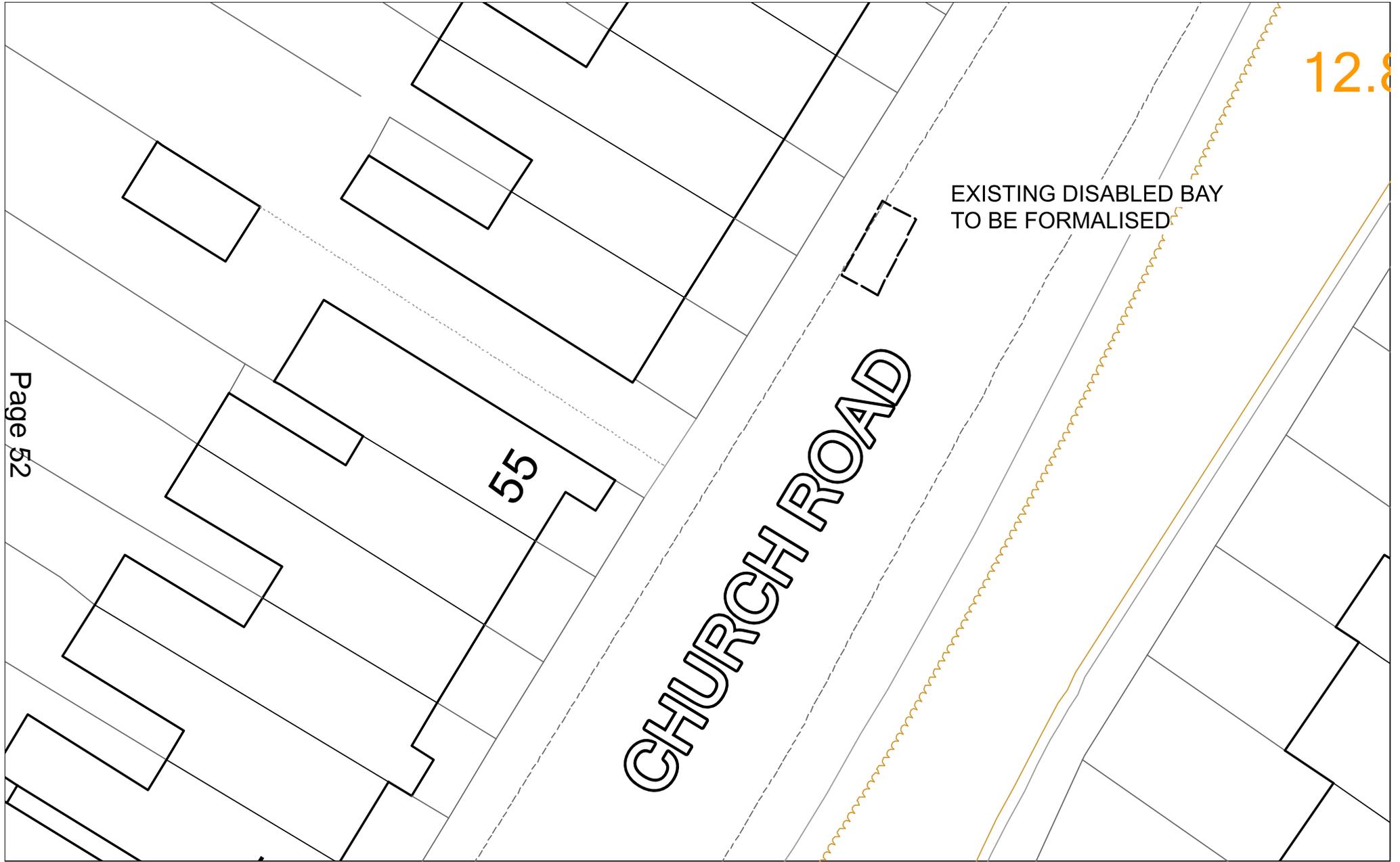
Side of 6 East Street, Faversham (St Mary's Road) – Proposed Reduction of Parking Bay and Extension of Double Yellow Lines





**Outside 132 Invicta Road, Sheerness – Formalising of Disabled Persons' Parking Bay**





**FAVERSHAM TYRES, 6 EAST STREET, FAVERSHAM**

28.01.2021

**Prepared for Engineers (SBC) – as response to comment on Traffic Regulation Order process.**

In response to the single objection to the removal of one carparking space. The current 2 bay operation does sometimes have 2 cars waiting for attention parked nearby. Sometimes examinations are carried out on the street to assess the required amount of time the proposed work will take to complete. This then gives the customer an idea of waiting time. The increase to 4 bays will improve two things, firstly cars can be attended to immediately with the employment of two new staff members and secondly there will be less likelihood of parking on the street waiting for a free bay. Thus, one suspended street bay will be replaced by two workshop bays.

It is also proposed that during the hours of workshop closure, 2 bays be made available for use by tenants of the first floor flat. This will relieve the requirement for resident parking at the busiest times for resident parking in normal, non-lockdown, times.



\*\*\*\*\*

PO/ODG

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<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item: 7</b>
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<b>Meeting Date</b>	Monday 1 <sup>st</sup> March 2021
<b>Report Title</b>	Extension to Sittingbourne Residents' Parking Scheme – Park Road & Ufton Lane
<b>Cabinet Member</b>	Cllr Richard Palmer, Cabinet Member for Community
<b>Head of Service</b>	Martyn Cassell, Head of Commissioning, Environment and Leisure
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the report and recommend that Officers <b>either</b> proceed with drafting a Traffic Regulation Order to extend the current Sittingbourne Residents' Parking Scheme to include all of Park Road and Ufton Lane <b>or</b> leave the Scheme area unchanged.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report summarises action to date following the submission of a petition to the Swale Joint Transportation Board in June 2019 for an extension to the existing Sittingbourne Residents' Parking Scheme, and seeks a definitive recommendation from Members as to whether to proceed with this extension.

## 2. Background

- 2.1 A petition was submitted to the Swale Joint Transportation Board in June 2019 by a Ward Member, and a copy of this petition can be found in Annex A. The petition requested that the existing Residents' Parking Scheme in Park Road, Sittingbourne, be extended from the junction with Valenciennes Road south to the junction with Gore Court Road/Ufton Lane.

## 3. Issue for Decision

- 3.1 The petition consisted of a total of 43 signatures, with 32 signatories supporting the scheme extension and 11 objecting to an extension. The petition also stated that a total of 33 residents were either out or expressed no firm opinion either for or

against an extension to the current scheme area. At their meeting in June 2019, Members requested a report from Officers to be presented at a future meeting.

- 3.2 An informal consultation was subsequently undertaken with residents in this section of Park Road, south of the Valenciennes Road junction, and with the possible displacement of vehicles into the southern end of Ufton Lane by extending the scheme, a similar informal consultation was also undertaken with residents of Ufton Lane between the junctions of Homewood Avenue and Park Road. A copy of the areas included in the informal consultations can be found in Annex B, and copies of the consultation material can be found in Annex C.
- 3.3 For Park Road, a total of 94 properties were consulted, and 32 responses were received. Of these responses, 17 supported the extension of the current scheme and 15 objected. For Ufton Lane, a total of 37 properties were consulted, and 10 responses were received. Of these responses, 7 supported the extension of the current scheme and 3 objected. At the September 2019 JTB, Members considered these results and recommended that further consultation take place with residents to extend the Residents' Parking Scheme.
- 3.4 A draft design for the proposed parking bay layout for the scheme extension in both Park Road and Ufton Lane was prepared by Officers, and a consultation took place with residents on these scheme designs in December 2019, requesting comments on the plans and any suggested amendments to the layout. Whilst the consultation was focused on the design details for the scheme, many of the comments received related to the proposed extension of the scheme itself, and the operating times and days.
- 3.5 During this consultation, we were made aware that a second letter had been sent out to residents requesting feedback on the scheme proposals by 10<sup>th</sup> February 2020. This was not an SBC led consultation, and was presumably generated by a local resident, but 15 objections were received and 1 indication of support, and these were included in the report to the Swale JTB at their meeting in March 2020. Whilst the SBC led consultation did not request a specific response as to whether residents supported or objected to the scheme extension, as this had been covered in the previous consultation, most responses had a clear view on whether the scheme should be extended or not, and these were included in the March 2020 JTB report. For Park Road, 9 indications of support for the scheme extension were received and 11 objections, and for Ufton Lane 4 indications of support were received and 1 objection.
- 3.6 The report was considered at the March 2020 JTB meeting, and Members recommended that any extension to the scheme be put on hold until a full review of Residents' Parking Schemes in the Borough had been carried out. At the same meeting, a petition was presented by a County Member from local residents to request that the Borough Council extend the operating hours of the Residents' Parking Scheme in the area around Park Road, Sittingbourne, in order that residents may park in the vicinity of the area after 5pm and on Sundays.

- 3.7 Documents were subsequently prepared for a Borough-wide review of Residents' Parking Schemes to be undertaken. It was stated that the questions should be generic, to allow residents both within and outside of the current Schemes to take part and submit their views. The survey was based online, with links provided on our website, on social media and in the introduction document which was sent to Members to promote in their respective areas. Paper copies were also available to those residents who did not have internet access. The survey ran from Monday 26<sup>th</sup> October to Friday 20<sup>th</sup> November 2020, and the results were reported to the Swale Joint Transportation Board in December.
- 3.8 Following the December 2020 JTB meeting, the Ward Member asked for an update on the previously requested extension to the Residents' Parking Scheme in Park Road and Ufton Lane. Officers discussed this with the JTB Chair, and the consensus was that no direct recommendation had been made by Members to determine the next course of action. It was therefore agreed that a report should be submitted to the March 2021 JTB for Members to make a definitive recommendation as to whether the previously discussed scheme extension into the southern end of both Park Road and Ufton Lane be progressed or abandoned.
- 3.9 A summary of the various consultation results from the southern ends of Park Road and Ufton Lane have been provided in Annex D for information.

#### 4. Recommendation

- 4.1 Members are asked to note the report and recommend that Officers **either** proceed with drafting a Traffic Regulation Order to extend the current Sittingbourne Residents' Parking Scheme to include all of Park Road and Ufton Lane **or** leave the Scheme area unchanged.

#### 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of preparing and drafting Traffic Regulation Order, reporting of formal objections to JTB, installation of signage and lining.
Legal and Statutory	Drafting, Formal Consultation and Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and	None identified at this stage.

Safety	
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	The extension of the Residents' Parking Scheme should minimise longer term parking in the area by non-residents and increase the likelihood of residents being able to park within a reasonable distance to their properties. There is a risk that increasing the Scheme area will result in displacement of parked vehicles into adjoining roads which could have a negative effect on other residents, and negatively impact on the lives of those residents who have responded to previous consultations stating that a Residents' Parking Scheme does not suit their individual circumstances or that the annual permit costs are unacceptable.

## 6. Appendices

- 6.1 Annex A – Copy of Petition Submitted to June 2019 JTB.  
Annex B – Plan of Areas of Informal Consultation – Park Road & Ufton Lane  
Annex C – Copies of Informal Consultation Material  
Annex D – Summary of Consultation Results from Park Road & Ufton Lane south

## 7. Background Papers

- 7.1 None

## Petition for Residents Parking Zone

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

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

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### Consultation Result:

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

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

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

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

## **Petition for Residents Parking Zone**

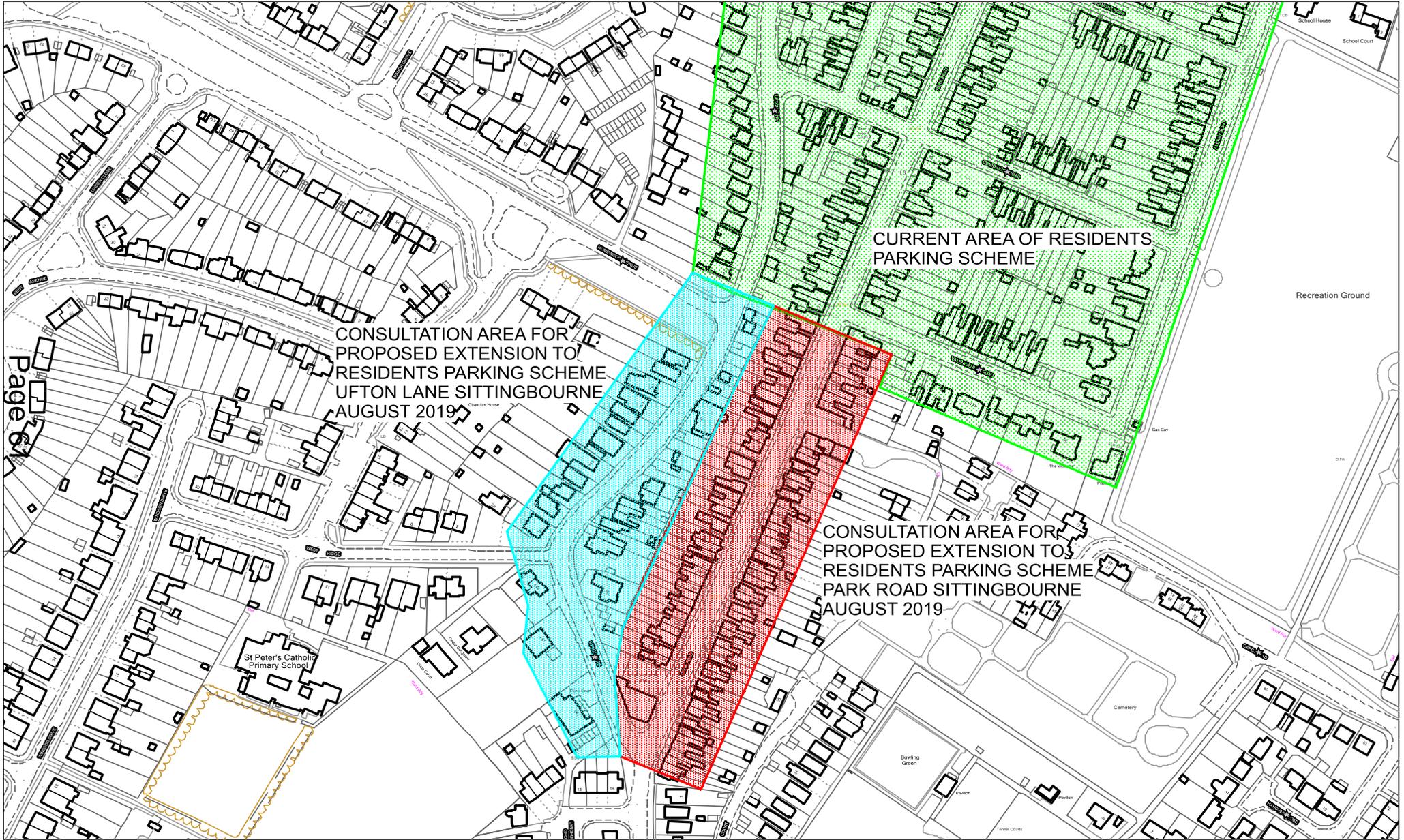
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Summary: That a Residents Parking Zone in Park Road, from Valenciennes Road to 269 Park Road on the eastern side, and 176 to 248 Park Road on the western side should be implemented at the earliest possible opportunity to alleviate parking problems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

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

AREA OF INFORMAL CONSULTATION



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

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

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

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

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

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

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

Please tick one of the following boxes

I Support the proposal to Extend the Current Residents' Parking Scheme  I Object to the proposal

Name & Address	Comments

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

**IMPORTANT – NOT A CIRCULAR**

ADDRESS



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

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

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

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

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

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

Please tick one of the following boxes

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

**IMPORTANT – NOT A CIRCULAR**

ADDRESS

**ANNEX D**

	<b>Park Road</b>			<b>Ufton Lane</b>		
	No.	% of Responses	% of Total Properties	No.	% of Responses	% of Total Properties
<b>Total No. of Properties (South Section)</b>	<b>94</b>	-	-	<b>37</b>	-	-
<b><u>Park Road Petition</u></b>						
Signatures Supporting Scheme Extension	32	42%	34%	-	-	-
Signatures Objecting to Extension	11	14%	12%	-	-	-
No Answer or No Strong Views	<b>33</b>	<b>43%</b>	<b>35%</b>	-	-	-
<b><u>Informal Consultation</u></b>						
Total No. of Responses to Informal Consultation	32	-	34%	10	-	27%
Support for Extension to Scheme	<b>17</b>	<b>53%</b>	<b>18%</b>	<b>7</b>	<b>70%</b>	<b>19%</b>
Objections to Extension of Scheme	15	47%	16%	3	30%	8%
<b><u>Scheme Layout Consultation</u></b>						
Indications of Support during Consultation	9	45%	10%	<b>4</b>	<b>80%</b>	<b>11%</b>
Indications of Objection during Consultation	<b>11</b>	<b>55%</b>	<b>12%</b>	1	20%	3%
<b><u>Borough-wide Parking Review</u></b>						
Total No. of Responses (South Section)	1	-	1%	1	-	3%
Support	0	0%	0%	<b>1</b>	<b>100%</b>	<b>3%</b>
Object	<b>1</b>	<b>100%</b>	<b>1%</b>	0	0%	0%

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<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item: 8</b>
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<b>Meeting Date</b>	Monday 1 <sup>st</sup> March 2021
<b>Report Title</b>	Informal Consultation Results – Proposed Amendments to Parking Restrictions in Swale.
<b>Cabinet Member</b>	Cllr Richard Palmer, Cabinet Member for Communities
<b>Head of Service</b>	Martyn Cassell, Head of Commissioning, Environment and Leisure
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	<p>Members are asked to note the results of the recent informal consultations and recommend that:-</p> <p>(1) the proposed double yellow lines in Clarence Row, Sheerness, <b><u>either</u></b> be progressed <b><u>or</u></b> abandoned;</p> <p>(2) the proposed reduction of the existing single yellow line outside Nos.2-8 St Catherine’s Drive, Faversham, <b><u>either</u></b> be progressed <b><u>or</u></b> abandoned;</p> <p>(3) the proposed double yellow lines in Monarch Drive, Sittingbourne, be abandoned;</p> <p>(4) the proposed double yellow lines in Attlee Way, Milton Regis, be progressed.</p>
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides details of recent informal consultations undertaken on various proposed amendments to waiting restrictions in the Borough. The requests for changes to parking restrictions have come via Ward Members and County Members, following requests from residents. Two of the proposed schemes have been funded through the County Members’ Highway Grant.

## 2. Background

- 2.1 Copies of the informal consultation material sent to residents, including plans of the proposals, can be found in Annex A. The responses to the informal consultation for each area can be found in Annex B.

## 3. Issue for Decision

### (1) Possible Double Yellow Lines – Clarence Row, Sheerness

- 3.1 A request was received via a Ward Member for an informal consultation to take place with residents to gauge support for possible double yellow lines to be installed on the south side of Clarence Row in Sheerness. This follows a report that vehicles parking on this side of the road are obstructing access to properties.
- 3.2 Seven properties were consulted on the possible restrictions, and a total of 4 responses were received, 3 supporting the idea and 1 objecting. Copies of all the responses were provided to the Ward Members. One Member has remained of the opinion that the double yellow lines should not be installed, and that the objector makes a strong argument, far stronger in their opinion than the supporters. Due to sensitive information within the comments received, some content has been redacted to maintain residents' anonymity, shown by asterisks in Annex B. Sheerness Town Council were included in the informal consultation and their comments can also be found in Annex B.

### (2) Proposed Reduction of Single Yellow Lines – St Catherine's Drive, Faversham

- 3.3 A Ward Member for the area has requested the reduction of the existing single yellow line outside Nos 2 to 8 St Catherine's Drive in Faversham. The request to reduce the lines, which restrict parking between 10am and 11am Monday to Friday, is to allow some un-restricted on-street parking for residents. The informal consultation highlights the point that without these restrictions, which were introduced to prevent all day parking by commuters, any vehicles will be permitted to park in this section of road without limit.
- 3.4 Of the 11 properties consulted, 8 responses were received, 4 supporting the proposals and 4 objecting. Supporting comments included recent additions to vehicle numbers in the area and lack of on-street parking capacity forcing residents to park on the existing restrictions. Objecting comments included the fact that without the restrictions in place road users will be disadvantaged by obstruction to visibility and access, individual pedestrian access to properties will be obstructed and the fact that the lines were introduced to prevent parking by commuters which will return if the restrictions are removed.
- 3.5 Ward Member Comments: One of the Ward Members has provided the following comments on the proposals:- *"I think that it is important to explain to Members of the JTB where the existing single yellow line has already been removed and this further removal is adjacent to the existing and at the furthest end of the close. A resident of the properties concerned said to me 'the fairest option would be a focused parking*

*zone for the residents of properties 2-32, even numbers only. The remainder of properties on St Catherine's Drive have driveways and do not require on street parking.' As other residents of St Catherine's Drive opposed the introduction of the residents parking scheme and as it is not feasible to have a small parking zone for specific properties, I support this proposal for a reduction in the length of single yellow line."*

(3) Proposed Double Yellow Lines – Monarch Drive, Sittingbourne

- 3.6 A County Member has requested the installation of a section of double yellow lines in Monarch Drive, Sittingbourne. The proposals, to be funded through the County Members' Highway Grant, follow concerns from a resident that parked vehicles are obstructing the safe movement of vehicles around the junction.
- 3.7 Of the 6 properties consulted, two responses were received. One of these responses objected to the proposals, stating that parking at this location has never been an issue or obstructed neither vehicle or pedestrian access, and added that the proposed restrictions would create problems elsewhere on the street through vehicle displacement. The other responder, whilst not objecting to the proposals, stated that the planned restrictions are directly outside of their property and as they are currently in the process of applying for consent for a vehicle crossing would like any decision to be reviewed after this application had been considered. In view of the lack of support received during the informal consultation, initial thoughts are to abandon the proposed double yellow lines.
- 3.8 Ward Member Comments: One of the Ward Members has commented that "1) they are not aware of any problems regarding obstruction on road or pavement, 2) [the proposals] would displace parking to other corners/areas that may have a worse problem, and 3) being a private estate, having to slow down and be careful around parked cars is a good thing, not a bad thing." Another Ward Member has responded by saying "I have had residents complaining about the car parking in Monarch Drive and went round there a few times. I agree with putting yellow lines in."

(4) Proposed Double Yellow Lines – Attlee Way, Milton Regis

- 3.9 A request for double yellow lines in Attlee Way and adjoining junctions was submitted by Ward Members through the County Member who agreed to fund the proposals through the County Members' Highway Grant. This was to alleviate problems with vehicles parking close to junctions and in other nearby locations, obstructing sightlines and the safe movement of vehicles. The proposals were submitted to Kent County Council prior to undertaking an informal consultation with residents, and the main concern raised was around the potential increase in vehicle speeds as a result of removing parked vehicles.
- 3.10 Of the 20 properties consulted, a total of 6 responses were received, 4 supporting the proposed double yellow lines and 2 objecting. In addition to these responses, a petition was received supporting these proposed restrictions. The petition, titled "Proposed Double Yellow Lines, Attlee Way Area, Sittingbourne", stated "we want double yellow lines both sides" and consisted of 34 signatures from a total of 28 properties. 12 signatures were from residents in the immediate vicinity of the

proposals, 20 were from other areas of the estate, and 2 were from another area of Sittingbourne.

3.11 Ward Member Comments: One of the Ward Members has confirmed his backing for the proposals as submitted.

#### 4. Recommendation

4.1 Members are asked to note the results of the recent informal consultations and recommend that:-

(1) the proposed double yellow lines in Clarence Row, Sheerness, **either** be progressed **or** abandoned;

(2) the proposed reduction of the existing single yellow line outside Nos.2-8 St Catherine's Drive, Faversham, **either** be progressed **or** abandoned;

(3) the proposed double yellow lines in Monarch Drive, Sittingbourne, be abandoned;

(4) the proposed double yellow lines in Attlee Way, Milton Regis, be progressed.

#### 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Drafting Traffic Regulation Order, Site & Press Notices and Letters to Residents. Processing Order, Cost of Installing Lines and Signs on site.
Legal and Statutory	Drafting of Traffic Regulation Order, Sealing of Order in due course.
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.
Health Implications	The introduction of double yellow lines on and around junctions to improve sightlines and vehicle movements could have a positive impact on the mental health of drivers by reducing stress levels and potential incidents of road rage. Proposed waiting restrictions where alternative parking for residents could be some considerable distance away could negatively impact on mental health by increasing stress for householders, including the possible displacement of vehicles into adjoining areas.

## 6. Appendices

- 6.1 Annex A – Copy of Consultation Material and Plans of Proposals
- Annex B – Results of Informal Consultation

## 7. Background Papers

- 7.1 None

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## Possible Double Yellow Lines Clarence Row, Sheerness

We have received a request for double yellow lines to be installed on the south (houses) side of Clarence Row in Sheerness, to deal with reports of parking vehicles obstructing access to the houses. Prior to approaching Kent County Council with this request, we need to demonstrate that the majority of residents would support the new lines, which would run from the existing double yellow lines in Beach Street, to the end of Clarence Row.

A plan of the proposed parking restrictions can be found overleaf. It should be noted that the double yellow lines will prevent parking by **all** vehicles on this side of the road, including residents and visitors. 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 e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk) or alternatively complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, by **Friday 11<sup>th</sup> December 2020**. 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.

### Possible Double Yellow Lines – Clarence Row, Sheerness

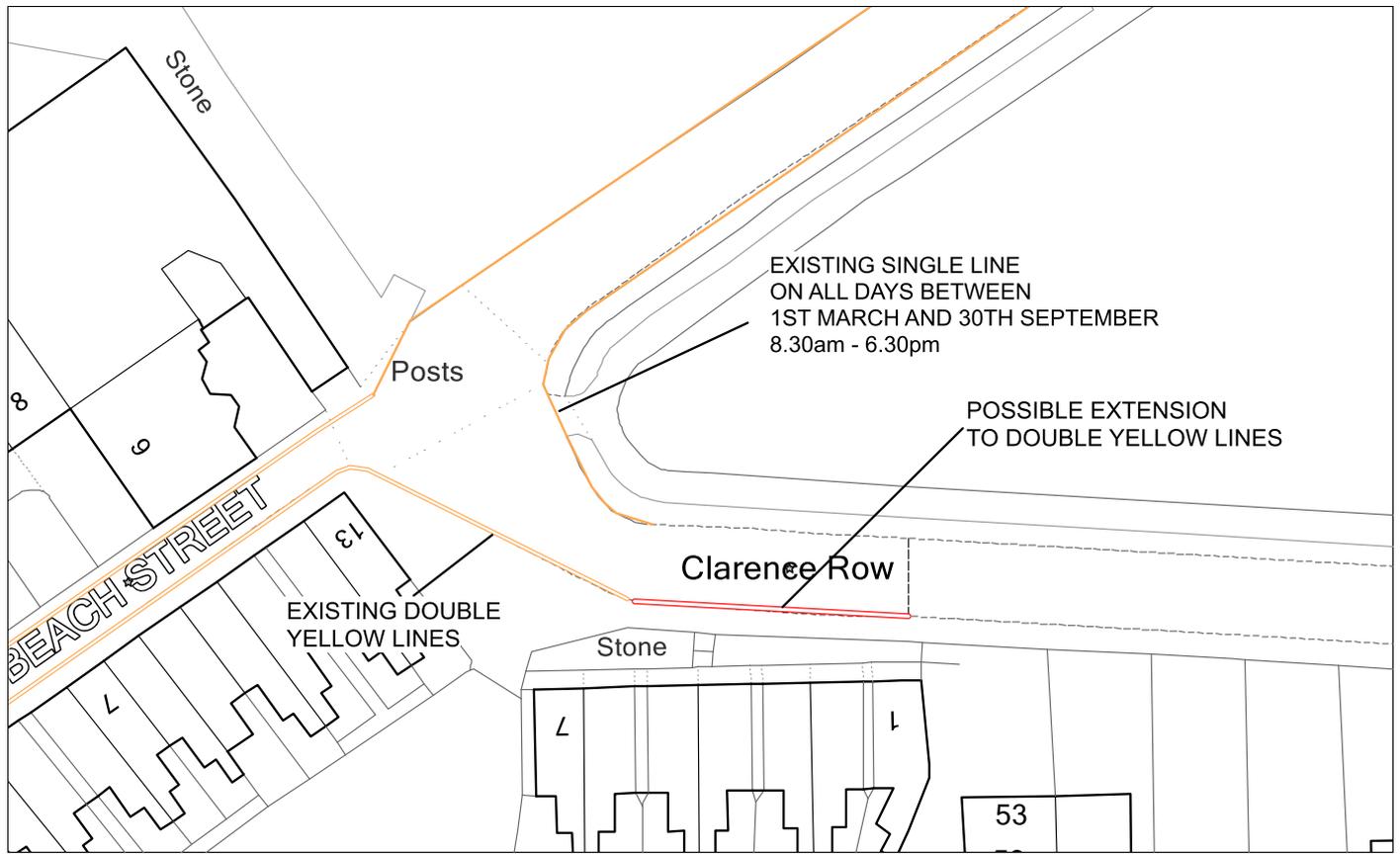
Please tick one of the following boxes

I Support the proposal to install 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 Possible Double Yellow Lines (New Restrictions in Red)**



ADDRESS LINE 1  
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 ADDRESS LINE 3  
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## Possible Reduction of Single Yellow Line St Catherine’s Drive, Faversham

We have received a request for the existing single yellow line in St Catherine’s Drive, Faversham, to be reduced slightly to provide a section of un-restricted carriageway to allow parking outside Nos 2 to 8 St Catherine’s Drive. Without the restrictions, any vehicles will be permitted to park without limit.

A plan of the proposed changes to the parking restrictions can be found overleaf. 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 e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk) or alternatively complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, by **Wednesday 3<sup>rd</sup> February 2021**. 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.

### Possible Reduction of Single Yellow Line – St Catherine’s Drive, Faversham

Please tick one of the following boxes

I Support the proposal to reduce the single yellow line
  I Object to the proposal

Name & Address	Comments

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

**Plan of Possible Reduction in Single Yellow Line**



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 ADDRESS LINE 4  
 ADDRESS LINE 5

## Proposed Double Yellow Lines Monarch Drive, Sittingbourne

We have received a request via the County Member for double yellow lines to be installed on the corner of Monarch Drive in Sittingbourne, near the junction with Edward Drive. This follows concerns from some residents that parked vehicles are obstructing the safe movement of vehicles around this junction.

A plan of the proposed parking restrictions, to be funded through the County Members' Highway Grant, can be found overleaf. 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 e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk) or alternatively complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, by **Friday 11<sup>th</sup> December 2020**. A space has also been provided to allow you to add any further comments you may have. Thank you for taking the time to respond.

### Proposed Double Yellow Lines – Monarch Drive, Sittingbourne

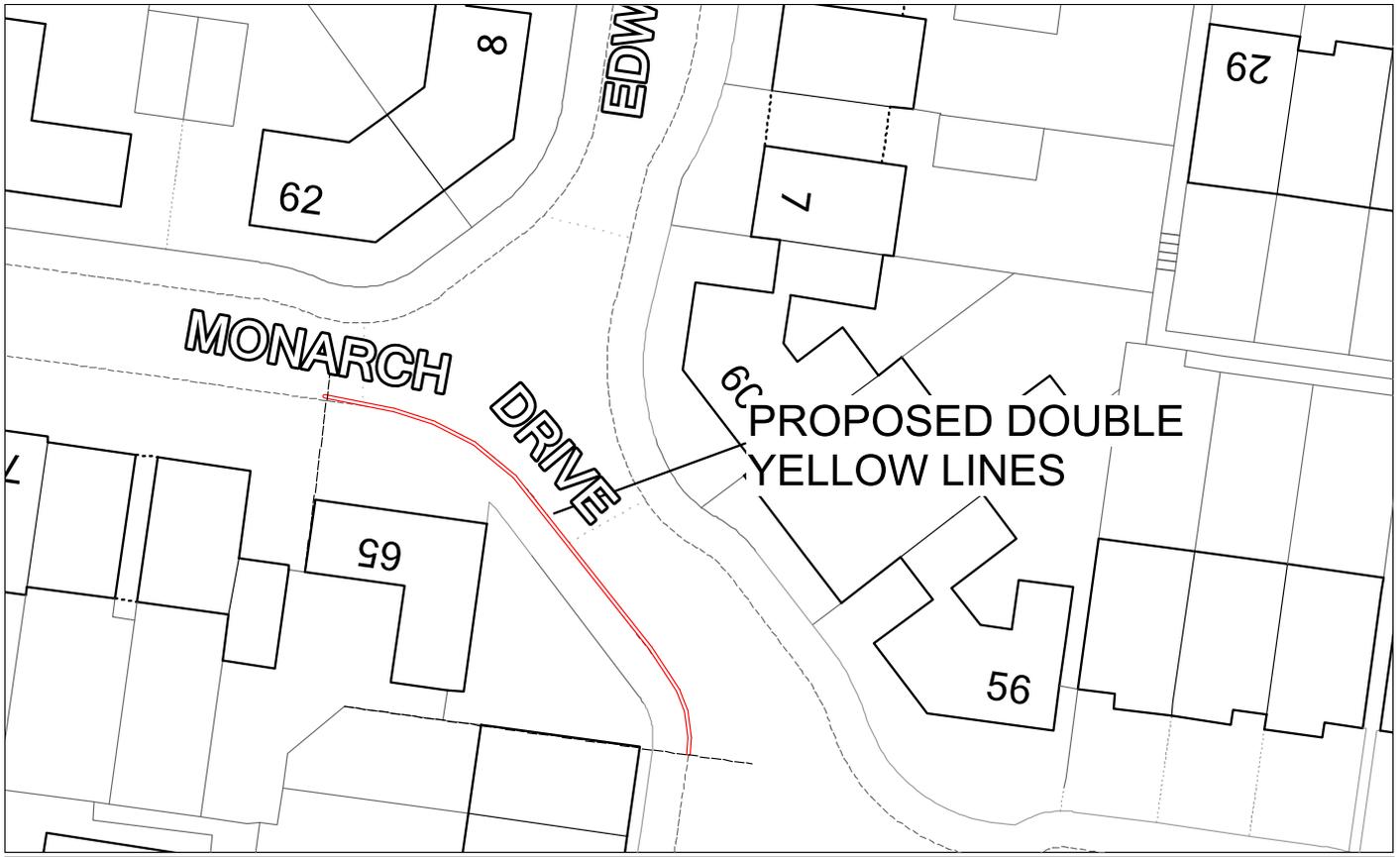
Please tick one of the following boxes

I Support the proposal to install 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 (New Restrictions in Red)**



ADDRESS LINE 1  
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## Proposed Double Yellow Lines Attlee Way Area, Sittingbourne

We have received a request via the Ward and County Member for double yellow lines to be installed along Attlee Way in Sittingbourne, following concerns from some residents that parked vehicles are obstructing the safe movement of vehicles and junction sightlines.

Plans of the proposed parking restrictions, to be funded through the County Members' Highway Grant, can be found overleaf. 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 e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk) or alternatively complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, by **Friday 11<sup>th</sup> December 2020**. A space has also been provided to allow you to add any further comments you may have. Thank you for taking the time to respond.

### Proposed Double Yellow Lines – Attlee Way, Sittingbourne

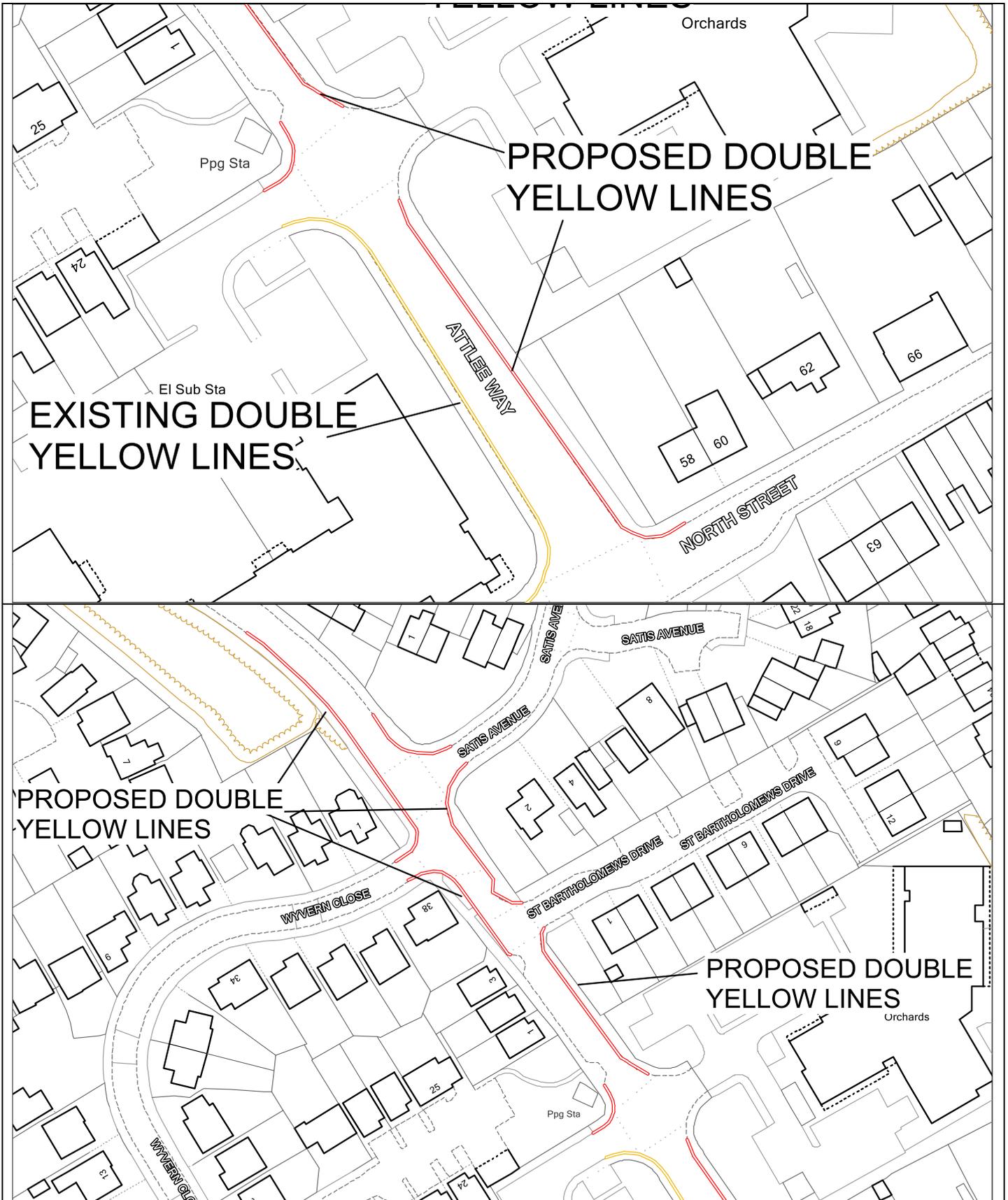
Please tick one of the following boxes

I Support the proposal to install double yellow lines
  I Object to the proposal

Name & Address	Comments

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

**Plans of Proposed Double Yellow Lines (New Restrictions in Red)**



**Possible Double Yellow Lines - Clarence Row, Sheerness**

Response	Support	Object	Comments
1	1		This is needed on this road to stop people parking outside right on pavement obstructing you from getting in and out of your house and blocking the stairs
2	1		Brilliant, it would make such a difference to us residents, I do think that the area in front of bollards should be cross hatched
3	1		As a disabled resident I am forced to walk or use mobility scooter in the centre of the road which is full of potholes, as parked cars on both sides prevent me using the pavement. This feels unsafe. Parked cars across the road at the bollards also make it difficult for me to pass down the street.
4		1	I strongly object to the installation of the yellow lines on the following grounds. This land is owned and maintained by Swale Borough Council. My car is taxed and legally allowed to park on a public highway. I am not causing an obstruction or any inconvenience [***]. Reasons for requesting the double yellow lines appear to be more aesthetical than problem solving. [****]. They have blocked the area off with bins [***]. This is no justification to waste public funds to change the basis of what is a historic public parking area for the residents. If I am unable to park there – then I am unable to park within a safe location of my home. That thought causes me great stress and is making me extremely anxious. In the winter months and the dark evenings, I need to be able to safely walk from my car to my own home. [***]. This whole situation is having an adverse effect on my health and making me very stressed. [***]. I must have a car for employment reasons. ....CONTINUED.....

			.....I also work from home [***] so I have the added complication of the 6.30pm to 8.30am summer restrictions on Beech Street by the sandpit. I appreciate we already have restrictions in the summer months – but the summer brings light evenings, and I can walk further safely. In the winter I return from work after dark and I need, [***] to be able to park within a short distance of my home. I do not feel safe walking back from the sports centre area as youths congregate and that can be quite stressful. I really do understand that they do not want the [***] road looking cluttered, but all I am asking is to be able to live peacefully and safely in my own home [***] . And that means being able to park around the corner without any restrictions. The alternative means I will drive home [***] and start to worry about parking and how I will get home [***]. I hope you can take my personal situation [***] into account when you make your decision. (Also see supplied photos)
<b>Total</b>	<b>3</b>	<b>1</b>	
		<b>7</b>	<b>Properties Consulted</b>
<b>% Returned</b>	<b>57</b>	<b>4</b>	<b>No. Returned</b>
<b>% Support</b>	<b>75</b>	<b>3</b>	<b>No. Support</b>
<b>% Object</b>	<b>25</b>	<b>1</b>	<b>No. Object</b>

Response	Support	Object	Comments
Ward Member		1	I object to double yellows at Clarence Row. There is very little residents parking in the area.
Sheerness TC			The newly formed Transport and Planning group for Sheerness reviewed your plans last evening and raised no objections BUT I though you ought to be aware of the comments:- 1) No one will see the lines because they are always covered by a layer of dead leaves etc. 2) Clarence Row itself is in a deplorable state and needs resurfacing/surfacing.
<b>Total</b>	<b>0</b>	<b>1</b>	

## St Catherines Drive, Faversham - Proposed Single Yellow Line Reduction

Response	Support	Object	Comments
1	1		I wish to support the proposal of reduction to the single yellow line outside 2 to 8 St Catherines Drive. In recent months 2 properties (no ** & ** St Catherines Drive) have been sold to families who own a vehicle. The previous owners of those properties did not own vehicles so there is now an increased need for parking near to our homes
2	1		I am writing to confirm I have no objections to the reduction of the yellow lines in St Catherine's Drive outside numbers 2-8
3	1		I'm writing to notify you that I am in strong support of the reduction of the single yellow line at St Catherine's Drive, Faversham. I live at number ** st Catherine's Drive, there's is often no space for either mine or my partners vehicle; forcing us to park on the single yellow line and watch out for a traffic wardens.
4	1		I am writing to you to inform you of my support to reduce the yellow line outside Nos 2 to 8 St Catherine's Drive. There is a huge shortage of parking on the road, I very often find that I have to park on the yellow line as there are no other spaces. With two very young children, having to move the car in the morning between 10 and 11am is a real inconvenience.
5		1	I see no advantage to the removal of this line- only disadvantages to other residents and all road users - re visibility and access, etc.
6		1	These lines were put in to solve the problem we had with commuters from outlying villages parking all along the road for the whole day.
7		1	Am elderly, difficulty walking, use a frame. My path leads to a dropped kerb which I use, if drivers are allowed to park any time, I can see that they will be blocking my access. Some drivers do <u>now</u> anyway which makes things difficult.
8		1	We will again have our road taken up by commuters and no parking spaces left for residents. I strongly object to this. I also have a blue badge and need to be able to park as near to my home as possible.
Total	4	4	

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		11	<b>Properties Consulted</b>
<b>% Returned</b>	73	8	<b>No. Returned</b>
<b>% Support</b>	50	4	<b>No. Support</b>
<b>% Object</b>	50	4	<b>No. Object</b>
<b>Police</b>			<b>No concerns</b>

**Proposed Double Yellow Lines - Monarch Drive, Sittingbourne**

Response	Support	Object	Comments
1		1	I have lived here 2+ years. Parking there which is outside my house has never been an issue People can drive past safely and walk on the path safely. It is pointless and will only increase parking elsewhere on the street.
2			The yellow lines proposed are planned to go right round the boundary of my property. Whilst I don't object to this. I am currently in the process of applying for a drop kerb to turn my front grass area into parking and would like any decision to be reviewed after my application has been submitted and reviewed to see if this is possible.
<b>Total</b>	<b>0</b>	<b>1</b>	

		<b>6</b>	<b>Properties Consulted</b>
<b>% Returned</b>	<b>33</b>	<b>2</b>	<b>No. Returned</b>
<b>% Support</b>	<b>0</b>	<b>0</b>	<b>No. Support</b>
<b>% Object</b>	<b>50</b>	<b>1</b>	<b>No. Object</b>

Response	Support	Object	Comments
Kent Fire & Rescue			No Objections
<b>Total</b>	<b>0</b>	<b>0</b>	

**Proposed Double Yellow Lines - Attlee Way, Sittingbourne**

Response	Support	Object	Comments
1		1	I would like to object to this decision. My property is * Satis Avenue and following on from ours number *** (odd numbers) all have shared access driveways as stated on our title deeds on which we cannot park all of our vehicles on as we would block the access way. Therefor our only option is to park out the front of our property (which is then on Attlee way) because If we park on the road along satis Avenue we would then make it difficult for residents to get onto driveways and round the bends on our road. Also, any visitors to our property also use the main road to park on when visiting. As stated in the letter "following concerns from some residents that parked vehicles are obstructing the safe movement of vehicles and junction sight lines" - yet there has been no accidents on this road or from the junction since I have lived here the past 3 years. Especially given the speed that some drivers go up and down Attlee way. I would like to know where exactly these yellow lines will end and so I can see how much this is going to affect myself parking my vehicle as well as any visitors we have to my property in which it will be difficult to park our cars.
2	1		I am in favour of having double yellow lines, put all the way along Attlee Way, as certain people bring their work vans home and park on the main road, which then becomes a blind spot. If nothing is done, there will be accident, it is very dangerous.
3	1		
4		1	I choose to object to the proposal because people will then park on our own designated spaces in front of our homes. We will have the extra struggle of watching out for cars parking at our door step. Thank you for allowing us to have our say.
5	1		Yes it would be nice to have double yellow lines on Attlee Way as certain people bring their works vans home, and park on main road which will cause an accident. We would all like the double yellow lines on the left approaching North Street. That is where all the cars are parked everyday.
6	1		
<b>Total</b>	<b>4</b>	<b>2</b>	
		<b>20</b>	<b>Properties Consulted</b>
<b>% Returned</b>	<b>30</b>	<b>6</b>	<b>No. Returned</b>
<b>% Support</b>	<b>67</b>	<b>4</b>	<b>No. Support</b>
<b>% Object</b>	<b>33</b>	<b>2</b>	<b>No. Object</b>
Response	Support	Object	Comments
Kent Fire & Rescue			No Objections
PETITION RECEIVED SUPPORTING			

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<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item: 9</b>
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<b>Meeting Date</b>	Monday 1 <sup>st</sup> March 2021
<b>Report Title</b>	Request for Extension to Residents’ Parking Scheme – Edith Road, Faversham
<b>Cabinet Member</b>	Cllr Richard Palmer, Cabinet Member for Community
<b>Head of Service</b>	Martyn Cassell, Head of Commissioning, Environment and Leisure
<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 an informal consultation with residents of Edith Road on a possible extension to the Residents’ Parking Scheme <b>or</b> note the previous consultation responses and undertake no further action at this time.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report advises Members of a request from a Ward Member for an item to be added to the Swale Joint Transportation Board agenda on parking controls in Edith Road, Faversham, and the possible undertaking of a consultation with residents.

## 2. Background

- 2.1 At the request of a resident, the Ward Member has conducted a survey with residents of Edith Road in Faversham, asking if they would like to see the parking control zone (Residents’ Parking Scheme) extended to include Edith Road. The residents were given three options in this survey, including no change to the current parking arrangements. The results of the survey were 9 responses indicating no change to the current arrangements and 16 responses requesting inclusion in the Residents’ Parking Scheme.

## 3. Issue for Decision

- 3.1 The issue of potentially extending the current Residents’ Parking Scheme to include Edith Road, Faversham, and other nearby roads, has been extensively discussed

and consulted on in previous years, becoming a regular item on the Swale Joint Transportation Board agenda.

- 3.2 Back in 2010, a survey was undertaken with residents of Faversham on the existing on-street parking restrictions to determine whether there was support to change any of the current parking arrangements. Based on the results of this survey, at their meeting in September 2010 the Joint Transportation Board recommended that the existing Residents' Parking Scheme in Faversham be extended to include Kingsnorth Road, Canute Road, Edith Road and Belmont Road. A draft layout for formalised controlled parking bays in these roads was subsequently designed and sent out to residents for comments.
- 3.3 Various comments were received to the proposals, as well as a petition from residents containing 110 signatures from 86 properties (8 supporting the scheme and 78 objecting), and at their meeting in December 2010 Members of the Swale JTB considered all of the feedback received and recommended that the proposed scheme extension should be amended, to include Belmont Road and Edith Road only.
- 3.4 Further comments were received from residents following this recommendation, including suggestions that the views of residents of Kingsnorth Road were clearly split between the upper and lower section of the road as to whether the road should be included in the scheme, and it was suggested that one half of Kingsnorth Road should be included. These comments were reported back to the Swale JTB at their meeting in March 2011, and it was recommended by the Board that Officers should proceed with the scheme extension, not just in Belmont Road and Edith Road, but also all of Kingsnorth Road.
- 3.5 A revised scheme design was subsequently prepared by Officers and sent out to residents of these three roads for comments. Despite the previous consultations, a large number of conflicting responses were received from residents as to whether they supported or objected to the scheme extension itself, as well as comments on the proposed parking layout. For this reason, the unusual decision was taken for Officers to undertake a door-to-door evening survey in their own time to obtain a definitive response from residents as to whether they supported or objected to the proposed scheme extension. The results of this final consultation were reported to the Swale JTB in December 2011, where Members recommended that the scheme should not be progressed in any of these roads.
- 3.6 The extensive number of consultations, scheme designs and compilation of reports for the Swale JTB applied considerable pressure on the small team of two Officers making up the Engineering Team, who cover a variety of engineering functions across the Borough. The current process for any changes to on-street restrictions to be considered is for a petition to be submitted to the Swale JTB demonstrating that the majority of residents in a particular road are in support of the requested changes. The Board can then consider the petition and agree a recommendation as to whether Officers should proceed with a full consultation or abandon the proposals.

- 3.7 The survey undertaken by the Ward Member produced results of 9 of the 30 residents indicating a preference of no change to the existing parking arrangements (30%), 16 responses supporting an extension to the Residents' Parking Scheme (53%) and presumably 5 non responders (17%).
- 3.8 During the recent Borough-wide review of Residents' Parking Schemes, requested by Members of the Swale Joint Transportation Board, a total of 2 responses (7%) were received from residents of Edith Road. Both supported an extension of the scheme into Edith Road, but had differing views on the detail of the scheme. One suggested a 20-minute waiting limit for non-permit holders, a maximum of 2 permits per household and a scheme operating time of 9am to 5pm. The other response suggested a one hour waiting limit for non-permit holders, a maximum of 3 permits per household and a scheme operating time of 8am to 7pm. One of the responders commented that *"complaints seem to be from people with many cars per household. This kind of excess must be phased out, our neighbours .... have three cars between them, [another household] has three cars – these people ... shouldn't be the ones making decisions about parking restrictions."*
- 3.9 The extension of any Residents' Parking Scheme will invariably displace a number of parked vehicles into adjoining roads, which is why previous consultations have included not only Edith Road but other nearby roads such as Kingsnorth Road, Belmont Road and Canute Road. These previous consultations also generated view submissions from other roads, such as Ethelbert Road. Unfortunately, this makes any consultation process resource intensive. By limiting a consultation to a smaller area, there is a risk that a number of formal objections will be raised by adjoining roads during the Traffic Regulation Order consultation process, which could result in any proposed changes receiving insufficient support to progress.

#### 4. Recommendation

- 4.1 Members are asked to note the contents of the report and recommend that Officers **either** proceed with an informal consultation with residents of Edith Road on a possible extension to the Residents' Parking Scheme **or** note the previous consultation responses and undertake no further action at this time.

#### 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Substantial resource required to undertake informal consultation with residents, and submission of results to Swale Joint Transportation Board. Resource and cost of drafting Traffic Regulation Order, formal advertising of Order and reporting formal objections to Swale Joint Transportation Board. If Scheme is extended, costs of installing lining and signing.

Legal and Statutory	Preparation, Advertising and Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	Extending the existing Residents' Parking Scheme will control longer term parking by non-permit holders. This could impact positively or negatively on householders depending on individual circumstances. Surrounding roads may experience a negative impact through the displacement of parked vehicles.

## 6. Appendices

6.1 None

## 7. Background Papers

7.1 None

## **A251 Ashford Road and A2 Canterbury Road, Faversham– Junction Improvements Scheme**

To: **Swale Joint Transportation Board, 1 March 2021**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Tim Read, Head of Transportation**

Classification: **Unrestricted**

Ward: **Watling**

Division: **Faversham**

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**Summary:** The report is a summary of the actions and results of a consultation carried out between August and September 2020 and outlines the proposed highway junction improvements on the A251 Ashford Road and the A2 Canterbury Road, Faversham. The Board is asked to recommend progressing to construction.

### **For Recommendation**

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#### **1.0 Introduction and Background**

- 1.1 In Spring 2014, Kent County Council (KCC) consulted with residents and the wider community on proposals to improve the junctions on the A251 Ashford Road and A2 Canterbury Road in Faversham. Two options were presented, a roundabout and a signalised junction. The outcome of the consultation showed a preference for the signalised junction.
- 1.2 A signalised junction compared to a roundabout would require the least amount of land from Kent Fire Brigade and the Abbey school and would appear to deliver the best improvements to congestion on the A251. A recommendation was made to the Swale Joint Transportation Board on 9 June 2014 for this option to be progressed to the detailed design stage.
- 1.3 Several designs have been investigated in the intervening period and fresh funding bids progressed. An updated report was provided to the JTB in March 2019 and a further update given in June 2019. The JTB have recommended that KCC proceed with the scheme.
- 1.4 On 4 August 2020 a detailed design was sent to residents and stakeholders on the proposals to:
- Widen the existing carriageway on the A251 and the A2 to accommodate new left-hand turning lanes
  - Introduce traffic signals
  - Introduce a pedestrian crossing facility
  - Road surface improvements within the area of the scheme

## **2.0 The Proposal**

- 2.1 The current proposals have been designed to reduce queuing and alleviate congestion that is currently occurring on the A251, especially at peak times.
- 2.2 We are proposing to widen the existing carriageway on the A251 Ashford Road to accommodate an additional traffic lane. This lane would filter traffic turning left onto A2 Canterbury Road. To create the new filter some of the existing grass verge and trees that are located on the western kerb line currently owned by The Abbey School and the Fire Station would need to be removed. We are currently in the final stages of acquiring this land in order to be able to implement the new lane.
- 2.3 The scheme will also involve widening the southern side of the A2 Canterbury Road to provide an additional lane on the approach to the proposed signals from both directions. This would allow traffic to turn left onto the A251 Ashford Road or continue straight ahead along the A2 Canterbury Road.
- 2.4 It is also proposed that three sets of signal heads will be installed within this scheme. Two sets on the A2 Canterbury Road. One set heading eastbound, this would include a filter signal that will run separately for those vehicles turning right onto the A251 Ashford Road. The second set heading westbound would have both lanes controlled at the same time. On the A251 Ashford Road, there would be one set of traffic lights with a filter signal running separately for traffic turning left. The introduction of the signals would allow traffic to flow left or right from the junction, easing the current congestion issues.
- 2.5 A new push button pedestrian crossing is also proposed on the A2 to allow pedestrians to cross safely. This type of crossing will incorporate technology that will cancel the pedestrians request if they move away from the crossing to minimise delay to traffic.
- 2.6 As well as introducing new features we will also be looking to improve the current road surface, the proposal also included the resurfacing of the entire junction, with localised repairs taking place on the A2 Canterbury Road where required. Grey high friction surfacing will be introduced at all three approaches to the signals to increase skid resistance of approaching traffic. These works are expected to take place during off-peak periods to ensure that there is minimal impact to the network.

## **3.0 Consultation**

- 3.1 The County Council carried out a full public consultation exercise during the summer of 2020.
- 3.2 Consultation leaflets were distributed to local residents and businesses as well as parish, town and district councils and other interested parties. Posters and A-boards were also displayed at the junction asking road users for their comments on the scheme.
- 3.3 Due to the Covid-19 pandemic no public exhibitions were held. However any questions that were received by the public separate to those comments submitted within the questionnaire were answered within the consultation period.

- 3.4 The Consultation booklet was also available to view on the County Council's website, where respondents could complete an online version of the questionnaire. Hard copies were also available on request.
- 3.5 The Consultation period lasted from 4 August 2020 until 14 September 2020, an extended consultation period of 6 weeks was given.
- 3.2. The Public Consultation sought people's views on the scheme as a whole and not on separate components.
- 3.3 By the close of the consultation Kent County Council had received 195 responses. A summary of the responses is provided in the Consultation Report which is attached as **Annex 1** and the responses in **Annex 2**.

#### **4.0 Discussion**

- 4.1 A total of 837 properties were hand delivered a leaflet. At the end of the consultation 195 responses were received. This is a 23% response rate of which the majority were in favour of the proposals. 59% agreed or tended to agree, 36% disagreed or tended to disagree and 5% neither agreed or disagreed.
- 4.2 It was noted when reading the consultation responses that most of the comments raised were on the lack of cycle and pedestrian provisions within the scheme. There were concerns that not all user groups were considered at the design stage.
- 4.3 Other concerns related to vehicles using Preston Road, Preston Lane and Nelson Street as a "rat run" to avoid the A2 as well as increased congestion at The Mews, as traffic would build up at this point moving along the A2.
- 4.4 All comments received have been reviewed and where practical, amendments to the design have been made.
- 4.5 Discussions also took place with the local Faversham Councillors and KCC Member to see if there was an option to provide a footway to the south side of A2 between the new development access to the east of A251 and to Abbey school entrance to the west of A251. In addition, provision of pedestrian crossings on all approaches leading up to the new signals was also discussed. The design team investigated further and have been able to provide the southern footway (and looking further at levels to see if a shared footway/cycleway is possible) but at the expense of the removal of the mature Ash tree and the vegetation opposite the properties overlooking Abbey school playing fields (the hedge removal was needed for the initial designs presented as part of the consultation). The controlled crossings have also been accommodated. The amended designs can be seen in **Annex 3**
- 4.6 There are underground utility services that need to be diverted.
- 4.7 There are potential ecology and archaeology issues to be dealt with which will affect the timing of removal of vegetation and excavation of A2. Initially it was planned to remove the vegetation before November as reptiles start to hibernate from November to March. This would have allowed the utility companies to divert their services. Unfortunately, this proved not to be possible due to the many other roadworks taking place on the network. Road space has now been booked for the summer period in 2021 but the vegetation needs to be removed in February so every effort is being made to undertake this work to allow the project to progress.

## 5.0 Financial

- 5.1 The scheme will cost approximately £1.72 million. Funding for the scheme has been secured from developer contributions under a S106 agreement (£920,550), the Governments Local Growth Fund (£500,000) and KCC's Highway Innovation Fund (£300,000).

## 6.0 Legal

- 6.1 Temporary licences have been agreed between all parties for KCC to work on private land. Dedication of permanent land for highway purposes is progressing between all parties and the Cabinet Member for Highways & Transportation has given approval to proceed to the stages of development and delivery and specifically:
- i) approval to enter into the Local Growth Fund funding agreement subject to the approval of the Corporate Director of Finance & Procurement
  - ii) approval to progress all statutory approvals or consents required for the scheme;
  - iii) approval to progress with the necessary land acquisitions required to deliver the scheme;
  - iv) approval to carry out consultation on the scheme;
  - v) approval to enter into construction contracts as necessary for the delivery of the scheme

## 7.0 Equality Impact Assessment

- 7.1 An Equality Impact Assessment has been undertaken and will continue to be reviewed throughout the project. A copy is available on request.

## 8.0 Recommendation and Next Steps

- 8.1 The Board is asked to recommend progressing the scheme to construction.
- 8.2 If the recommendation is to progress to construction then the project will follow in various phases:
- Phase1 – February - Vegetation removal to 0.5m above ground level – this has already taken place due to the timing of the JTB and the need to remove the vegetation prior to the bird nesting period from March to September.
- Phase 2 – April/May – return to remove the remaining vegetation to ground level and excavate to required level to allow Utilities to alter their services.
- Phase 3 – April to July – Utility companies alter their services.
- Phase 4 – July to November – Main work starts on installing the traffic signals, footways and main carriageway realignment.

Contact Officer:	Steve Henson, Project Manager, Schemes Planning & Delivery Team
Reporting to:	Jamie Watson, Senior Programme Manager, Schemes Planning & Delivery Team

### **Annex List**

<i>Annex 1</i>	<i>Consultation Report summary</i>
<i>Annex 2</i>	<i>List of Consultation responses</i>
<i>Annex 3</i>	<i>Proposed design to be progressed to construction</i>

# A251/A2 Junction Improvement Scheme

## Consultation Report

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## Public Consultation

4 August 2020 – 14 September 2020

### Alternative Formats

This document can be made available in other formats or languages, please email [alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk) or telephone 03000 421553 (text relay service 18001 03000 421553). This number goes to an answer machine, which is monitored during office hours.



## i. Contents

1. **Introduction**
2. **Consultation Process**
3. **Equality and Accessibility**
4. **Response Profile/Consultation Results**
5. **Next Steps**

# 1. Introduction

## 1.1. Background

From 4 August – 14 September 2020, Kent County Council consulted on proposals for junction improvements on the A2/A251 Faversham. This included the introduction of traffic signals and to further improve them by creating additional turning lanes on both roads for vehicles turning left. The improvements would include a push button pedestrian crossing. The proposal also includes the introduction of a 'left turn only' from the junction of Preston Grove on to the A2 Canterbury Road.

This proposal has been designed to accommodate planned housing growth in the area. This would also help to ease congestion and queuing on the A251 Ashford Road whilst improving turning onto the A2 Canterbury Road. The inclusion of a crossing within the scheme will also make it safer for pedestrians to cross.

The consultation was carried out at the detailed design stage to provide local residents and stakeholders with the opportunity to provide feedback on the scheme before plans are finalised for construction.

## **1.2. Purpose of the Consultation**

The purpose of the public consultation was to inform the public and stakeholder organisations about the proposed design in order to provide them with the opportunity to ‘Have their say’ and to help KCC gain feedback to inform changes or improvements to the scheme. The consultation gave the opportunity to:

- Understand why changes are being proposed for the A2/A25 junction.
- Consider the possible impacts and benefits of the proposed scheme
- Ask us questions and provide opportunity to share views on the proposals.

This public consultation offered the opportunity to open a dialogue with stakeholder organisations and the public so their comments and concerns could be incorporated into this report and the on-going work to finalise a scheme.

## **1.3. Purpose of this Report**

This report presents the analysis and findings of the responses to the public consultation on the proposals. In addition the report summarises the consultation process and the engagement and promotional activities that took place. The report also states how the feedback will be used to progress the proposal and identifies the next steps in the project development process.

## 2. Consultation Process

This chapter outlines the process followed to deliver the consultation and details the activities and documentation developed to support the delivery of the consultation. The consultation was divided into the five stages shown in Figure 2.1. Detailed information on each section is given below.

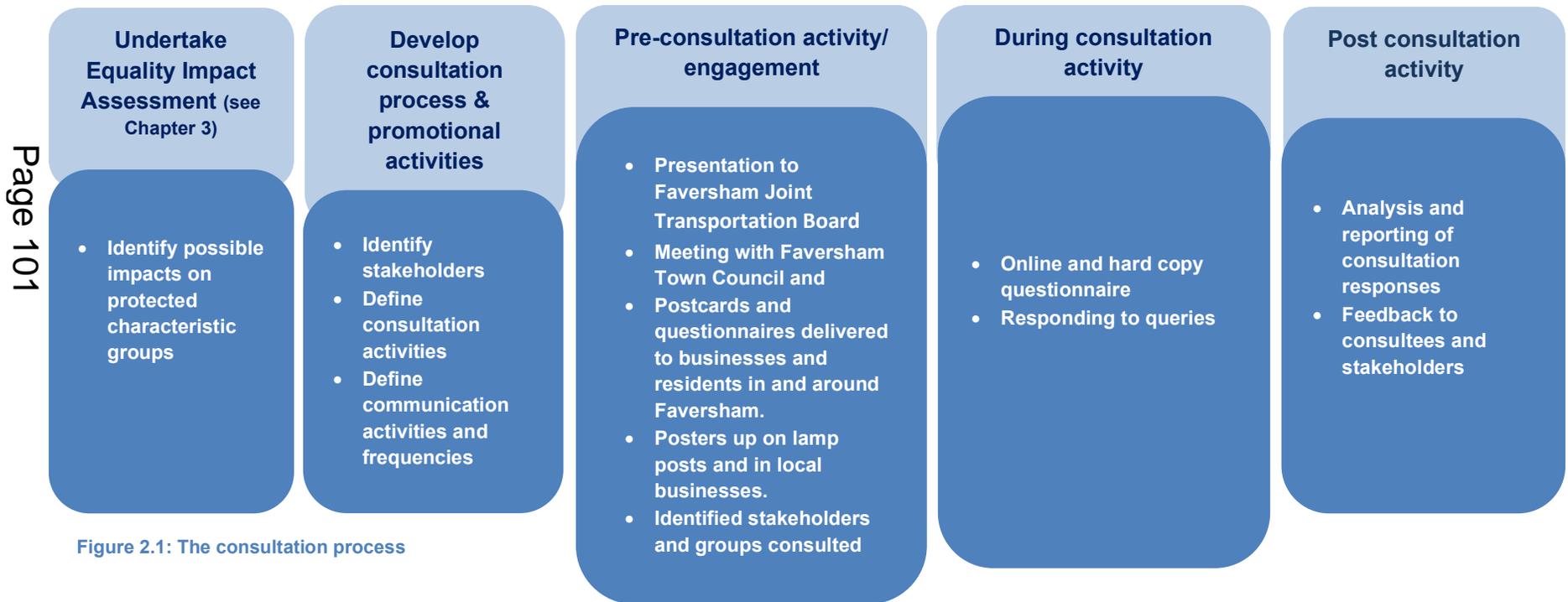


Figure 2.1: The consultation process

## 2.1. Promoting the Consultation

The consultation process was developed by KCC with the aim of involving residents, community groups and interested parties throughout the project to help develop the proposals, drawing on local knowledge and expertise.

### Promoting the Consultation

The following promotional activities were undertaken to support the delivery of the public consultation: Due to the Covid-19 Pandemic we were not able to carry out public exhibitions, which we normally do with these types of schemes. However, we ensured that the consultation was advertised by:

- Consultation poster displayed on site
- Inclusion on the Town Council's website.
- Page on KCC's Consultation Directory on Kent.gov.uk
- Delivered Consultation booklets and questionnaires to residents and Businesses with the consultation area.
- "Have your say" posters for the A251/A2 Faversham Highway Improvements Scheme placed on site.

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Please note: materials are available for reference at [kent.gov.uk/a251junctionimprovements](http://kent.gov.uk/a251junctionimprovements)

## **2.2. During Consultation Activities**

### **Consultation Events**

In normal circumstances we like to hold at least two drop in sessions within the consultation area, however due to COVID-19 this was not possible, therefore we encouraged residents and businesses to contact us directly to ask any questions that they had with regards to the scheme.

## Consultation material

Over 800 hard copies of the consultation leaflet and questionnaire were distributed to residents and businesses within the consultation area.

- ✓ In total the Consultation leaflet was downloaded 310 times in PDF format and 20 times in Word format.
- ✓ The Equalities Impact Assessment (EqIA) was downloaded 42 times in PDF format and 3 times in word format.
- ✓ Consultation scheme plan was downloaded 541 times.
- ✓ The Consultation poster as downloaded 46 times.
- ✓ The Consultation Questionnaire Word version was downloaded 15

## Feedback mechanism

People were asked to provide feedback via a consultation questionnaire, which was available online and in a paper version. The paper version was delivered with a copy of the leaflet and advertised on our "have your say" posters situated on site.

## 3. Equality and Accessibility

### 3.1. Equality Impact Assessment (EqIA)

The EqIA provides a process to help us to understand how the proposals may affect people based on their protected characteristics (age, disability, gender, gender identity, race, religion / belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities).

An EqIA was completed prior to commencement of the consultation and was available as one of the consultation documents during the consultation at [kent.gov.uk/a251junctionimprovements](https://kent.gov.uk/a251junctionimprovements). This document was downloaded 42 times in PDF format and 3 times in Word format.

We will use the feedback gathered from the consultation to update the EqIA before the detailed design is finalised.

The following steps were defined in the Action Plan and additions were made as the project developed. All were taken to ensure the consultation was accessible to all:

- Due to the global pandemic and the UK being on lockdown public exhibitions were not carried out for this scheme. Copies of the consultation leaflet and questionnaire were available as hard copies to send to residents and businesses along with "have your say" posters located on site for those who wish to submit their say.

- All publicity material included a phone number and email address for people to request hard copies and alternative formats of the consultation material. Word versions of the Consultation booklet, EqIA and questionnaire were provided to ensure accessibility of documentation to consultees using audio transcription software.
- The poster was supplied to Faversham Town Council to advertise on their website

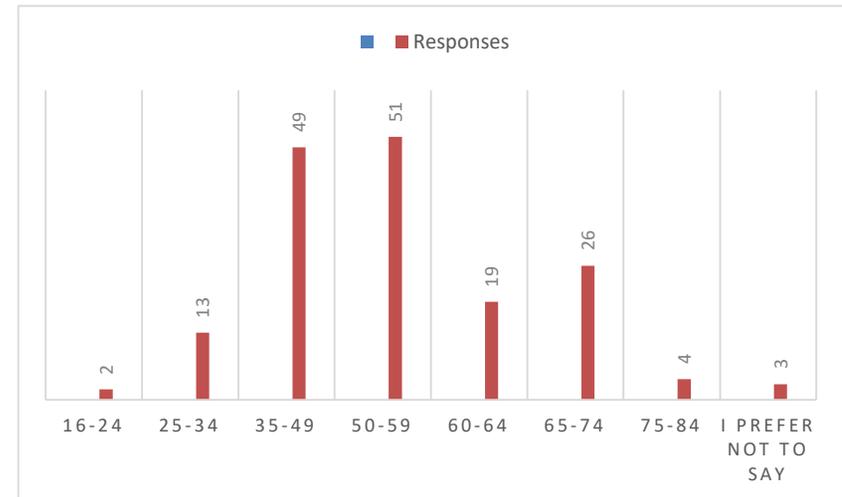
Equality analysis of the consultation data was undertaken (Chapter 5) to identify any new issues that would impact a particular protected characteristic group. The EqIA will be updated to consider outcomes of this consultation and will be available online at [kent.gov.uk/a251junctionimprovements](http://kent.gov.uk/a251junctionimprovements).

## 4. Response Profile

This chapter summarises the number of consultation responses received and who responded to the consultation.

There were a total of 195 respondents to the consultation:

- Of the 195 responses to the consultation questionnaire
- 192 were received online and 3 were hard copy responses.



### 4.1. Respondent Demographics

The following section documents the demographics of the respondents. This data was collated using the 'About You' questions in the questionnaire.

#### 4.1.1. Age

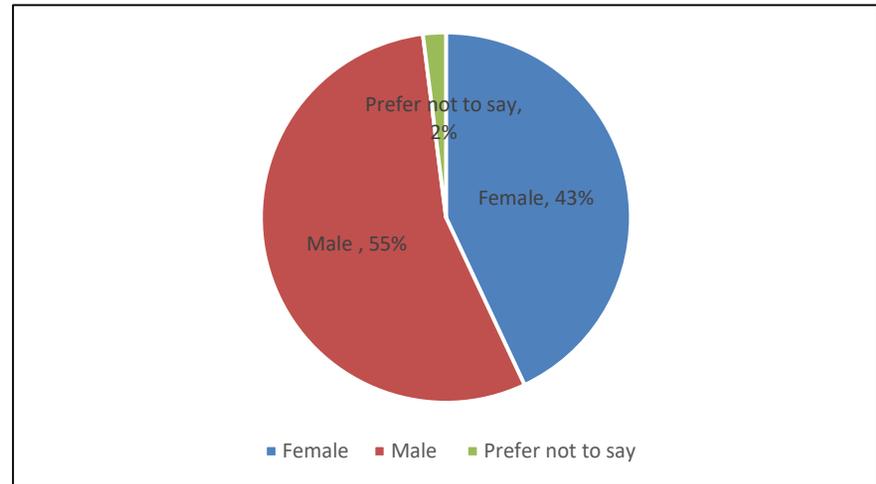
Figure 4.1 shows the distribution of respondents' age. A large proportion of respondents were aged between 35-49 year olds but also a large proportion were aged 50-59.

Please Note: sometimes the percentages of respondents agreeing or disagreeing with a proposal will not add up to 100%. This is because some of the figures have been automatically rounded up or down to the nearest percentage point. It is not a fault with the data.

#### 4.1.2. Gender

- 55% of respondents were male
- 43% of respondents were female
- 2% of respondents preferred not to state their gender.

Results shown in pie chart.

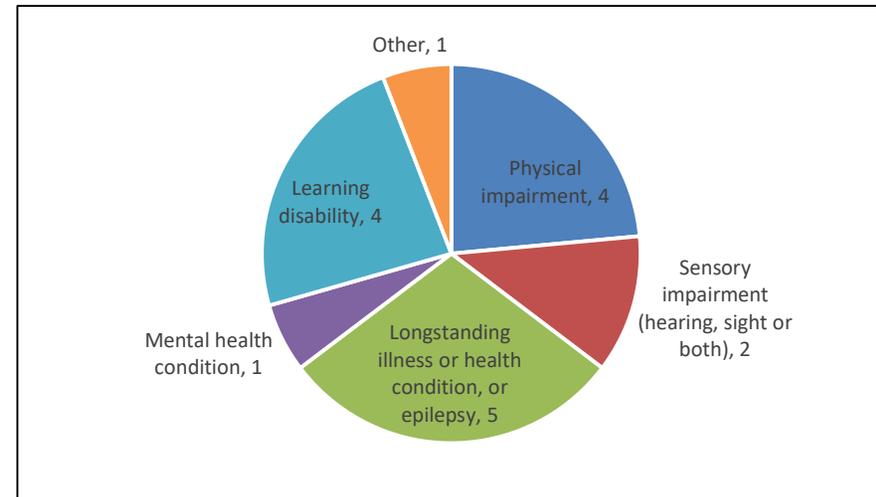


'Gender Respondents'

#### 4.1.3. Disability

- 85% of responded did not consider themselves having a disability
- 9% of responded did consider themselves having a disability
- 6% preferred not to say.

Of those that stated they considered themselves having a disability, the impairments that affected each respondent are shown in the pie chart.

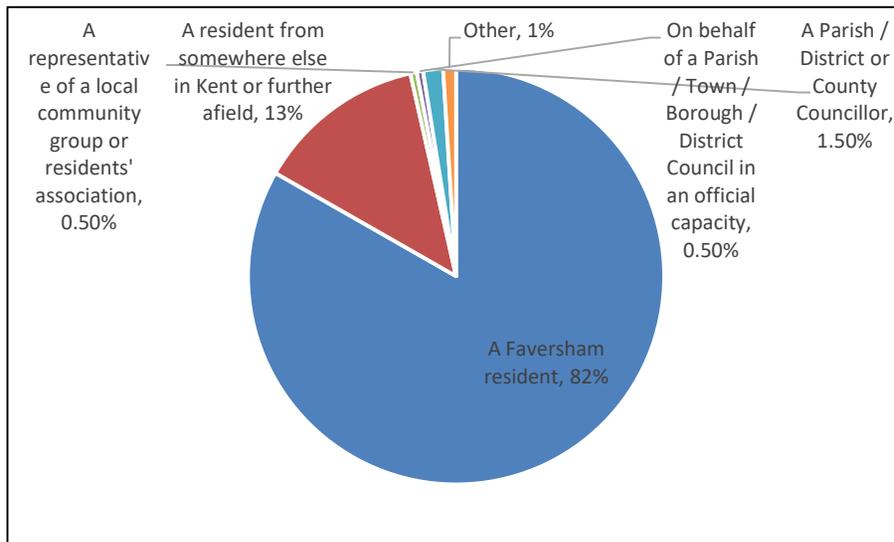


'Disability impairments'

## 4.2. Respondent Groups

### Q1. Are you responding as...?

The 195 questionnaire responses were analysed together to give an overall picture of the attitude towards the proposals.



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### Q1a. If you are responding on behalf of an organisation (local community group, residents association, Council, local business owner, charity, voluntary or community sector organisation)?

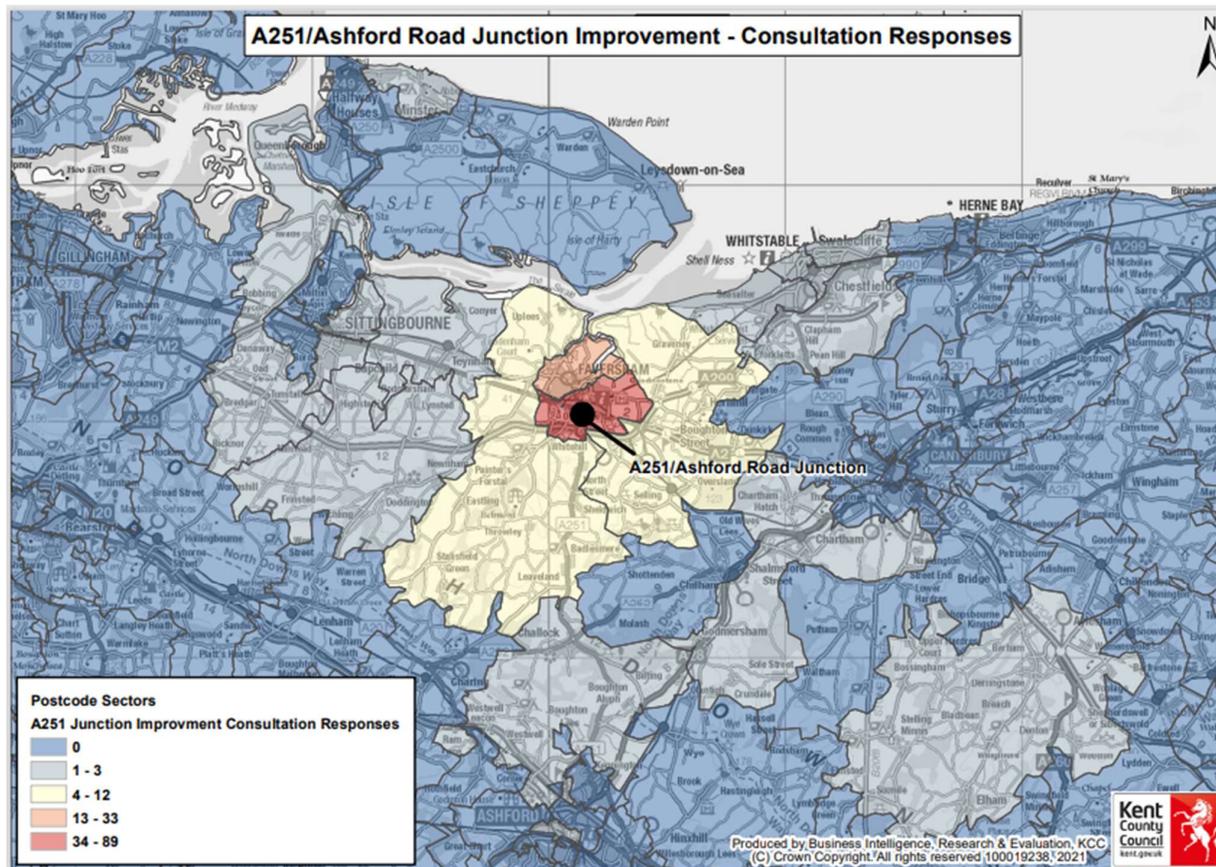
This question was answered 2 times.

### 4.3. Respondent locations

#### Q2. Please tell us your postcode?

The responses to the questionnaire were mapped to show where the respondents live. This was based on the postcodes given. The picture maps the postcodes of people responding to the questionnaire. These results show us that the vast majority of the people who took part in the consultation live in and around Faversham.

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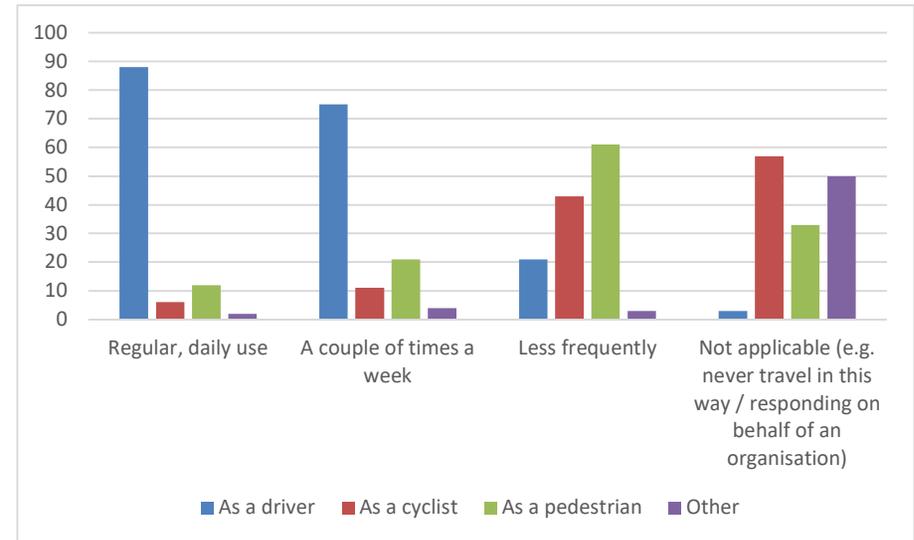


# Consultation Results:

## 4.4 Q3. Please tell us how you use the junction on the A251 Ashford Road and the A2 Canterbury Road in Faversham?

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	Regular, daily use	A couple of times a week	Less frequently	Not applicable (e.g. never travel in this way / responding on behalf of an organisation)
As a driver	88	75	21	3
As a cyclist	6	11	43	57
As a pedestrian	12	21	61	33
Other	2	4	3	50



#### 4.5. Q4. To what extent do you agree or disagree with the A251/A2Junction Improvement Scheme?

There were 195 responses to this question

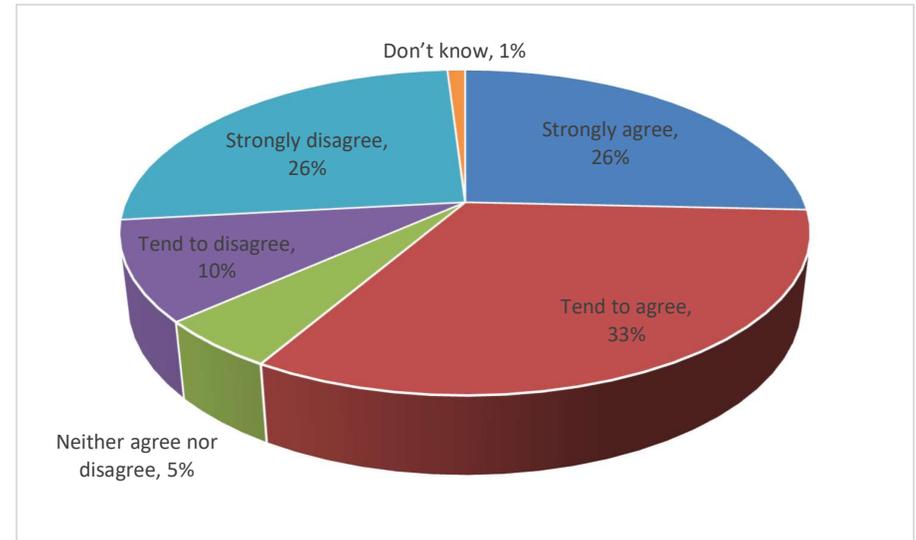
26% of respondents agreed

33% of respondents tend to agree

10% of respondents tend to disagree

26% of respondents disagreed

5% of respondents either did not know or did not agree nor disagree



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*"We need cycle facilities"*

*"Consideration needs to be given for traffic build up."*

#### 4.6 Q4a. Comments?

There were 182 responses to this question

17% of respondents had concerns at the cycle facilities had not been considered within the scheme.

2% of respondents were concerned that road users would use the side roads as a rat run to avoid queuing.

16% of respondents thought that a roundabout would be more beneficial in this area than a signalised junction.

5% of respondents thought that the design was poor and that issues would continue after the scheme had been implemented.

6% of respondents think that additional pedestrian crossings(near the school) and footways need to be provided

31% of respondents were general comments in favour of the scheme.

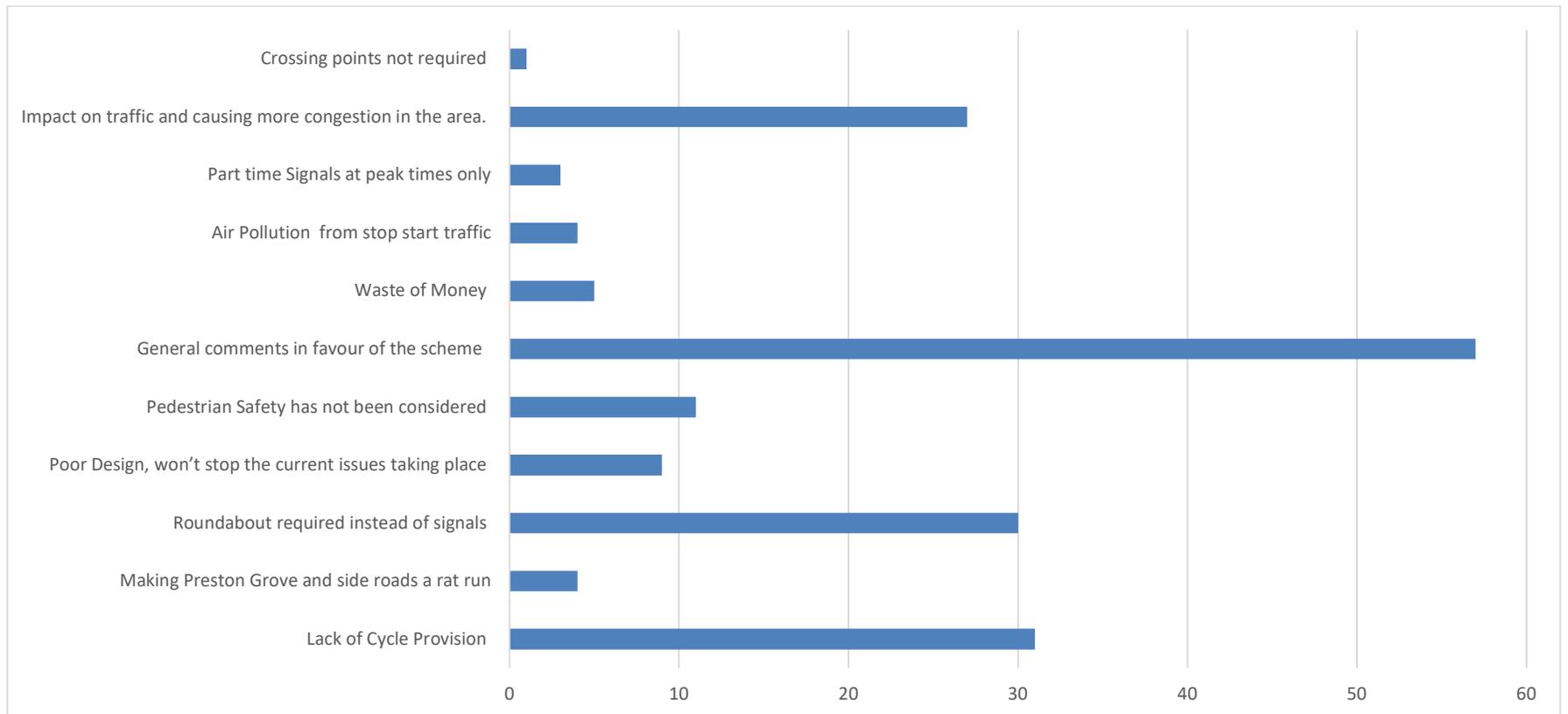
3% of respondents stated that the scheme was a waste of money and time.

2% of the respondents stated that air pollution would increase with stopping and starting engines.

2% of the respondents stated that the issues only took place at peak hours, therefore the signals were not required 24/7

15% of the respondents stated that the introduction of the scheme would cause tailbacks and congestion along the A2 and A251

Theme of comments	Number of comments
Lack of Cycle Provision	31
Making Preston Grove and side roads a rat run	4
Roundabout required instead of signals	30
Poor Design, won't stop the current issues taking place	9
Pedestrian Safety has not been considered	11
General comments in favour of the scheme	57
Waste of Money	5
Air Pollution from stop start traffic	4
Part time Signals at peak times only	3
Impact on traffic and causing more congestion in the area.	27
Crossing points not required	1



#### 4.7 Q5. Are there any other improvements to the design that you would like to see?

A total of 190 responses were received to this question, 140 Yes and 50 No .

#### 4.8 Q5a. Please tell us your suggestions on improvements.

There were 139 responses to this question

24% of respondents suggested the incorporation of a cycle lane along the A2

9% of respondents suggested more pedestrian crossing facilities in the area., especially near the school.

3% of respondents suggested additional footways need to be considered along the A2

23% of respondents suggested that a roundabout should be considered instead of a signalised junction.

7% of respondents were general comments in favour of the scheme.

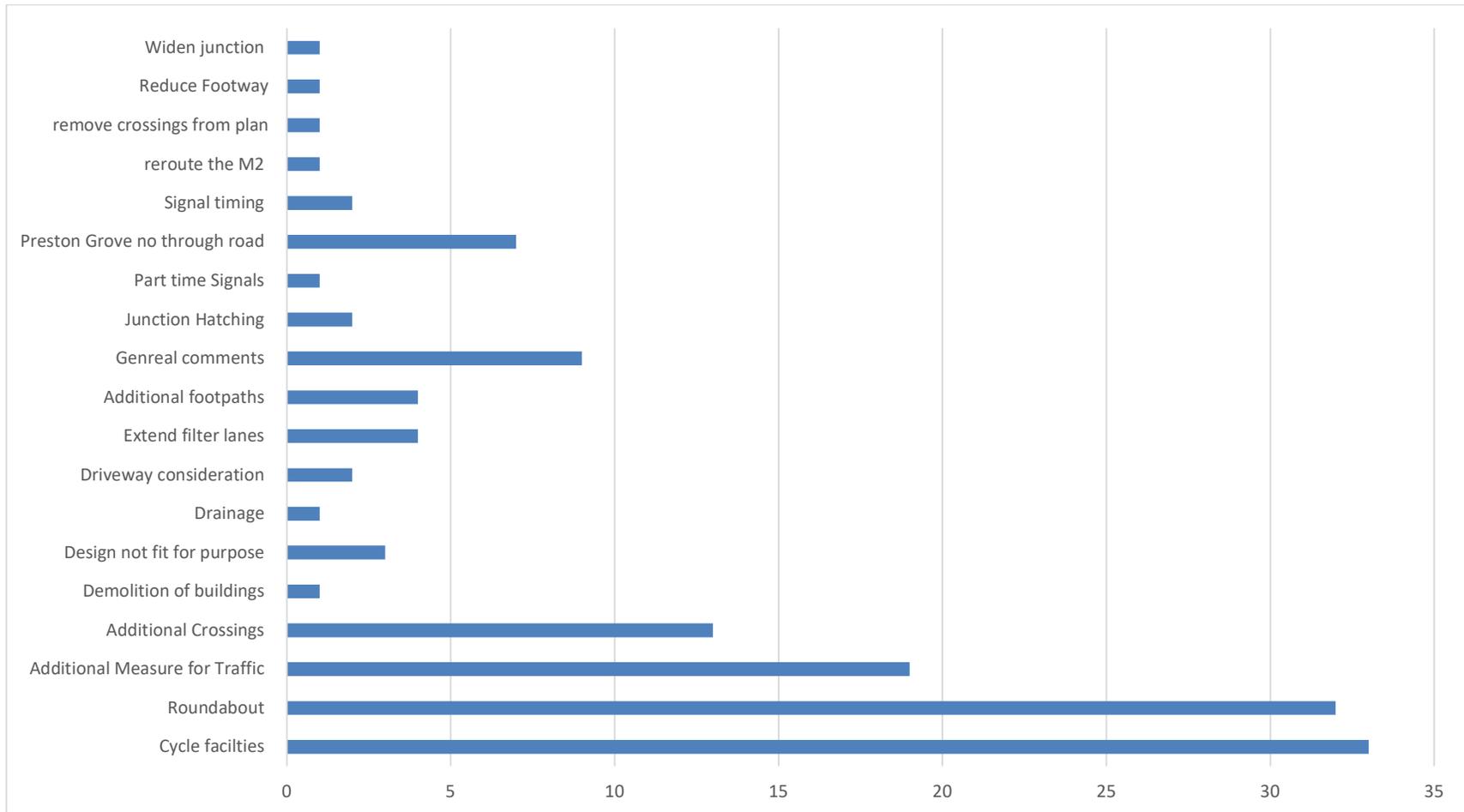
13% of the respondents suggested additional measures to assist traffic, creating longer filter lanes and introducing measures near the Mews to ease congestion along the route.

1% of the respondents suggested additional landscaping in the area.

4% of the respondents suggested making Preston Grove a no through road.

Cycle facilities	33
Roundabout	32
Additional Measure for Traffic	19
Additional Crossings	13
Demolition of buildings	1
Design not fit for purpose	3
Drainage	1
Driveway consideration	1
Extend filter lanes	4
Additional footpaths	4
General comments	9
Junction Hatching	2
Part time Signals	1
Preston Grove no through road	6
Signal timing	2
reroute the M2	1
remove crossings from plan	1
Reduce Footway	1
Widen junction	1
Landscaping	2

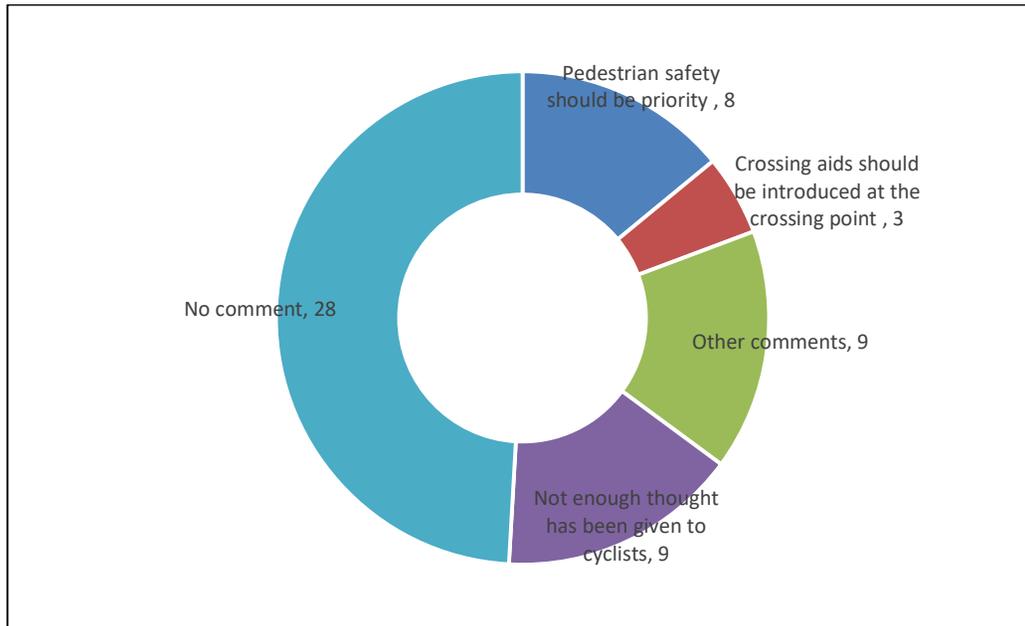
*\*Two of the responses received were not providing a suggestion on what was needed.*



**4.9 Q6 We have completed an initial Equality Impact Assessment (EqIA) for the proposals put forward in this consultation.**

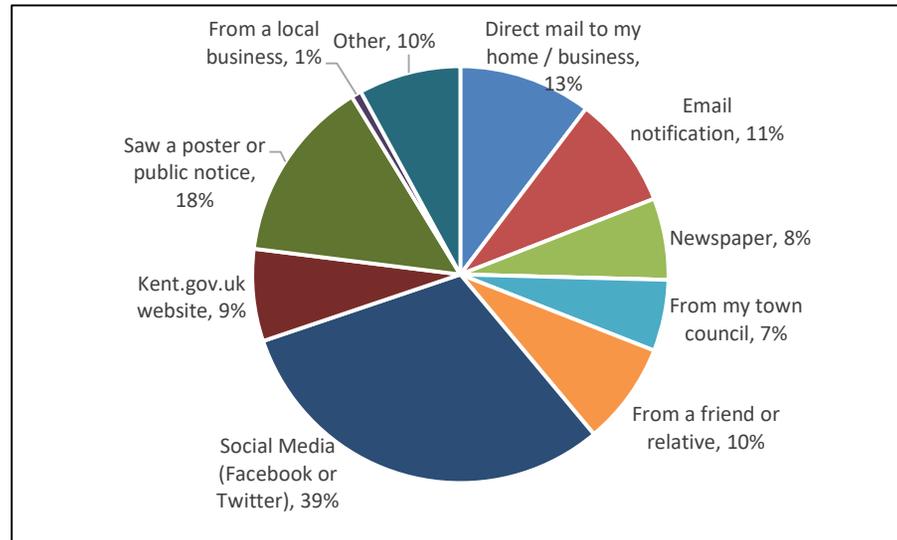
There were 57 responses to this question,

Theme of comments	Number of comments
Pedestrian safety should be priority	8
Crossing aids should be introduced at the crossing point	3
Other comments	9
Not enough thought has been given to cyclists	9
No comment	28



**4.10 Q7 How did you find out about this consultation?**

Direct mail to my home / business	24
Email notification	21
Newspaper	16
From the school	0
From my town council	13
From a friend or relative	19
Social Media (Facebook or Twitter)	74
Kent.gov.uk website	18
Saw a poster or public notice	34
From a local business	1
Other	19



### 5.9 Equality and diversity feedback

We analysed the feedback to see if it identified any specific potential impacts or issues for people because of a protected characteristic (age, disability, gender, gender identity, race, religion / belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities). The following issues were identified for people with a disability:

An assessment was carried out in this location and it was found that due to the SGN easement located on Abbey School land that we could only introduce a 2.5m wide shared footway/Cycleway within this area. As this is under the minimum requirement for a shared use footpath, we are unable to introduce this facility.

## Next Steps

Following the feedback from this consultation, the design team will be carefully considering points raised to establish whether further design changes are appropriate.

The Swale JTB will consider the finalised designs in March 2021 and the report will recommend progressing to construction. There are ecology issues to deal with in February due to the potential for nesting birds from March onwards. The JTB chairman and local councillors are aware of the final scheme and the need to remove vegetation prior to the JTB report.

This report is available on our website [kent.gov.uk/a251junctionimprovements](https://kent.gov.uk/a251junctionimprovements) we will send a notification to those who have provided contact details throughout the process, including stakeholder organisations.

<p><b>Question:</b> <b>Q4. To what extent do you agree or disagree with our proposed design for a signalised...</b></p>	<p><b>Question: Q4a. Please tell us the reason for your answer to Q4 in the box below:</b></p>
<p>Tend to agree</p>	<p>Would have preferred a roundabout including safe toucan crossings for cyclists and pedestrians, both east and west of the roundabout.</p>
<p>Strongly agree</p>	<p>Widening the carriageways will help traffic flow and traffic lights mean that everyone has equal waiting time</p>
<p>Strongly disagree</p>	<p>Light-controlled junctions cause unnecessary waits. The most efficient junction type is the roundabout, which would be ideal in this instance. Pedestrians could be routed over a bridge.</p>
<p>Strongly disagree</p>	<p>Traffic lights cause unnecessary delays. This is a junction which flows well during all periods of the day. The immensely ridiculous traffic lights recently installed on Brenley Corner have proved that more queuing now occurs and there has been no reduction in RTC's there as a result, indeed the level of collisions remains static if not more! Traffic lights are all too readily installed where they do not need to be. Have you actually physically attended this location over sufficient period of time to monitor traffic?</p>
<p>Strongly agree</p>	<p>Desperately need a safer option here both for drivers and pedestrians</p>
<p>Tend to disagree</p>	<p>The proposed crossing over the A2 is needed, but the road carriageway widening is not needed. The carriageway widening will:</p> <ul style="list-style-type: none"> <li>- Make it more difficult for pedestrians to cross the A251 Ashford Road, for example to reach the Abbey School</li> <li>- Increase capacity for motor vehicles by the process of induced demand. This is something that we should not be pursuing in a time of climate emergency with traffic pollution already damaging peoples' health.</li> <li>- Remove capacity from the highway that should be used for provision of protected cycle infrastructure, thereby further discouraging cycling at a time when it should be being encouraged.</li> <li>- Make turning right as a cyclist heading westbound on the A2 into The Mall more difficult, since now there is an additional traffic running lane to negotiate.</li> </ul>
<p>Strongly disagree</p>	<p>it will cause even more traffic build up at the mall. A roundabout would enable the traffic to flow more freely through the mall and on the A2. Although the initial impact during construction could cause issues the eventual outcome would be far more beneficial than traffic lights</p>

Annex 2 – Consultation response

Strongly agree	Turning right from the a251 onto the a2 is dangerous. You cannot see cars coming if there are cars waiting to turn right from the a2. It also takes ages to get out and causes queues on the a251. Traffic lights would be beneficial for all.
Strongly agree	It will make traffic flow easier and safer.
Strongly agree	The traffic during rush hour is really busy and turning right out of the A251 towards brenley corners is difficult and I've seen many accidents there during the the turning right
Strongly agree	It will prevent the build up of excessive traffic during rush hours particularly, which increases pollution. It will be safer for pedestrians to cross at the junction.
Strongly agree	The current turning is a choke point and not easy to enter/exit safely in traffic.
Strongly disagree	This will cause chaos, with traffic from The Mall coming out from Faversham trying to come out onto the A2 into a queue of traffic for the lights. At peak times drivers already on the A2 wont want to let traffic out from The Mall. A more sensible, long term solution to link the A251 and The Mall junctions is needed. Reroute the A251 so it runs behind the fire station, giving the fire station access onto it. This way the A251, A2 and The Mall becomes a cross roads, far more easily controlled by traffic lights. A junction like this would be infinitely safer, and far better prepared to handle the level of development currently ongoing, and planned, in and around Faversham. It would also allow for the creation of cycle lanes. The A251 itself is also in serious need of improvement, being dangerously narrow in places. If it were widened a separate cycle path could be created alongside it, making it an incredibly safe route to cycle/jog/walk. I strongly believe that a lot of people would cycle into Faversham if it were safer to do so.
Tend to disagree	There seems to be no thought of cyclists in this proposal. This is irrational considering the drive to improve cycling rates in the UK. As a public authority you also have the duty to take into account the health of the local population. You should be facilitating active travel.  At the very least there should be advanced stop lines at any and all traffic lights.  If widening the carriageway on the east side of the A2 Canterbury Road section in the plan, there should be consideration to widening the pavement to turn it into a shared use pathway to avoid what will be a busy junction. The same can be said for the A251 Carriageway as the junction is approached.
Strongly agree	Filter lanes a good idea to aid traffic flow; smart pedestrian crossings a bonus if a button is pushed and then not needed; traffic lights are needed at peak times to aid turning safely into A251 especially.
Tend to agree	Traffic at this junction has been a problem for a long time and the design seems to improve things for traffic turning onto the A2 from the A251.
Tend to agree	Any time there has been road works with traffic lights affecting this area, the traffic lights seem to improve the congestion.
Strongly agree	It seems to offer all that is needed and is good for pedestrians.

Annex 2 – Consultation response

Strongly agree	Unacceptable delays for traffic entering the A2 from the A251 during commuting hours and extreme anxiety of crossing the A2 on foot when there is heavy traffic on the A2
Strongly agree	<p>I strongly agree pedestrianised crossings should be implemented here and in every arising road consultation that occurs in future. Cycling and walking should be more emphasised in planning.</p> <p>This plan should account for cycling traffic and suggest how cycling lanes can be implemented into this current design or at a further date when improvement deemed necessary. The less costly option would be to implement further cycling lanes now.</p>
Strongly agree	<p>Having to cross the A2 to get to the A251 with 2 children and a dog is not a pleasant or safe experience. I fully support the measures and welcome their swift introduction.</p> <p>Could I request that consideration be given to the eastern footway on the A251 between the Fire Station and the A2 also receive some resurfacing, as this is not in a very good condition.</p>
Strongly agree	This junction is dangerous and unable to cope with increased traffic from new housing and retail and hospitality development in the immediate area.
Strongly agree	<p>The traffic is awful too often on this road. However, there is not enough provision for cyclists. When doing this work there should be a cycle lane put all along the side of the road from the Perry Court housing estate to this junction.</p> <p>You say "signalised junction", but it is unclear where you are putting traffic lights up - apart from the pedestrian crossing. Are there any for the junction itself? If there are no pedestrians, then it is nearly impossible to turn right from A251 onto A2, two lanes may ease this but not help the cars turning right.</p>
Tend to agree	Action was definitely needed for this junction even before any development took place. I personally believe a roundabout would be a better option as it keeps traffic moving, however that is not available so this will have to do. It's better than no action at all.
Strongly agree	It seems the most appropriate solution. It is tireless been stuck on the A2 towards Canterbury waiting for traffic to turn left. No one is patient and traffic does cut up
Tend to agree	The current situation is untenable. However, I would suggest a roundabout.
Tend to agree	Because at the moment it is a dangerous junction that creates pollution and congestion and unnecessary risk for everyone.
Strongly agree	It will resolve long delays at this junction.

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Tend to agree	It is a necessary improvement (either by lights or whichever way you decide) but it will impact significantly my ability to turn right out of my road (Preston Park). I rely heavily at 7.30-9am every morning on congestion at that junction to safely turn right. Cars go over the speed limit once they pass the junction and with the amount of traffic on the A2, including the parked cars by Salters Lane, it makes it difficult for users. Thought must be taken into consideration that users of Preston Park will be faced with lengthier delays until someone would be kind enough to let them out. Perhaps you could consider a keep clear box opposite Preston Park exit to ensure residents of the road have an opportunity to turn right when the left is clear?
Tend to disagree	I would make exiting the A251 left turn only and put a roundabout at the junction with The Mall.
Strongly agree	Very poor design will continue to clog up road system . No improvement on existing
Strongly disagree	Traffic lights will stop the free flow of traffic, will cause longer queues through town, A2 and A251 and increase the already poor air quality in this area.
Neither agree nor disagree	Some aspects of the plan are alright, but I can also see some very bad ideas in the proposal.
Strongly disagree	There is no provision for cycle safety built into the junction, with just a 'one liner' added into the consultation leaflet as to why not.
Tend to disagree	We are concerned that traffic from Faversham town centre wanting to access the A2, but unable to turn right at the end of the Mall, will instead use Athelstan Road to access the A2 via Kingsnorth Rd, Canute Rd or Upper St Anns Road. Athelstan Rd is already a rat run, but this increase in traffic will put pedestrians and pupils from both the Abbey & St Ethelberts schools at greater risk. A roundabout at the junction would, however, enable traffic to access both roads from all directions and crossings could still be used to help pedestrians cross safely.
Tend to agree	overall improvement - difficult junction to 'solve'
Strongly disagree	Traffic lights are not needed at non peak times and will just slow journey times down at non peak times. I would favour part time signals only in during peak times.
Strongly disagree	I don't think any improvements made to this junction will help ease congestion. There is just too much traffic using the junction to go into and leaving Faversham. It will be a complete waste of money. Instead, why don't you spend some money improving the appalling new roundabouts on the Ashford Road and the Western Link Road. In my opinion the only way to ease congestion is to build a link road from the roundabout at the end of the Western Link Road round to the A251 / M2 junction 6.
Tend to agree	One thing the a2 needs quite near the junction is a proper pedestrian pelican crossing. Is one included in the proposal with the lights.
Tend to agree	I feel a roundabout with a disabled friendly bridge would be much safer than what is proposed
Tend to agree	I feel that the introduction of this highway improvement would not only help the flow of traffic but also reduce the speed of traffic passing this junction which at times is both invasive and dangerous.

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Tend to agree	A large roundabout would be a better option
Tend to agree	The junction badly needs improvement. However, for much of the day and night it is fine. A roundabout would keep traffic moving more.
Strongly agree	
Strongly agree	Signals Williams it easier to turn right onto the A2. Traffic will flow smoothly turning left.
Tend to agree	This improvement is long over due. My concern with the traffic light junction is it may only be beneficial at rush hours, slowing traffic the rest fo the time. The improvement is needed but it needs to be in junction with other improvements. Particularly the junction with the mall and the school. The opportunity to provide additional capacity via through routes within the perry court development was a missed opportunity, led by short term developer led thinking.  The arrow signs on the proposed plan dont make much sense 2 onward lanes from each direction, but merging into turning for mall over a very short distance.
Tend to agree	Don't think the left turn filter lane onto A251 is necessary. Congestion will be increased the other side of Faversham by Water Lane turning.
Tend to agree	Traffic turning right onto the A2 and similarly turning right onto the A251 is extremely difficult and usually queued - would definitely reduce the queues in the morning however the concern is that this will have a knock on effect for traffic travelling from Brenley roundabout, traffic turning right onto the A2 from Love Lane and traffic turning right onto the A2 at Ospringe
Tend to agree	It is certainly a better solution than a roundabout. As a regular cyclist, in my view it would have been very desirable to accommodate a cycle lane as it will remain dangerous for cyclists. There is also the sheer volume of traffic to accommodate which leads me to doubt whether any solution would actually ameliorate the issues at this junction. However, given the circumstances, this plan might represent the only compromise possible.
Strongly agree	It looks as if it will go a long way to solving the issues with this junction. I particularly like the additional lanes and proper pedestrian crossing (there should be another one, a bit further west along the A2).
Strongly agree	It will help alleviate the traffic jams at peak times.
Strongly agree	
Tend to agree	
Strongly disagree	Whenever traffic is stopped on the A2 (eg signals for roadworks) the tailbacks are terrible. I think this will cause additional congestion and will add time to my journey out of and into town.
Neither agree nor disagree	Fails to deal with the area as a whole. Improving top of Ashford Road for pedestrians of limited value if top of the Mall is not included as well.
Tend to agree	Much needed, particularly given the new housing in the area and poor pedestrian access to town from the motorway side of the A2.

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Tend to agree	
Strongly agree	It seems a sensible way to improve the, at peak times, horrible congestion.
Strongly agree	this junction is an absolute nightmare
Tend to disagree	Proposed system offers limited provision for cyclists, it does not solve the issues of the Mall A2 junction and fails to provide pedestrian access on the south of the A2 for residents using the crossing to access the secondary school and nursery. If additional provisions are put in to enable pedestrian and cyclist permeability then the proposal would be acceptable.
Tend to agree	I am in support of the traffic light system to ease congestion, but I worry that, as a parent with 2 children at The Abbey School, there is still not an adequately safe way for the children to cross the road. It is also almost impossible for people with pushchairs or wheelchairs to cross safely. On numerous occasions I have had to carry a pushchair over the bridge which is dangerous in itself. It seems ridiculous that all this money is being spent and all these changes are being made and yet there are no apparent plans to improve the safe crossing for children.
Tend to agree	Increased traffic would make turning right extremely difficult. Traffic lights help to vary/ control the flow
Tend to agree	The junction currently has no controlled flow which is needed
Neither agree nor disagree	Clearly something needs to be done at this junction, and the proposals go some way towards solving the issue. However part of the problem has not been addressed, and in some ways the proposals could lead to further issues.  The proposal appears to be silent on traffic going into and coming out of The Mall (B2041). This road is difficult for pedestrians walking alongside the A2 to cross. Also, at busy times vehicles frequently build up here waiting to join the A2, sometimes back to the railway bridge. If traffic is being held by signals on the A2, is the a possibility this situation could become worse as traffic already on the A2 would form into a long uninterrupted line. In respect of the proposed new filter lane from the A251 onto the A2, is there not a danger that vehicles will use this lane and then attempt to cross over a line of moving traffic in order to turn right into The Mall (B2041). If so this could lead to delays and accidents. Has any consideration been given to making the A251 left turn only onto the A2? It is particularly difficult to turn right from here onto the A2 and traffic wishing to access places like the Recycling site, football ground etc could be directed to the M2/Brenley corner or a reconfigured part one way Salters Lane for light vehicles.

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<p>Tend to disagree</p>	<p>Your proposal states that 'Consideration has been given to providing shared use or a segregated cycleway at the junctions however there is insufficient space to achieve this.'</p> <p>As usual, it seems that the needs of cars are being prioritised over those of cyclists. This seems irresponsible given the current environmental crisis. As a cyclist, I'm currently unable to use the A2 and Ashford Road because it is too dangerous. I'm deeply disappointed that the new housing development around Faversham are making people more car dependent by inadequate provision of designated, safe and properly deigned cycle lanes.</p> <p>The provision of a pedestrian crossing is good, but it is not enough, given the serious ecological problems our community, and the wider world, are facing.</p> <p>Please make more room for cyclists!</p>
<p>Neither agree nor disagree</p>	<p>I am not sure that traffic signals will ease the congestion. Signals always cause more congestion in my opinion. Take a look at the signals on the old roundabout in Sittingbourne by McDonalds. Homebase etc. The original roundabout kept traffic flowing continuously and never had congestion, the lights have caused huge tailbacks within this area.</p> <p>I expect as a resident of the Ashford road that I will spend a lot of time trying to get off of my drive when traffic is stationery due to signals. Currently I can spend over 5 minutes when traffic is at its worse with many days having to turn against my direction of travel to get to the A2 and the M2 or Salters Lane.</p> <p>In addition the drainage down the road is appalling since the road closure for the new estate a few years ago, the drains are now blocked with building debris and as a pedestrian we are drenched to the skin by the time we get to the A2 as the path is no where near wide enough for safety or walking with a pushchair and second child. Lorries mount the path daily, cars and vans park on the path making it impassable. Any residential overgrowth will also push your nearer to the kerb. Traffic does not keep to the speed limit and I have had near misses on a weekly basis.</p>
<p>Don't know</p>	<p>I am a school student and I am unsure how signals will work but accept something needs to be done for my safety.</p> <p>I am strongly agreeing that a crossing for pedestrians is essential.</p>

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Strongly disagree	<p>Signalised junctions have a tendency to hold up traffic especially when things are quieter. Also if there is a pedestrian option as well queues will be horrendous at peak times.</p> <p>Traffic will struggle to get out of the Mall.</p> <p>Roundabout is best round the clock option. Don't think the impact of the school and new housing have been considered by anyone with local knowledge.</p> <p>EFFECTIVELY IT BOILS DOWN TO THE FACT THAT ANOTHER ACCESS TO M2 IS REQUIRED URGENTLY BETWEEN FAVERSHAM AND SITTINGBOURNE. INCIDENTS HAPPEN ALMOST DAILY AFFECTING PROGRESS OF MOTORWAYS IN KENT AND THAT STRETCH OF M2 IS TOO LONG.</p> <p>FACT!!</p>
Strongly agree	Traffic control using lights will give motorists opportunity to exit or enter roads without creating congestion problems
Strongly agree	Traffic is terrible at this junction. I have often sat in traffic to get onto the A2. I will not turn right at the junction as impossible to do so.
Tend to agree	This particular junction is very busy on most days from 07:30- until 20:00, is becoming more and more of a bottle neck, what with the ever increasing local population, plus a lot of mainly foreign HGVs, plus school traffic and locals going about their daily lives; and an improved junction layout and control if properly managed is to be welcomed.
Tend to agree	There is no provision for cyclists, which is vital to encourage non-car traffic to/from the new developments and beyond
Tend to disagree	<p>As usual no provision for cyclists. On the planned layout to actually turn into the Mall the cyclist has to get into the right hand lane on the Ashford Road and keep in that lane to turn into the Mall. The traffic lights will help but if the cyclist is in the left hand lane (in times of heavy traffic it is dangerous to get into right hand lane) you have to-cut across left turning traffic To get into the Mall lane. There should be a bike lane from the new development roundabout to the new traffic lights and the traffic lights should have a bike priority light so that cyclists can get away first and move into the correct lane. This should be for turning right as well.</p> <p>This is particularly dangerous for children if they are trying to cycle to school having to compete with cars and lorries on two very busy main roads. The new housing and commercial developments on the Ashford road are going to increase traffic and pollution which will be made worse if no provision is made for alternative transport.</p> <p>Cyclists are again being forgotten again at a time when we are supposed to be encouraging exercising for our health and using cars less to reduce pollution to help alleviate the effects of the corona virus.</p>
Strongly disagree	The level of car fumes will rise in the area with the stop start of the vehicles and blight folk who live in the houses nearby. During lockdown it was bliss, no fumes and easy access. Wonderful cycling too.
Neither agree nor disagree	Put some temporary traffic lights up and see if it works, before spending millions on something that does not work/ will make matters worse.
Strongly disagree	There is no provision whatsoever made for cyclists' safety.

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Strongly disagree	There appears to be no consideration of the danger when turning right from The Mall onto the A2 towards Sittingbourne. This junction is more dangerous than turning onto or from the A251.
Strongly disagree	<ul style="list-style-type: none"> <li>* The plan doesn't consider the knock on effects of traffic exiting The Mall (50metres away from the intersection in question).</li> <li>* The impact to traffic in either direction along the A2 would eventually necessitate similar traffic lights at other intersections such as The Mall, Brogdale Rd and Love Lane.</li> <li>* Any plan must consider the nearby intersection with The Mall, a major entrance and exit to the town. The junction with the A251 can not be considered as an isolated solution to the traffic issues in the immediate vicinity.</li> </ul>
Tend to agree	Still think a roundabout would be more efficient.
Strongly agree	Ease of traffic flow. Positive pedestrian additions. Lane demarcation modification.
Strongly disagree	<p>This should be a roundabout not a set of traffic lights. A roundabout will help flow. Lights will cause tailbacks as they do at the A28 A 2 junction in Wincheap.</p> <p>However. It is clear you intend putting in lights as its probably cheaper.</p>
Strongly disagree	As you are aware all works on this junction are affected by Brenley corner roundabout until the problems with the M2 exit to join the A2 to go to Dover or The channel are addressed all road works here are a waste of Time and money.The proposed 5000 plus houses on the A251 andA2 will cause Faversham and its surrounding villages to become a permanent car park .You are very aware of these problems and still allow over development on major access roads causing hospitals serving east kent to be almost unreachable .
Tend to disagree	traffic lights hold up flows of traffic at all times, whether its busy or not
Strongly disagree	traffic lights should be only on during peak commuter periods it will stop the free flow traffic that occurs fine during non peak periods. E.g. the proposal fixes and issue that only occurs for 1hr at commute peak times. It will have a negative effect for the remaining 22hrs of the day
Strongly agree	
Tend to agree	Its fine, but could be so much better. A roundabout would be better. Joining up more effectively with the junction at the mall would be better as the traffic turning there will still get jammed up and then cause problems at the traffic lights. The pedestrian crossing is great. The poor priority of pedestrians (not all pavements will be widened) and cyclists (no dedicated lane) is disappointing. We should, especially now, be prioritising people and cycles and make it easy and safe for people to leave behind their cars for local journeys. I appreciate this junction is used heavily for longer journeys but the new housing estate means lots of extra pedestrians needing easy access to town and schools. Can I also suggest taking note of invisible women by Caroline Criado Perez, especially chapter 1, and then review the EIA.
Tend to	

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agree	
Strongly agree	I feel that this is a sensible proposal which will be good for Faversham. It will also allow for there to be improved traffic flows. If there is additional housing granted it will also allow for this to be incorporated.
Tend to agree	You say you have considered bike lane but not enough room surely The need is to make room, buy some more of the land. All traffic improvements must include cycle lanes. Not to do so is plain wrong for everyone and the environment.
Strongly agree	The proposal seems the best solution to the current problems for car drivers and pedestrians.
Strongly disagree	The junction of A251 and A2 has to be planned in connection with what is happening at The Mall junction otherwise traffic will be backed up to Love Lane in one direction and Ospringe in the other for a few hours a day. The flow of traffic into and out of The Mall onto the A2 needs to be managed. Also the difficulties of crossing The Mall near the A2 on foot should be considered. The A251 will become far busier with the extensive Perry Court housing development and the new Aldi. Plainly it is astonishing that a second road was not enforced to run alongside the M2 from the A251 to at least Brogdale Road and preferably to the Western Link roundabout taking much of the traffic away from the town and the A251/A2/The Mall junctions which in a years time will be horrendous. Very poor foresight and planning!
Tend to agree	Not sure that the "turn right lane" from the A2 into the A251 with the proposed filter signal will be sufficiently long enough to cope with the volume of traffic at peak times coming from the Ospringe direction.
Strongly disagree	Traffic lights are proven to cause crashes and slow down traffic, put in a round about and remove the ugly houses that shouldn't have been built if you have to. Also reduce future traffic by not building extortionately priced poor quality housing. Also your sign asking for feedback is in a place that will cause accidents especially given the Website small font and incorrect web address...
Tend to disagree	Most of the delays at the junction are caused by drivers queuing to get into The Mall. Your design completely ignores this road. Traffic will still struggle to get into and out of The Mall. Because of the short distance between The Mall and the A251, there is insufficient room for Eastbound traffic on the A2 trying to turn right onto the A251. This means traffic trying to continue eastbound on the A2 will still be delayed. The junction between A2 and A251 should be moved to opposite The Mall to incorporate it as a 4 way junction
Tend to agree	The junction currently has long queues in rush hour partly due to vehicles trying to turn right out of Ashford Road.  Will the traffic lights be intelligent so that they won't be red if there are no other vehicles near the junction?

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Neither agree nor disagree	My answer is based on my assumption that the plan is now in place and costed so that any changes suggested by this consultation process will probably not happen. The plan as proposed is good, however I can see no provision for the safety of cyclists, nor any mention of cyclists in the documentation. Given that the current government seem to be pushing for more cycling and cycling lanes etc the lack of any thought for them in this proposal seems ludicrous. Surely they should be accommodated for?
Strongly disagree	This design completely neglects the needs of cyclists , and probably makes it more dangerous for them .The funding has largely come from developments to the South of the A2 in Faversham . If the residents are using this junction , they are probably heading into Faversham which is well within cycling distance and relatively flat. Creating cycle lane appears to have been rejected which seems incomprehensible when widening of the carriageway is being contemplated . The shift to active travel is referred to time and time again in KCC policy documents , but if it is going to mean anything more than pictures of cyclists on the covers of reports, then choices have to be made , and this is a prime example of the needs of motor vehicles being prioritised over cyclists. This design fails on many levels when measured up against the recent local transport note (LTN 1-20) .
Strongly agree	It can be very difficult and potentially dangerous, at certain times of the day, to turn right from the A2 to the A251 or from the A251 to the A2
Strongly disagree	<p>The proposed changes will just encourage more motorists to use the A2/A251. Within a few years the levels of congestion and pollution will be back to their current levels.</p> <p>At a time when the government is encouraging people to walk and cycle more it is disgraceful that there needs have been so casually dismissed. Money wasted on this scheme could be better used for making journeys by bike and foot safer and more convenient.</p> <p>The Equality Impact Assessment states that 'Consideration has been given to segregating cyclists and pedestrians however there is insufficient space to achieve this'. But not insufficient space to provide additional traffic lanes.</p>
Tend to agree	Most of the proposal would make my experience of this junction better, except as a cyclist.
Tend to disagree	<p>I am concerned at the knock on effect to the adjacent junction A2 with The Mall caused by traffic queues.</p> <p>The scheme General Arrangement drawing does not show the full extent of the scheme - where does it tie-in to the A2 at the western end and eastern end? What impact will this have on existing street lighting and what new lighting is proposed - none is shown?</p> <p>The proposed pedestrian crossing to the east of the junction is off the main pedestrian desire line.</p> <p>A lot of HGVs use this junction, with 2 narrow lanes at the northbound stop line of the A251 both left and right turning movements look tight and will reduce the capacity of the junction with slow movements clearing that stop line.</p> <p>Please clarify what signage is planned as none is shown</p>
Strongly agree	Very busy and dangerous for pedestrians and cyclists, particularly with new housing estates.

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Strongly disagree	This is a ridiculous waste of money. The problem is not the junction but that the A251 is in the wrong place. It goes through a number of villages and hamlets, it carries traffic which is quite unsuitable for the type of road it is and much of the traffic using the A251 is not going from Ashford to Faversham but from Ashford to the north Kent coast. The money would be better spent on a new route which meets this desire line. As a suggestion there is an obvious route from Chilham to Brenley Corner using the line of New Cut Road from Chilham to Oversland which, with a short new section of road from Oversland to Brenley Corner would connect the A28 to the A299. The A251 could then be downgraded. Kennington, Boughton Aluph, Challock, Badlesmere, Leaveland, Sheldwich and North Street would be relieved of heavy traffic and the KCC would have significantly less highway to maintain to A road standard.
Tend to agree	Though the design falls short of providing the increased cycling and pedestrian facilities that would be desirable, it does in part provide a deliverable solution to some of the junction issues.
Strongly agree	At busy times, that junction is very congested.
Tend to disagree	I think a roundabout would allow for traffic to keep flowing from all junctions
Strongly disagree	Most of the proposed changes are unwelcome as formal lights will create greater congestion. Currently there is a high degree of common sense and courtesy exercised with drivers avoiding blocking the junction at peak times. If lights are introduced it will risk gridlock with the interaction with the main turning in to Faversham and the station. Widening the Fire Brigade entrance/exit is just wasteful and unnecessary. The only element that may be worthwhile is widening the junction to have two clear lanes for the left turns as that should help segregate the directional flows. The danger of these type of schemes is that they sound great but you end up having to spend much more money in the end on surveillance etc which I think the British people have had enough of.
Tend to agree	I totally agree that something needs to be done with the junction; however I remain concerned about traffic flow to and from the Mall, which needs to be addressed. Often, the junction is hampered because of the volume of traffic trying to turn into the Mall and by queuing drivers trying to turn right onto the A251. I am fearful that the proposal may not address this as well as the other previously proposed roundabout.  A suitable pedestrian crossing is also vital.
Strongly agree	A traffic signal system is the safest way to control traffic. A roundabout slows traffic but does not stop it, plus the footprint requirements would be far greater than a signal junction.
Tend to agree	It will hopefully alleviate traffic delays in the area, however the scheme does not address pedestrian safety while crossing The Mall
Tend to agree	More capacity at the northern end of the A251 Ashford Road allowing an easier left turn.

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Strongly disagree	<p>The additional lane space north on the A251 and west on the A2 looks to be no more than about 6 car lengths which is insignificant given the current traffic levels, let alone with new housing in the immediate area.</p> <p>With the addition of traffic light control and pedestrian crossing control congestion westerly and northerly during rush hour is likely to be at least as significant as is current, the addition of a longer feed in lane on the west bound carriageway likely to do little to ease pressure without considering ingress and egress Abbey School traffic.</p>
Tend to agree	<p>Turning right from the Ashford Rd. is dangerous at peak times and almost impossible unless someone lets you out, so this will be easier. It does not solve the problem with the queuing turning right from the A2 into The Mall or from the A2 turning right into the Ashford Rd., it only takes 4 vehicles to fill each of the lanes, then the traffic will block as it does every day at the moment.</p>
Tend to agree	
Neither agree nor disagree	<p>Traffic flow at this junction must be improved. Ideally I would have preferred the new Dutch style cycling and pedestrian friendly roundabout as per Cambridgeshire. However if that isn't possible Toucan crossings on each arm of the crossing should be considered, not just the eastern arm. Local and national policy is/has changed to cycling and pedestrian friendly schemes, please do not miss the opportunity here.</p>
Tend to agree	<p>Traffic management is required at this junction however, I cannot see any plans for dealing with the knock on effects to other junctions along the A2 especially The Mall.</p> <p>There is also the potential development in Preston Fields where the access to this new estate is likely to be opposite the Preston Park turning. Additionally, The Orchards development access will be on or close to the A2 slip road to the A251.</p>
Tend to agree	<p>There is a need to ensure the junction of the A251/A2 is upgraded to prevent congestion and allow the delivery of employment and affordable housing nearby.</p>
Tend to agree	<p>At certain times of day the traffic gets very congested at this junction</p>
Tend to agree	<p>something needs to be done as this junction causes gridlock around the town particularly at rush hour or if there's road works or an accident somewhere</p>
Tend to agree	<p>At the moment the traffic heading down the A251 onto the A2 isn't too bad but once the schoolchildren go back, this road actually becomes a nightmare. in the mornings, I have to try and get onto the A2 and sit there until some kind soul lets me out and coming home from work, I can be queuing on the slip road to come off the M2 - would assume this is going to get worse once the Perry Court site is finished</p>
Strongly agree	
Tend to agree	<p>Would a roundabout not work better?</p>

Tend to disagree	Traffic lights will always halt traffic causing pollution and queues. Roundabouts offer freer flows especially at quieter times, therefore less queues and less pollution. They are also safer. They do take up more space and cost more money initially but use no electricity in the long term. How will these lights affect traffic approaching from the Mall? It will be held up by the queues at the lights creating more pollution. Also no new scheme should be allowed to go ahead unless provision for cycling is made. If this means buying more land, then so be it. This scheme is a short term fix. The new housing in the area should also have only been built AFTER the issues of this junction had been resolved.
Strongly agree	
Tend to disagree	I think there should be a roundabout or traffic lights at least. A roundabout is needed far more there than further along the A251 where youve built a brand new one.
Tend to agree	Should improve traffic flow from A251 onto A2, and reverse. Will also provide better crossing facilities for A2 and slow traffic along A2 through Faversham
Strongly disagree	This doesn't take into account the difficulties of navigating this junction for a cyclist. This would have been a wonderful opportunity to provide a shared path which would encourage more cyclists to use this road and therefore reduce traffic numbers. By creating a shared path which starts prior to this junction (from both directions) you would allow cyclists to remain free from traffic and then use the pedestrian crossings (these should be Toucan) in order to turn right in safety. Recent work at the nearby Brenley Corner roundabout has allowed cyclists to navigate this part of the A2 so it is unfortunate that this 'good work' has not been carried on further along the same road.
Strongly agree	Very dangerous pulling out from A251 going right towards love lane. Ive had so many near misses from all sides. It needs doing ASAP before there a major crash
Strongly agree	Traffic often gridlocked. Thus has been talked about for years and with new housing act NOW
Tend to agree	The proposal is only good for Motor Vehicles. All arms should have pedestrian crossing points and cycle priority in line with Government, Kent County Council, Swale Borough Council and Faversham Town Council's publicly announced priorities following the Covid Pandemic, and the Climate and Biodiversity emergencies declared in this area.
Tend to agree	Don't see the need for a push button pedestrian crossing.
Tend to agree	Mostly agree. Although living on Preston Grove, the new turn left at end could be problematic.
Tend to agree	It is a busy junction and difficult to come into to the A2, especially right which I would avoid at all costs. If I needed to head right up the A299 towards Brenley corner I currently head down the M2 to Brenley corner and back again or turn left onto the A2 and then through the town
Strongly disagree	Just widening the junction will not improve traffic flow?! There would need to be traffic lights or an extended roundabout incorporating A251, A2 & The Mall! There will still be queues along A251 & The Mall waiting to join The A2?!
Tend to agree	Was concerned about traffic lights slowing traffic progression but like the turn left constant flow options with proposed new lanes

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Strongly disagree	This will cause utter chaos in the area. Firefighters on call will not be able to get to the fire station when pagers alert them at home, meaning the town will be less safe for residents.
Strongly disagree	<p>Using this junction, and the entirety of the A2 in its journey through Swale, when KCC or Highways England adds traffic lights to junctions for seemingly little reason, traffic always increases. KCC have an addiction to traffic lights blighting our towns. Adding traffic lights to this junction will not improve safety; will not improve capacity; and will only increase the traffic levels on a road that already comes to a stand still when KCC have placed a sign poorly to much in the middle of the road in your poorly signed diversions. For the past 431 days, I have not had a single day on the this route with there being no traffic lights and traffic free.</p> <p>I STRONGLY oppose the changes to this junction as KCC and their contractors do not have a track record of implementing traffic light junctions well with much consideration.</p> <p>I would STRONGLY be FOR a roundabout junction.</p>
Strongly disagree	It will gridlock the London road and on call firefighters will not be able to get to the fire station in the 5 minute turn out a roundabout would be a better plane . Why risk lives .
Strongly disagree	<p>This will prevent natural traffic flow. Traffic will struggle to get out of The Mall, despite the box junction when the log jts change traffic will push along the A2. It will also prevent the Firefighters being able to get to the Fire Station.</p> <p>A big long roundabout wod allow traffic to flow better.</p>
Strongly disagree	The plan should put a) pedestrians and b) cyclists at its heart. The county council should be discouraging polluting and fuel-burning travel. The A251 is already a danger, with lorries hurtling along it. We need NARROWER roads to discourage speeding and more (and better placed) pedestrian crossings, pavements and dedicated cycle lanes as a priority - not an afterthought. This plan is the opposite. It will result in a huge tarmaced expanse where the car and, particularly, the lorry, is king: no consideration for people or nature.
Tend to agree	When returning from work on the Ashford road from the M2, the traffic builds significantly and is made worse is someone is turning right. Therefore, widening the road will help. However, overall I think having a no right turn would be more beneficial as people needed to access Love Lane etc. could go down to Brenley corner - splitting the traffic burden.
Tend to agree	All looks good but should be extended to including turning right into Faversham with calming measures and island to slow traffic down coming east in A2.

Annex 2 – Consultation response

Tend to agree	I believe it is the best option if this is all budget allows and no more land can be gained through compulsory purchase to provide for other options. My worries are that the feeder roads off the Mall are going to be used more as "rat runs", Nelson Road is far too narrow and will be used as a bypass to get to Preston Grove and then to avoid the traffic lights, Athelstan, Canute and Kingsnorth will all be used more at busy times to avoid waiting at lights, but the biggest worry is turning right out of the Mall onto the A2, and turning into the Mall, how are these traffic queues going to be crossed especially at busy times with cars queueing for the new light junctions, its hard now, unless yellow hatched boxes get inserted which could solve the issue.
Strongly agree	Safety
Neither agree nor disagree	I am not sure it really addresses the problems. The traffic cuts through town and comes up at the Mall to avoid traffic, which in turn backs up the A2 for a long way. This will not improve that at all. This will improve getting out of Ashford Road but will not improve the functionality if A2. Faversham desperately needs this route to be free flowing all the time to keep traffic out of the town and I dont think this will cut it unless you make it harder for traffic to come out of the mall and stop the cutting through. You can queue for ages on A2 while everyone lets out the side road but it causes a massive back up, which in turn encourages the use. I like the traffic lights idea but it should only be at peak times. In normal traffic there is no hold up to warrant the lights.
Strongly disagree	A251 Ashford road  Regarding the proposed alterations/improvements to the junction of Ashford road and London road Faversham. As a local Ashford road resident I would like to pass comment on this. This junction has always been an issue. Now more than ever. it is worrying to think what it will soon be like. To try to enter or exit this junction. As the new houses and superstore come close to being used. Adding to this often gridlocked area. We know from past experience traffic lights DO NOT work here. Last time they were trialed it was awful. Traffic backed up in every direction. It is not an option. Is it not Common sense. To re route this end of Ashford road to travel along the rear of the fire station to a new roundabout. Positioned on the A2 At the top of the mall. This to me is the only viable option to resolve the ongoing junction issue. If a roundabout be constructed here. it would provide direct access onto it from. The mall. Both directions of the A2. And the new short section of Ashford road along the rear of the fire station. Joining the original Ashford road. At the beginning of the new perry court estate. Surely this is the answer.
Tend to agree	Something definitely needs to be done, a roundabout would be better but there is limited room
Tend to agree	I think thatva roundabout would have been preferable but accept that it would have required more land to be available.
Strongly agree	Improvements to this junction is badly needed. Traffic lights seems to be the only viable option. It is dangerous exiting from the Ashford Road onto A2 Canterbury Road.

Annex 2 – Consultation response

Tend to disagree	<p>I tend to disagree to the proposal as I believe it will have a detrimental affect on the street I live in, which is Nelson Street. I am concerned that traffic arriving in The Mall at peak times, wishing to enter onto the A2, will use Nelson Street to gain access to Preston Grove to use it as a short cut to avoid waiting at the traffic lights. Nelson Street is a narrow residential road with many young families living in this area. The additional traffic will cause safety issues for the residents and cause potential damage to residents parked vehicles. What provisions have you made to ensure this does not happen.</p> <p>Also I am concerned at your proposal to have a straight on included with the left turn lane into A251, for traffic travelling westbound. This has the potential to cause conflict on the other side of the junction as traffic needs to merge back into a single lane. The timing of the lights needs to be as short as possible and having this as a dedicated left turn only will ensure the junction can be cleared quickly and the next phase started.</p> <p>Also can you confirm that the pedestrian phase is demand led only.</p>
Tend to agree	<p>Whilst the junction needs improving, would a roundabout, with road realignment, situated at the top of the Mall, with traffic lights at peak periods be a better option. I believe this was first suggested when the Fire Station was relocated.</p>
Tend to agree	<p>I am no expert. It looks OK to me, my concern is about the pedestrian crossing. The main users are likely to be the new residents of the Perry Court development - but under the current proposals they will have to cross the A251 to then cross the A2. most pedestrian traffic into/out of town is likely to be along The Mall so it would make sense to have the A2 pedestrian crossing nearer the Mall.</p>
Strongly agree	<p>The proposals are the best solution to the serious problems at this junction.</p>
Strongly agree	<p>I regularly cross from The Mall to the A251 and back to use the M2 junction. The queues are ridiculous, waiting in the centre of the A2 to turn right is dangerous, but you need to include The Mall junction in the lights. Ashford Rd alone won't solve it.</p>
Tend to disagree	<p>Dangerous that Preston Grove is "give way" when the rest of the junction is signalised.</p>
Strongly disagree	<p>this is unimaginative solution to the congestion problem and will only make matters worse. Traffic light junctions do not work, the lights are never phased correctly and it creates to much stoppage of traffic. this will instead just create lanes of traffic in all directions. It won't cope with current demand, it certainly won't manage the traffic from the new housing estates too.</p> <p>i can understand why you haven't selected the roundabout options, you don't have the confidence to build these currently, being that the last two a251 and western link] are complete design failures made too small for anyone to use.</p> <p>Your costings seem way out, £1.7m for this project, which friend of Dominic Cummings has quoted this.</p>

<p>Strongly disagree</p>	<p>I think the proposed design with Traffic Lights will result in greater congestion on all the roads, A2, A251 and B2041. It does not facilitate turning right from A2 into B2041 as many vehicles do or out of B2041 onto A2. Nor does it make sufficient provision for pedestrians living on the new housing estate accessed from A251 to cross the A2 to walk into town safely.</p> <p>I therefore believe a long oval roundabout is needed with entrances and exits to A2, A251 and B2041 so no traffic turns right onto or from A2. Ideally a subway under the A2 suitable for buggys and wheelchairs should be built ( I think the housing developer should pay for this) and there should also be a crossing controlled by lights to enable pedestrians to cross the B2041 safely ( at present it is very difficult to cross the B2041 near the A2 ).</p>
<p>Strongly disagree</p>	<p>Would be better to create an elongated roundabout that would incorporate the three T-junctions formed by the A2/A251, A2/Preston Grove and A2/The Mall. This could be built using the land North of Faversham Fire Station in the SW corner of the current A2/A251 junction. A roundabout would create better flow. A signal controlled crossing could still be incorporated into the scheme from the East side of the A251, North/South across the A2 to the East side of the Preston Grove junction.</p> <p>The proposed design would reduce flow as vehicles stop and start at the lights. Queues from the A2 West, formed by vehicles waiting to turn right into Ashford Road, would block access into and out of The Mall.</p>
<p>Strongly disagree</p>	<p>The proposed changes to the junction do not allow for the provision of a cycle lane. The Scheme includes extra lanes for cars but does not accommodate cyclists. This seems to be completely contrary to KCC's having declared a climate emergency. Surely this omission is a retrograde step and will not help KCC reach it's net target goal of zero carbon emissions by 2050 ( a very unambitious target anyway) Also, it will not take cars off the road, ultimately leading to more congestion and the resultant increases in air pollution. Come on KCC, show some ambition!</p>
<p>Strongly agree</p>	<p>Difficult to turn right onto the A2 Canterbury Road coming from the M2 junction.</p>
<p>Strongly disagree</p>	<p>I am my family use, the A251 daily and have done for 20 years. The, longest delay we have had has, been 10 minutes that is at rush hour.</p> <p>It is, not necessary to cause significant disruption, pollution and, noise to the, residents of Canterbury Road and London Road.</p> <p>Already we have cars parked along London Road which will cause more disruption with waiting traffic.</p> <p>I will have, to leave 30 mins, earlier in order to leave my drive, wait for lights, wait for lights again until I eventually get to travel to work.</p> <p>This is, nothing to do with safety.</p>
<p>Strongly agree</p>	<p>I agree with a traffic lights plan, as opposed to a roundabout, but am concerned about the space needed for lorries turning right out of the A251 onto the eastbound A2. This was clearly calculated incorrectly for the roundabout constructed just further along the A251.</p>

<p>Strongly disagree</p>	<p>The latest proposal for a signalised crossing at the junction of the A2 and A251 - the Canterbury Road and Ashford Road falls far short of what a good crossing design should be, especially when walking and cycling are being enthusiastically promoted by the government, KCC, Swale and the Town Council.</p> <p>This is a car-centric proposal, with inadequate facilities for pedestrians and none for cyclists.</p> <p>It needs a series of fundamental design enhancements, including:</p> <ul style="list-style-type: none"><li>- infrastructure for cycling, which might include cycle lanes, advanced stop lines (ASLs) and/or an active travel phase when pedestrians and cycles can move through the junction and vehicles cant</li><li>- pedestrian crossings on all arms, not just one</li><li>- a 20mph speed limit through the junction to protect pedestrians and cyclists</li><li>- a landscaping strategy to make sure the junction design blends into the natural landscape of Faversham</li><li>- a public art strategy at this important gateway into the town</li><li>- more footway capacity, not more junction capacity for queuing cars</li><li>- an overall layout (junction design geometry) that creates a sense of place, one that says Welcome to Faversham, where pedestrians, cyclists, heritage and culture matter eg stop lines and crossings at 90 degrees to each other</li><li>- a lighting strategy and, generally, a pole strategy to minimise vertical poles so that lighting and signalling are integrated</li><li>- no white hatching, because hatching is a sign of left over space with nothing else to fill it. Use this space instead for planting and/or public art</li><li>- signal sequencing diagrams to understand how KCC intend to operate the junction. Then we can see how pedestrian and cycle phases can be built into this.</li></ul> <p><b>*A strategy for Watling Street*</b> We also need to see (or create) a design strategy for the length of Watling Street, from the Western Link to Brenley Corner. How does the Canterbury Road/Ashford Road junction integrate with the junction of the London Road/Canterbury Road and The Mall? How could these signals phase with a crossing at the Abbey School? And so on.</p> <p><b>*Next steps*</b> I suggest that a workshop is held between eg [REDACTED] [REDACTED] myself and other public realm designers with experience in creating high-quality active transport design proposals. If there is a coalition of the willing then I think there is the makings of a fine alternative.</p>
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Annex 2 – Consultation response

Tend to agree	during busy times its extremely difficult to come out of this turning .. at times blocking and causing alot of tailback
Strongly disagree	Again kcc putting motor traffic first. we should be doing more to reduce the amount of traffic and space given to cars not giving more. When will it end? Your never going to make enough road space. The more you make the more traffic you will get. Make Kent a better place to live not to drive through.
Strongly agree	
Tend to agree	At peak times this road is extremely busy especially in the mornings. I think this will help but am not sure it will make a lot of difference.
Strongly disagree	You must make this very easy for cyclists and pedestrians. Think of all those people in the vile new houses (of NO architectural merit) Who should be encouraged to enter faversham sustainably. DO NOT put the car lorry etc first! Think green!!!
Tend to disagree	An additional cycle lane would be useful at the junction and beyond
Tend to agree	Adding traffic lights to this junction seems to be the most flexible way to manage the traffic as the density varies significantly across the day.
Strongly disagree	Because the new lights on the new estate on the A251 for pedestrians, by the new Aldi, will be enough of a pain along with traffic on the new roundabout there ,so to continue to the proposed alterations further on the A2 with the amount of lorries and traffic already there from Brenley corner ( especially in the rush hours and with mothers and kids) NO-ONE from this area will ever get a chance to access the A2 towards Faversham a roundabout is the ONLY fair way to control traffic from all directions the queues already are awful, whoever thought this would be a good idea clearly does not think things through, but I suppose I am NOT surprised @ that.
Tend to agree	This tends to be a problem area at peak times for vehicles. However the more pressing issue is provision for pedestrians and cyclists. It is a terrible place to cross as a pedestrian and the footfall will only increase with housing going in South of the A2. We need to encourage non car travel into the town centre. There is a risk if people cannot get into town easily, once in the car - they will just drive to another town for shopping etc
Strongly agree	There is an existing problem which this will elevate
Tend to disagree	I note from the leaflet that it has been decided that there is insufficient space to improve this junction to incorporate a cycle way. I believe that more efforts need to be made to reduce the number of vehicles using this junction, which will result from the building of the new supermarket and the additional houses. This is an opportunity to consider how cycling can be encouraged and made safer in the town by creating a safe cycling route from the new developments into the town. It may not be easy but it should be done. Were sustainable transport measures and encouragement of cycling and pedestrian access to the town considered as part of the planning process? If not, they really should have been considered and incorporated in these times to reduce the traffic and pollution burden in the area and make the town considerably more cycling friendly

Annex 2 – Consultation response

Tend to disagree	<p>Traffic lights create traffic build up, especially if phased wrongly. One only has to look at Brenley roundabout for that. I often find myself sitting on the roundabout late at night, with no traffic, waiting at a red light. How utterly pointless is that?!</p> <p>For more free flowing traffic, a mini roundabout is needed.</p>
Strongly disagree	<p>While it may improve traffic flow from the A251 it will almost certainly have a negative effect on the other roads in the area. In particular the Mall and Preston Grove.</p>
Strongly agree	<p>I commute to work and often dont come off the m2 until brenley corner to avoid having to turn right at this junction as I can be wiring for so long.</p>
Tend to disagree	<p>There has been no discussion regarding widening parts of  Salters Lane into a two way road. When the M2 was built a two lane bridge over the motorway was built with two lane approaches on each side. There are no buildings along Salters lane that would prevent widening the road and there is ample space at each end to create a suitable road junction. The result of a widening would filter off a lot of traffic from the junction at the A251/A2 in particular removing most of the traffic turning right at the junction which is part of the current problem. Traffic leaving the M2 at Junction 6 for the East of Faversham could turn right on to the A251 and using Salters Lane reduce the traffic volume at the A2/A251 unction.</p>
Strongly disagree	<p>All roads get busy at peak time. The rest of the time it works well and does not need changing. Please spen the money on filling the potholes (properley) instead.</p>
Tend to disagree	<p>While ,as a car driver, I understand that improvements need to be made to deal with vehicle congestion, a solution needs to be found that also takes into account - and indeed encourages - other, more sustainable transport such as cycling. I cycle in Faversham and use this junction on some occasions. It is currently dangerous for cyclists and so I tend to avoid it. However, I would like to be able to use it and it should also be in our local authorities' plans to encourage more cycle use at this location, particularly amongst those living in the new housing developments and as a way to mitigate the inevitable traffic growth.</p> <p>I believe it is shortsighted to spend funds on a design that is not 'future-proofed' by facilitating growth of active travel - we need all new infrastructure in Faversham and elsewhere to be designed to accommodate and encourage safe cycling and walking and its growth.</p>

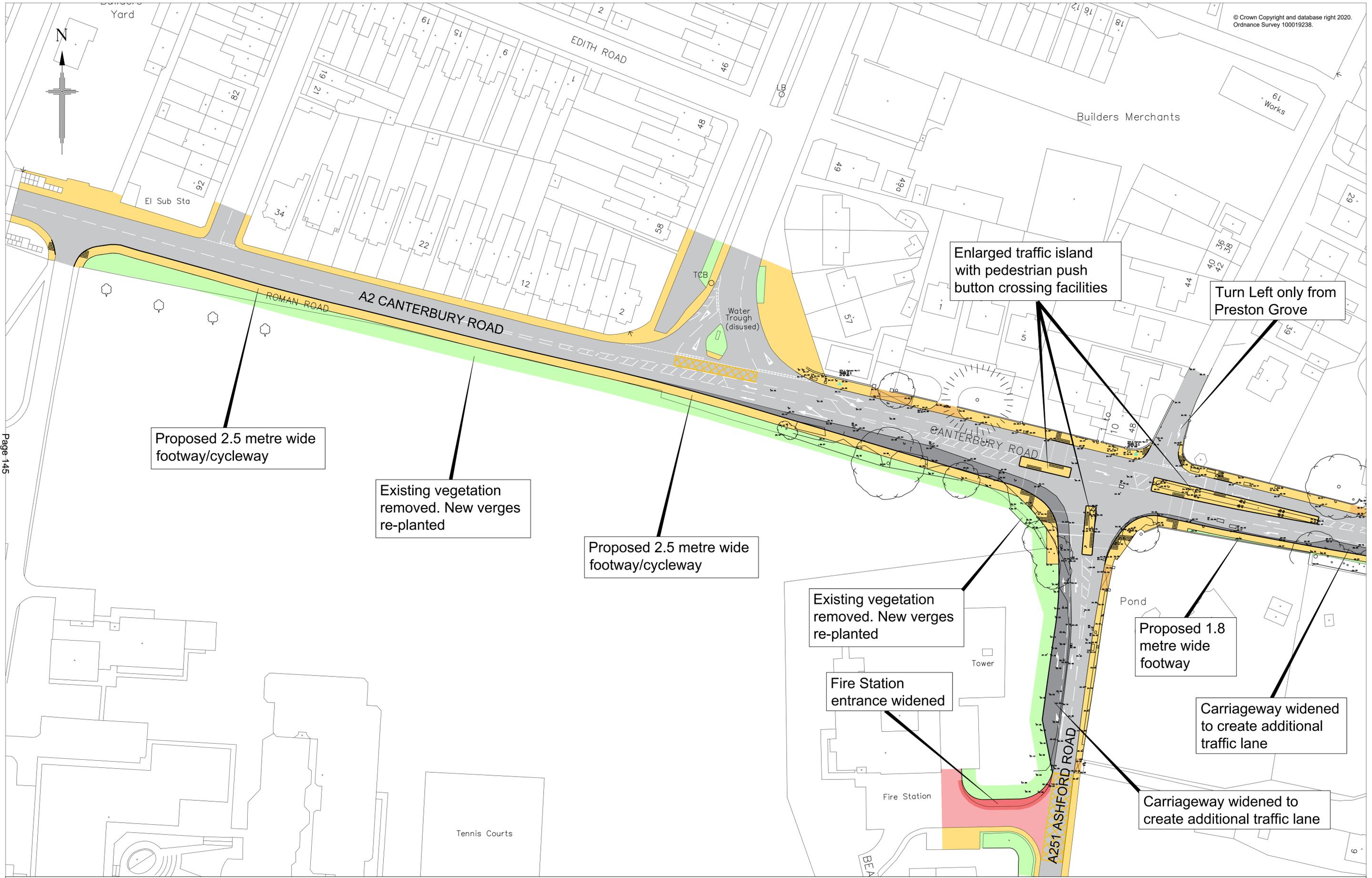
Annex 2 – Consultation response

<p>Strongly disagree</p>	<p>The construction of - and investment of public funds in - any new transport and road infrastructure should be consistent with current policies on climate change and sustainable transport.</p> <p>We believe this proposal is inconsistent and is an inadequate and outdated response to the traffic congestion that is predicted to increase as a result of new housing developments. Rather than simply widening roads in favour of cars and lorries, the design should accommodate and encourage the growth of active travel, especially cycling and walking.</p> <p>While we welcome the pedestrian crossings, we are surprised and disappointed that safe cycling has not been factored into the design in any way.</p> <p>We believe the wrong design choice has been made and should be improved for cyclists - and consequently for local residents' health and safety and protection of the environment.</p> <p>It is inconsistent with the government's new strategy for cycling and with KCC's target for net zero emissions by 2050 for Kent and Medway. In recognising the climate emergency, KCC made a commitment to commit resources and align policies to address this. This highways design is in contravention of this.</p>
<p>Tend to agree</p>	<p>Something has to be done to sort out the traffic on the A251 / A2 during rush hour. At the moment traffic is backed up to the new Aldi roundabout on a regular day at 4pm. whether this will solve the problem is unlikely, and as soon as the new Aldi is open, traffic will increase substantially both ways.</p>
<p>Tend to agree</p>	<p>Agree the junction needs to be improved, but unsure if this design is the correct one.</p>
<p>Strongly agree</p>	<p>I feel that Preston Grove, small road will be used as a cut through to get onto the A2 if there are traffic lights. I am not opposed to traffic lights at all but can the option of making Preston grove a dead end/no cut through an option. I have 2 small children and worry the speed and potential for more cars to use the road will be unsafe for residents along this road.</p>
<p>Strongly agree</p>	<p>Improved safety and easing congestion is welcomed</p>

<p>Strongly disagree</p>	<p>I am against the effect of the proposals on Preston Grove and Nelson Place. In the event of congestion at the new junction they (especially Preston Grove) will be used as a rat run for any vehicular traffic from Faversham to Canterbury. This is already a problem causing concern, but is bound to increase with the dramatic housing expansion in Faversham and the resulting inevitable increase in road congestion generally. Neither Preston Grove or Nelson Place has a pavement so increasing the risk to pedestrians.</p> <p>The obvious solution is for Preston Grove to become a no through road ie be closed off to vehicles at the junction with the A2. Bollards there would allow pedestrian and cycle access to the A2. Nelson Place could become one way from its junction with the Mall. This would mean that any residential vehicular traffic from Preston Grove to Canterbury be routed via Preston Lane to the Mall, resulting in a far safer and practical outcome than, in effect, doing nothing as envisaged by the current proposals.</p>
<p>Strongly disagree</p>	<p>Whilst the concept of traffic lights is good, the plan will make people at busy times go through Preston Grove which is not wide enough in places to take two passing cars - I would suggest either blocking off Preston Grove at the a2 end to stop this happening</p>
<p>Strongly disagree</p>	<p>Traffic lights will simply make a bad problem even worse, by causing longer traffic hold-ups on two main roads A roundabout to serve all 4 junctions (The Mall/ Preston Grove/ Canterbury Road/Ashford Road) is the only sensible solution- as you said you were going to go ahead and instal after the last public consultation, several years ago now. Why the delay and why the change of plan? Presumably just to save money?</p>
<p>Strongly disagree</p>	<p>Traffic will back up down The Mall and people wanting to go to Canterbury will either drive down Nelson Street or lower The Mall/ Preston Lane/Preston Grove. The enclosed diagram does not indicate what is proposed for the existing junction of The Mall and the east bound lane of the A2. At present, this is a dangerous junction if leaving Faversham and heading west towards Sittingbourne. The diagram also refers to a "new left turn only from Preston Grove". This restriction is already in place.</p>
<p>Strongly disagree</p>	<p>The volume of traffic during rush hour presently, plus the proposed nearby garden community increasing traffic flow to the junction will most likely cause rush hour traffic queues that combine with Abbey School traffic, and cause knock on effects the Brenley corner access to Faversham.</p> <p>If you wish to provide pedestrian access across the A2 I would suggest a foot/cycle bridge would be the safer option.</p> <p>To better manage Faversham traffic, completion of the West Faversham M2 link would:</p> <ul style="list-style-type: none"> <li>- Reduce use of the Junction by Westbound M2 traffic that instead use via Western Perimeter road. Making traffic manageable for Thanet / Canterbury/Ashford Access</li> <li>- Alleviate Pedestrian and vehicular traffic issues in Ospringe where Lorries wider than the narrowest part of the carriageway cause frequent disruptions (as Lorries can bypass Ospringe entirely)</li> </ul> <p>Investment in a new M2 junction for Faversham west will be better and safer for East Faversham, West Faversham and Ospringe</p>

Annex 2 – Consultation response

Neither agree nor disagree	<p>Faversham Town Council is committed to active travel and raises the following concerns: the inadequacy of the plan for vulnerable road users such as pedestrians and cyclists; the lack of footpath to southern side of A2 and asks if it will be extended at a later date; only 2 crossings in 2.5km, one being inaccessible to wheelchair users.</p> <p>Further details comments will be made following the meeting with KCC officers.</p>
Strongly disagree	<p>Does not make adequate acknowledgment of the need and the desire by residents to travel in more sustainable ways - particularly cycling. There is no specific provision for cyclists and as usual, the design is led by cars rather than being something a bit more ambitious and forward thinking.</p>



### A2 CANTERBURY ROAD/A251 ASHFORD ROAD, FAVERSHAM PROPOSED TRAFFIC SIGNAL INSTALLATION

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<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item:</b>
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<b>Meeting Date</b>	Monday 1 <sup>st</sup> March 2021
<b>Report Title</b>	Temporary Road Closures in Faversham, Sheerness & Sittingbourne
<b>Cabinet Member</b>	Cllr Monique Bonney - Cabinet Member for Economy & Property
<b>Head of Service</b>	Emma Wiggins - Director of Regeneration
<b>Lead Officer</b>	Dean Radmore (SBC) – Capital Projects Manager
<b>Classification</b>	Open

<b>Recommendations</b>	Report for information only
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## 1. Purpose of Report and Executive Summary

- 1.1 This report is in response to the questions raised by a County Member and provides details on what decisions have been made, by whom, when, taking into account what factors, detailing what Equality Impact Assessments have been part of the process and what medical or public health evidence informed the decisions in relation to the town centre closures in Sittingbourne, Faversham and Sheerness.
- 1.2 This report also sets out the next steps that Swale Borough Council would like to take to consider the suitability of permanent orders in each of the town centres.

## 2. Background

- 2.1 The current town centre road closures (Temporary Traffic Regulation Orders) were introduced in Sittingbourne, Faversham and Sheerness in early July 2020 to assist with the social distancing measures necessary as a result of COVID-19. These TTRO's were agreed by Kent County Council and Swale Borough Council and were preceded by a 21-day Emergency TRO in each town, including Faversham following a request by the town council. These ETRO's were available from 15<sup>th</sup> June 2020 however was implemented in Faversham on 19<sup>th</sup> June 2020 following a town council member decision on 16<sup>th</sup> June 2020.
- 2.2 An Equalities Impact Assessment (EIA) was not carried out initially in June 2020 by Kent County Council prior to implementation of the Emergency TRO however following feedback to Swale Borough Council regarding disabled

access and deliveries following implementation of the TTRO's in the 3 town centres an EIA was carried out in July 2020 as per the Swale Borough Council guidelines that concluded that appropriate mitigation measures were in place at the time.

- 2.3 Regular reviews have continued to evaluate evidence of town centre usage captured by Officers including newly appointed High Street Ambassadors and have also taken into account feedback from businesses and the public. These reviews consider footfall within the town centres during 'lockdown' periods and consideration has been given to whether the pedestrianisation should be lifted at these times. To date the evidence gathered has shown there to still be a number of users accessing essential businesses providing justification to keep the restrictions in place.
- 2.4 Swale Borough Council also carried out a focus group/telephone interview process regarding the disabled access problems. Members of the public that had already contacted Swale with concerns about disabled access were invited to take part in a telephone interview and then a follow up focus group was planned with some key stakeholders (such as voluntary sector groups that lead on disabled access right). This was promoted through the media however there was very little take-up resulting in a decision not to progress with the focus groups.
- 2.5 At the beginning of January 2021 to coincide with the six-month expiry of the original TTRO's a request was made by Swale Borough Council to extend the orders as a result of the continued COVID-19 risk and an extension was granted, without consultation being carried out by Swale Borough Council for a further year up to the maximum 18-month TTRO period. This is to allow social distancing measures to be maintained throughout the re-opening phase following the end of the third lockdown period and to allow the measures to stay in place or be re-introduced if there are any re-occurrences of the virus.

### **3. Next Steps**

- 3.1 Although there have been concerns raised, specifically in Faversham and Sheerness regarding accessibility for those with disabilities, the impact on trade of individual businesses and access for deliveries and courier services, the continuation of the town centre closures on a permanent basis could have several economic and environmental benefits including but not limited to:
  - Making the town centres safer during the closure period enabling customers and workers to freely use the town centre without worrying about passing vehicular traffic.
  - Improving air quality by removing traffic pollution from the immediate town centre.
  - Providing an increase in available space for pedestrians, parents with buggies and the disabled to move around the town centre.

- Enabling an increase in outdoor seating for the food and beverage businesses and more outdoor events.
- Enabling an increase in outdoor events in the town centre during the hours of closure increasing dwell time and customer expenditure.
- Attracting new businesses to pedestrian dominant town centres.

In January 2021, it was agreed to carry out a pre-consultation (informal consultation) exercise to gauge stakeholder feedback on the current TTRO's and ascertain whether permanent road closure orders should be introduced in the three town centres after the current orders have expired. Informal discussions have recently taken place with the cabinet member for economy & property and members of the town councils from Faversham and Sheerness about the continuation of road closures after the current orders expire and positive feedback has been received regarding the continuation of the closures.

3.2 A specialist consultant has been procured to do this work so that it is independent, follows procedure and is open, fair and transparent. Stakeholder views will be gathered as part of the informal consultation which will be shared and discussed at cabinet meetings, at area committee meetings, and with Kent County Council at the joint transportation board meetings. Any objections will be reviewed and responses fed back to all stakeholders as part of the process and a decision will be made to continue or abandon.

3.3 The pre-consultation (informal consultation) stage includes:

- Reviewing the timing of the closures
- Reviewing the extents of the closures
- Identifying issues and barriers to delivery
- Reviewing and making a case for the Economic Benefits for pedestrianisation
- Reviewing and making a case for the environmental advantages
- Identifying different options to go out to informal consultation with
- Carrying out stakeholder analysis to determine all stakeholders required for the consultation
- Creating consultation documentation sufficient for the informal consultation process
- Informal Consultation for the three town centres (e.g. initial letter drops, community events)
- Review of feedback and objections from the informal consultations processes including outline proposals and cost estimates of any required mitigation measures.
- Working with Swale Borough Council and Kent County Council with regard to reporting progress to elected members, area committee's, cabinet and the joint transportation board as required.

3.4 Only if a definitive recommendation is reached at the end of the informal consultation stage by the Joint Transportation Board will the formal TRO consultation exercise commence.

## 4. Recommendation

4.1 For information only.

## 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	<p>Cost of carrying out the informal and formal consultation exercises, drafting the Traffic Regulation Order, processing the Order plus the cost of installing any physical changes in each of the town centres.</p> <p>Costs and funding are still to be determined.</p>
Legal and Statutory	Drafting of Traffic Regulation Order, Sealing of Order in due course.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	<p>The EIA carried out in July 2020 concluded that due regard has been given to the equality duty and that the research and consultation undertaken for the creation and adoption of this project has not identified any discrimination that would arise.</p> <p>Due regard will be given with regard to no unlawful discrimination as the action plan that will ensure the delivery of this project are further developed. Further consideration of this will also be needed through the permanent order process.</p>
Sustainability	Improved air quality by removing traffic pollution from the immediate town centre
Health Implications	<p>The introduction of permanent road closure orders in the town centres is likely to:</p> <p>Make the town centres safer during the closure period enabling customers and workers to freely use the town centre without worrying about passing vehicular traffic and the risk of pedestrian/vehicular conflict.</p> <p>Improve air quality by removing traffic pollution from the immediate town centre.</p>

## **6. Appendices**

6.1 None

## **7. Background Papers**

7.1 None

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**To:** Swale Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 1<sup>st</sup> March 2021  
**Subject:** Highway Forward Works Programme – 2020/21 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 2020/21.

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 (2020/21 and 2021/22) and Year Three to Five (2022/23 to 2024/25) 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 2020/21, 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 several 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**

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

**Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme**

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

<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A2 London Road	Norton, Buckland and Stone	Norton Crossroads	Programmed 15 <sup>th</sup> February 2021
Quinton/Vicarage Road	Sittingbourne	From Laxton Way to Knightsfield Road	Completed
High Street	Sheerness	From Victoria street to Bridge	Completed
B2040 Quay Lane	Faversham	Court St to Bridge Rd	To be programmed Spring 2021
A299 Thanet Way	Staplestreet	Brenley Corner to Staple Street (Coastbound)	To be programmed Spring 2021
<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>
Eagles Close	Sittingbourne	Exact section to be determined. (Footway Reconstruction)	Completed.
Oak Road	Sittingbourne	Tonge Road to Great East Hall road. (Footway Reconstruction)	Completed
Broom Road	Sittingbourne	Exact sections to be determined. (Footway Reconstruction)	Completed
Queens Way (Phase 1)	Sheerness	Full length (Including Linden Drive). (Footway	Completed

		Reconstruction)	
River View	Queenborough	Entire Length (Footway Protection Treatment)	Completed
Wellington Road	Sittingbourne	Entire Length (Footway Protection Treatment)	Completed
Collingwood Walk	Sittingbourne	Entire Length (Footway Protection Treatment)	Completed
Nelson Walk	Sittingbourne	Entire Length (Footway Protection Treatment)	Completed
Allenby Walk	Sittingbourne	Entire Length (Footway Protection Treatment)	Completed
Summerville Avenue	Minster	Entire Length (Footway Protection Treatment)	Completed.

**Surface Treatments - Contact Officer Jonathan Dean**

**Micro Surfacing**

Road Name	Parish	Extent of Works	Current Status
Christophers Row	Lynsted with Kingsdown/Doddington	From National Speed Limit (Lynstead) to Motorway Bridge	Completed
London Road	Newington	From Medway Boundary to Newington Village	Completed
Lower Hartlip Road	Hartlip/Stockbury	From A2 to cradles lane	Completed

Cold Harbour Lane	Bobbing	Rook Lane to Key Col Roundabout	Completed
Petts Dane Road	Eastling	Whole Road from Kettle Hill Road to Stalisfield	Completed
The Street	Hartlip	Dane Lane to Place Lane	Completed
Lower Road	Teynham	Frogna Lane to Station Road	Completed
Bagshill Road	Leaveland/Throwley	From A251 to Parsonage Stocks Road	Completed
Eastling Road	Eastling	Plumford Lane to Scotts Lane	Completed
Tonge Road and Lomas Road	Sittingbourne	From Shurch Road (sittingbourne) to Church Road (Tonge)	Completed
Eastling Road	Eastling	From Kettle Hill Road to Evelyn Road	Completed
<b>Surface Dressing</b>			
Stalisfield Road	Ospringe	Socks Hill to Throwley Road	Completed
Luddenham Church Road	Luddenham	From Luddenham Church Road to Luddenham	Completed
Wrens Road	Borden/Bredgar	Sutton Baron Road to M2 Bridge	Completed
Dully Road	Tonge	From A2 to Upper Road	Completed

## Appendix B - Drainage

<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>
A2 Canterbury Road	Snipeshill, Sittingbourne	Flood and Water Management Team and Highways Joint assessment of existing drainage system at open space by Greenways.	Assessment report completed May 2020. KCC FWM Team to progress detailed design
Bell Road	Sittingbourne	Flood and Water Management Team led drainage improvement to reduce flood risk to Glovers Crescent and Bell Road outside the hospital	KCC FWM Team addressing landscaping of site. Continue to monitor performance of new drainage
Church Lane	Newington	CCTV survey of gullies and associated pipework due to local flooding of cellars	Only minor defects found in highway drains. An unchartered system was found. Further investigation not yet carried out due to car parking causing issues for access
Blind Mary's Lane / Swanton Street	Bredgar	Improvements to existing gully system following previous soakaway improvement	With engineer to develop proposal and agree suitable working window with streetworks team
Canterbury Road	Faversham	Repairs to existing drainage system	Job passed to contractor
Scrapsgate Road	Minster	Repairs to drainage system at junction with Appleford Drive	Works Completed
Crosier Court	Upchurch	Soakaway cleanse	Job passed to contractor
South Bush Lane	Rainham	Improvement to gully system following deep bored soakaway installation	Job passed to contractor
Whitstable Road	Faversham	Drainage Improvement near Park Road comprising new Beany block system and associated works	Works Completed
Cowstead Corner Roundabout	Minster-on-Sea	Repairs to damaged kerb drain units around roundabout	With engineer to raise works order
Lansdown Road & Coombe Drive	Sittingbourne	Consultant commission to review flood risk in the Vincent Park Estate and produce outline measures to increase standard	Work commenced on design and assessment for issue Feb/March 2021

		of protection against flooding	
The Street	Bapchild	Replacement of broken aco channel drains	Works Completed
Bull Lane	Newington	Desilting of existing drainage pond	Job passed to contractor
Tonge Corner Road	Tonge	Additional drainage improvement to reduce surface water flood risk to property	With engineer for review. Trial holes planned to locate services
Ashtead Drive	Bapchild	Cleaning and testing of existing soakaways completed. Drainage improvement likely to be required due to ongoing flooding issues	With schemes engineer to develop drainage improvement
Lower Road	Brambledown, Minster-on-sea	CCTV survey of highway drainage due to ongoing flooding issues west of farm shop. Flooding to east outside FCC Environment already resolved.	CCTV completed. With Engineer to raise further repair works
Warden Road	Eastchurch	Site inspected due to ongoing flooding issues. Majority of flooding being caused by field run-off. CCTV survey of highway assets planned	CCTV completed. Further works required, with engineer to progress
Grovehurst Road	Iwade	Investigation of flooding issue at gateway into Iwade identified damaged pipe	Job passed to contractor
Sheerstone	Iwade	Improvement to highway drainage to discharge downstream of culvert rather than upstream side	Utility survey required - 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 – <i>Contact Officer Sue Kinsella</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Alma Street	Sheerness	Replacement of 1 no street light complete with LED Lantern	Completed
Spillett Close	Faversham	Replacement of 1 no street light complete with LED Lantern	Completed
Ridham Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
The Broadway	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Hearne Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Oak Road	Sittingbourne	Replacement of 17 no street lights complete with LED Lanterns	Completed
Saffron Way	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	Completed
Broom Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Fielder Close	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Completed
Burnup Bank	Sittingbourne	Replacement of 8 no street lights complete with LED Lanterns	Completed
Harris Gardens	Sittingbourne	Replacement of 12 no street lights complete with LED Lanterns	Completed
Lower Road	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Completed
Ufton Lane	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Completed
Waterloo Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed

College Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Manor Grove	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Completed
Whitehall Road	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Completed
Park Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Northwood Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
The Mead Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Glebe Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Satis Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Windmill Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Volante Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Shortlands Road	Sittingbourne	Replacement of 6 no street lights complete with LED Lanterns	Works awaiting programming by the end of May
Millcourt	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Merlin Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Canterbury Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Conduit Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Peregrine Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Stanhope Avenue	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Works awaiting programming by the end of May
South Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May

Walsby Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Broom Road	Sittingbourne	Replacement of 8 no street lights complete with LED Lanterns	Works awaiting programming by the end of May
All Saints Avenue	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Works awaiting programming by the end of May
George Street	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Works awaiting programming by the end of May
Bracken Court	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Hutching Close	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Works awaiting programming by the end of May
Fairservice Close	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Works awaiting programming by the end of May
London Road	Sittingbourne	Replacement of 8 no street lights complete with LED Lanterns	Works awaiting programming by the end of May
Lower Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Royal Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Strode Crescent	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
School Lane	Bapchild	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Newcomen Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May
Unity Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May

## Appendix D – Transportation and Safety Schemes

### Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within 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 09/02/21.

<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>
A2500 Lower Road junction with B2008 Eastchurch Road.	Eastchurch	Resurfacing and replacement of high friction surface on Lower Road arms.	Resurfacing complete
		Vegetation clearance on south side of Lower Road.	Completed Dec 2021
A2 St Michaels Road junction with Crown Quay Lane, Sittingbourne	(Unparished)	Assessment of street lighting provision on St Michaels Road arms.	Under investigation. Review to be carried out March 2021

## Appendix E – Developer Funded Works

<b>Developer Funded Works (Section 278 Works)</b>				
<b>File Ref.</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
SW/2047	School Lane, Iwade	Iwade	Provision of New Junction /Access for Housing Development	Final inspection imminent to progress Cert 1
SW003014	Frogna Lane, Teynham	Teynham	New footway and access to housing development on Frogna Lane	Letter of Agreement in place. Works completed. Remedial works required. Date for remedials TBC
SW/003024	Dover Street, Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Road Safety Audit Stage 3 undertaken. RSA Report comments to be addressed by developer. Minor remedial works to be carried out. Scheme being progressed by Default S38 & S278 Agreement Specialists. Date for remedials TBC
SW/003025	Sheppey Way, Iwade	Iwade	Provision of New Junction/Access for Housing Development	Final inspection imminent to progress Cert 1
SW/003027	Tunstall Road, Tunstall	Tunstall	New School access Traffic calming changes and footway Connection	Works Completed Serving Maintenance Period – Lighting remedial works. Awaiting confirmation from Developer that these have been completed.
SW/003028	Ospringe Cof E School, Water Lane, Faversham	Ospringe	Provision of Revised Vehicle Access	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. Outstanding remedial works required. H&S File, As-Built Drawings and RSA Stage 3 req'd
SW/003033	Grove Ave/The Promenade, Leysdown on Sea	Leysdown	Revision of Surface Water Drainage	Works Completed. End of Maintenance Inspection to be carried out. H&S File & As-Built Req'd.
SW/003035	109-111 Staplehurst Road, Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Scheme being progressed by Default S38 & S278 Agreement Specialists. KCC awaiting update.

SW/003040	Otterham Quay Lane, Upchurch	Upchurch	Provision of Right Turn Lane / Junction and Footway for Housing Development	Remedial and completion works still required. Surfacing remedials complete – KCC inspection due.
SW/003041	Larkrise, Conyer Road, Conyer	Teynham	Provision of footway to Small Housing Development	Works Completed. Serving Maintenance Period.
SW/3043	34-40 Rushenden Road	Queenborough	Reconstruction of existing lay-by as new Footway	Confirmation of final remedial items having been actioned required from developer. RSA3 required following completion of remedials.
SW/3046	Power Station Road, Halfway, Sheppey	Minster on Sea	Provision of Private Housing development Junction and Traffic Calming	Still awaiting Road Safety Audit Stage 3 to be carried out (owing to impact of Covid-19 pandemic). Minor completion works required prior to Certificate 1.
SW/003047	The Old Dairy, Halfway	Sheppey	Provision of New entrance to Private Housing Site	End of Maintenance Inspection carried out. Awaiting H&S File, as-Built Drawings to progress Certificate 2.
SW003048	Parsonage House, School Lane, Newington	Newington	Provision of New Access to Housing site and Traffic Calmed footway crossing	Remedial works carried out. Awaiting Material Testing Results, H&S file and As-Built Drawings to progress Certificate 1.
SW/003049	Sunny View, Scocles Road, Minster	Minster on Sea	Provision of entrance to Private Housing Site	Stage 3 Safety Audit works carried out, H&S File and As-Built Drawings required to enable S278 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-	Certificate 1 issued. Serving Maintenance Period.
SW/003052	Eurolink Phase 5, Swale Way, Great Easthall	Sittingbourne	Provision of New Industrial Estate Road Junction Arm to Existing Roundabout	Certificate 2 issued - road adopted.
SW/003053	Barge Way, Kemsley	Sittingbourne	Provision of Revised Access Arm from Existing Roundabout	Works complete. Minor remedial works, H&S File, As-Built Drawings and prior to issue of Cert 1

SW/003054	Ceres Court	Sittingbourne	Provision of New Housing site access road	Certificate 2 issued -road adopted.
SW/003055	Scocles Court	Minster on Sea	New access to Private Housing development	S278 Certificate 1 (partial) issued – Serving Maintenance Period. Remedials required - date TBC
SW/003056	Sittingbourne Community College, Canterbury Road, Murston	Sittingbourne	New access for School bus drop off park	S278 Certificate 1 issued – Serving Maintenance Period.
SW/003057	Spirit of Sittingbourne SECTION 6 Eurolink Way Retail Access - Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Access for Retail Park	S278 Certificate 1 issued – Serving Maintenance Period
SW/003058	Spirit of Sittingbourne SECTION 6 Milton Road - Town Centre Highway Revisions	Sittingbourne	Provision of Pelican Crossing Upgrade for Existing Zebra Crossing	S278 Certificate 1 issued – Serving Maintenance Period
SW/003067	Old Brickworks, Western Link, Faversham	Faversham	Provision of New Roundabout Access for Housing Development	Agreement in place. Works underway.
SW/003068	CRL, Canterbury Road, Sittingbourne	Sittingbourne	Revision of existing footways to proposed Retirement Home frontage	Agreement in place. Remedial works required. Date for remedials TBC.
SW/003069	Rushenden Road, Queenborough, Sheppey	Queenborough	Provision of New Access for Housing Development	Footway remedials and street lighting syphers required. RSA Stage 3, H&S File & As-Built Drawings required.
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	S278 Certificate 1 issued – Serving Maintenance Period
SW/003074	School Lane, Bapchild	Bapchild	Provision of Vehicle access and new footway connection for small housing development	Footway remedials required. Material testing documentation, H&S File & As-Built Drawings req'd prior to Cert 1.

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	S278 Certificate 1 issued – Serving Maintenance Period
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	Cert 2 issued - road adopted.
SW/003085	Brogdale Road, Ospringe	Faversham	Provision of temporary construction access for housing development	Agreement in place. Works underway.
SW/003087	A251 Ashford Rd & A2 London Rd, Faversham	Faversham	Provision of Roundabout access to Housing Development	Works Completed. Cert 1 issued. Serving Maintenance Period.
SW/003088	Leysdown Road, Eastchurch, Sheppey	Eastchurch	Provision of revised access for Wind Farm	End of Maintenance Inspection carried out. H&S File, As-Built Drawings req'd prior to issue of Cert 1.
SW/003089	A2 High St, Newington	Newington	Provision of Access for new small Housing Development	Certificate 2 issued – road adopted.
SW/003090	Minster Road, Minster, Sheppey	Minster	Provision of Access for new small Housing Development	Letter of Agreement in place. Works underway.
SW/003091	Eurolink Way, Milton Road, Sittingbourne	Sittingbourne	Footway Access to Retail Development	Certificate 1 issued – serving maintenance period
SW/003092	Castle Road, Sittingbourne	Sittingbourne	New Access and footway to Industrial Units	Letter of Agreement in place. Significant remedial works agreed to be carried out. Date for

				remedials TBC
SW003094	Nova, Graveney Road, Faversham	Faversham	Provision of Private Housing development Junction and Pedestrian Crossing	Agreement in place for temporary access. Full S38 Agreement now in place.
SW/003101	Lower Road, Teynham	Teynham	Provision of Footway for small Housing Development	Technical approval given. Agreement not progressed by developer.
SW003103	Oak Lane, Upchurch	Upchurch	Traffic Calming/Footway Access to Small Housing Development	Design Technical Submission to be Re-Submitted by developer.
SW003104	Spirit of Sittingbourne Section 1 – St Michaels Road	Sittingbourne	Traffic Calming and access to new Housing development	S278 Certificate 1 issued – Serving Maintenance Period
SW003105	Spirit of Sittingbourne Section 2 – St Michaels Road/Dover Street/Fountain St	Sittingbourne	Traffic Calming and access to new Housing development	S278 Certificate 1 issued – Serving Maintenance Period
SW003108	Chequers Road, Minster Sheppey	Minster	Frontage Footway and Access for Small Housing development	Letter of Agreement in place for construction access. Works underway.
SW003109	Spirit of Sittingbourne – Street Lighting Michaels Road/Dover Street/Fountain St Milton Road	Sittingbourne	Street Lighting Submission for Overall Sprit of Sittingbourne Schemes	S278 Certificate 1 issued – Serving Maintenance Period
SW003110	Spirit of Sittingbourne – Retaining Wall Fountain St	Sittingbourne	Fountain Street turning Area Retaining Wall	S278 Certificate 1 issued – Serving Maintenance Period
SW003115	Regis House, New Road, Sheerness	Sheerness	New vehicle access and footway to industrial development	Agreement not yet in place. Awaiting confirmation of developer details to finalise Agreement.
SW003117	North Street, Milton Regis	Sittingbourne	Permanent School Drop-off facility and Zebra crossing	Letter of Agreement in place. Completion works & RSA3 required – dates TBC – prior to issue of Cert 1.

SW/003118	Grovehurst Road, Sittingbourne	Sittingbourne	Provision of Access for new small Housing Development	Works Completed. Cert 1 issued. Serving Maintenance Period.
SW003119	Station Street, Delivery Road Access, Sittingbourne	Sittingbourne	Footway alongside of delivery road through to High Street	S278 Certificate 1 issued – Serving Maintenance Period
SW003141	Stones Farm, Canterbury Road, Bapchild	Bapchild	Traffic Signal Junction and Access for Private Housing Development	Agreement in place. Works underway.
SW003188	Crown Quay Lane, Sittingbourne	Sittingbourne	New Vehicle/Pedestrian Access for Housing Development site	Certificate 2 issued – road adopted.
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	Works completed. S278 Certificate 1 issued. Serving Maintenance Period.
SW003199	Swale Way, Great Easthall, Sittingbourne – Toucan	Sittingbourne	Provision of a Toucan Crossing for the Eurolink 5 Industrial Estate development	Technical Vetting underway.
SW003205	Wellesley Road, Sheerness	Sheppey	Existing footway modifications created by new terraced housing to street frontage.	Letter of Agreement in place. Remedial works and RSA 3 required prior to issue of Cert 1.
SW003260	Leaveland Corner, Faversham	Leaveland	Minor road widening and access for small housing development	Agreement in place. Surfacing works complete – Material Testing Results & RSA3 required prior to issue of Cert 1.
SW003266	Station Road, Teynham	Teynham	New bellmouth on to station road, footway works, new lining and a build out.	Design approved. Agreement in place. Works underway.
SW003400	Lucas Close, Queenborough	Queenborough	Provision of access for private housing development.	Works completed. S278 Certificate 1 issued. Serving Maintenance Period.

SW003318	Cooks Lane, Sittingbourne	Milton Regis	Access arrangements for new private housing development.	Agreement in place. Works underway.
SW003337	Chequers Road, Minster, Sheppey	Minster on Sea	Frontage Footway for Small Housing development	Agreement fees outstanding to enable KCC to sign agreement and facilitate road space permit application.
SW003416	The Old School, London Road, Dunkirk	Dunkirk	Bellmouth highway works for proposed Residential Development of 6no. units with associated parking and external works.	S278 Technical Acceptance granted. Awaiting Cost of Works figure to calculate agreement fees. Agreement drafting in progress.
SW003418	Lydbrook Close, Sittingbourne (junction with London Road/A2)	Sittingbourne	Footway improvement works at the junction of London Road (A2) including footway resurfacing, new kerbing, pedestrian crossing point and minor kerb realignment on the Lydbrook Close nearside approach to London Road.	S278 Technical Vetting Underway. Awaiting updated design submission.
SW003314	Belgrave Road, Minster-on-Sea	Minster	Widening to existing Belgrave Road prior to proposed S38 highway works relating to access arrangements to new development 146 no. housing development and associated highway works.	S278 Technical Acceptance granted. Awaiting Cost of Works figure to calculate agreement fees. Agreement drafting in progress
SW003315	Belgrave Road, Minster-on-Sea	Minster	Temporary sales access	Technical Acceptance granted. Awaiting Cost of Works figure to calculate agreement fees. Agreement drafting in progress.

SW003316	The Crescent Signalling, Belgrave Road, Minster-on-Sea	Minster	Signalling and junction improvements	Stage 1 submission received and review underway by Development Planners.
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**Appendix F – Bridge Works**

<b>Bridge Works – Contact Officer: Earl Bournier</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 - <i>Contact Officer: Toby Butler</i></b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
Bell Road/ Avenue of Remembrance, Sittingbourne	Renewal of traffic signal controlled junction	Completed August 2020
Main road near Demurgue Avenue, Queenborough	Upgrade existing crossing to near-sided Puffin	Completed January 2021

**Appendix H – PROW**

<b>Public Rights of Way – Contact Officer – Matthew Fox</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
ZS9	Minster	Compacted stone path to be made up to remove trip hazard	Works assigned to contractor
ZSX77	Sheerness	Elevated footpath to be repaired and resurfaced with tarmac finish	Works assigned to contractor

## 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 09/02/21.

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, Alan Blackburn.

### 2019/20 Combined Member Grant Highway Schemes

John Wright

Details of Scheme	Status
<b>20-21-CMG-SW-0001 Homewood Avenue, Sittingbourne</b> TRO to amend school keep clear	Awaiting consultation

Jason Clinch

Details of Scheme	Status
<b>20/21-CMG-SW-0002 Beauvoir Drive, Sittingbourne</b> Traffic calming scheme	Awaiting Scheme design
<b>20/21-CMG-SW-1246 Lansdowne Primary School</b> TRO to amend school keep clear	Completed Dec 2020 CMG application received Nov 2020
<b>20/21-CMG-SW-1247 Tonge Road, Sittingbourne</b> Traffic calming scheme	Topography survey completed Jan 2021 Scheme estimated delivery Spring 2021

Mike Whiting

Details of Scheme	Status
<b>(1819-CMG-SW-877) Chestnut Street</b> Width restriction scheme	Consultation complete Dec 2020 Expected delivery Spring 2021

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## **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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**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.	<p><i>Feb 2021 update:</i> <i>Vegetation removal to allow the Utility companies to divert their services took place in February prior to the bird nesting season along A251 and A2 near the junction.</i></p> <p><i>The March JTB s to receive a report on the junction designs which now incorporate a shared footway/cycleway to the south side of A2 between Abbey School entrance and A251 and a footway from A251 to the new development east of the junction.</i></p> <p><i>The programme pending land approvals is for the main work to start in April/May for upto 7 months. The work will be undertaken using 2 way lights and the closure of A251 at its junction with A2 however this has not be confirmed with Highway England yet.</i></p>
	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.	
1079/12/16	Update on the 20's Plenty for Faversham Working Group	Third-party scheme	(1) That the JTB supports the recommendations put forward by the Working Group, and officers submit a report to the next JTB meeting on the feasibility of the	<i>Feb 2021 update: The trial for a town wide 20mph commenced in September 2020 using an experimental traffic regulation order which allows the installation followed by the consultation. The</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			<p>proposals. (2) That the officers' report considers how proposals might be rolled-out across the Borough.</p>	<p><i>consultation will close on 3 March after which a report will collate all the feedback and will also include speed surveys, attitudinal and observational surveys as well as pedestrian and cycle counts pre and post installation. KCC is working closely with Faversham TC on the potential for further improvements to compliment the existing signing and lining.</i></p>
<p>410/03/19</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 180</p> <p>426/02/20</p>	<p>Highsted Road, Sittingbourne proposed footway – report on the results from the public consultation exercise</p>	<p>KCC</p>	<p>(1) That Option 1 be the preferred way forward, and that KCC look at other options as well.</p> <p>1) <i>That the matter be considered by the JTB again, to confirm Option 1, with costs of bollards, a TRO for one-way traffic, and to also consider the option of a CPO and to ask the KCC Education Area Officer to discuss the matter with the school.</i></p>	<p><i>Ryan Shiel sent letter to both schools via post, and a copy of the letter was also emailed to the school generic mailbox. No response has been received so far. A copy of the letter has been forwarded to the JTB officer and Highway Operations Manager to share as required. <b>Ryan contacted the schools again February 2021, but still no response.</b></i></p> <p><i>Highways officers spoke with KCC Education and they advised that KCC have no jurisdiction over the land associated with these schools as they are private/academy's so any land enquiries have to be agreed via the Academy Trust(s).</i></p> <p><i>As outlined at the previous JTB meeting KCC Highways have sought legal advice and have been advised that a CPO would likely not be successful.</i></p> <p><i>No funding stream has been identified to carry out any additional works or investigation at this location.</i></p>
<p>436/01/20</p>	<p><i>Petition to prevent over 7.5T vehicles using The Street, Boughton and Dunkirk</i></p>	<p>KCC</p>	<p><i>That the petition be formally accepted and a report from the KCC Schemes Planning and Delivery Team be submitted to the next JTB meeting.</i></p>	<p><b>Scheme is now complete.</b></p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
442/01/20	<i>Bus Only Lane – Eaves Drive to Oak Road, Sittingbourne</i>	KCC	<i>(1) That the report be noted and no further action be taken in respect of removing the current vehicle restrictions. (2) That the KCC Public Transport Team and the Seafront and Engineering Manager meet with the Quality Bus Partnership to look into finding a solution to ensure that buses were able to use the link, and to report back to the JTB if necessary.</i>	<i>There is currently no agreements in place to adopt the section of road including the bus gate area and won't be for some time as a section of Eaves Drive (Phase 2 spine road) has been changed by a third party developer with no involvement, approval or agreement with KCC. This has been the subject to extensive discussion and the two developers are now working together (with recent remedial works being undertaken) and will be with us to get this section to an adoptable standard which will unlock the rest of this site for adoption including the bus gate, but at the moment it's with the developers to now approach KCC for adoption.</i>
444/02/20	<i>School Buses – Adelaide Drive, Sittingbourne</i>	KCC	<i>(1) That the report be noted. (2) That the bus clearways not be agreed, that there be a full consultation with residents of Adelaide Drive and Sydney Avenue on the buses and the yellow lines, and idling, with guidelines and legal advice on term-time restrictions, with a report back to the JTB.</i>	<i>No restrictions and no consultation is progressing as per previous feedback reports.</i>
589/03/20	Proposed extension to Sittingbourne Residential Parking Scheme – results of design consultation	SBC	(1) That the scheme be put on hold until a full review of resident parking schemes in the Borough had been carried out.	(1) Update report submitted to September 2020 on proposed consultation leaflet and questions for borough-wide survey. Report on Residents' Parking Scheme Review submitted to December 2020 JTB. <i>Report submitted to March 2021 JTB requesting recommendation as to whether to proceed with Scheme extension into Park Road and Ufton Lane south</i>
591/03/20	School buses parking in Swale Way and other surrounding areas	SBC	(1) That a report from SBC officers with options of actions and possible solutions be brought back to a future JTB meeting.	Report submitted to December 2020 JTB.

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
77/09/20	Petition for Double Yellow Lines – Nutfields, Sittingbourne	SBC	(1) That the report be noted and a Traffic Regulation Order for proposed double yellow lines as shown in the report be drafted.	Proposals included in latest Traffic Regulation Order, Swale Amendment 20. Formal consultation estimated to commence on 4 <sup>th</sup> December 2020. <i>Traffic Regulation Order Swale Amendment 20 formally consulted – report on formal objections received submitted to March 2021 JTB</i>
78/09/20	Proposed Double Yellow Lines – Cormorant Road, Iwade	SBC	(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.	Proposals included in latest Traffic Regulation Order, Swale Amendment 20. Formal consultation estimated to commence on 4 <sup>th</sup> December 2020 <i>Traffic Regulation Order Swale Amendment 20 formally consulted – report on formal objections received submitted to March 2021 JTB</i>
09/20	Parking Proposals Abbey Street Area, Faversham – Abbey Neighbourhood Association	SBC	(1) That the report be noted.	Update Report Submitted to December 2020 JTB. <i>Traffic Regulation Order Swale Amendment 23 drafted. Formal consultation to take place between 19<sup>th</sup> February and 12<sup>th</sup> March 2021, formal objections to be reported to June 2021 JTB.</i>
80/09/20	Yellow Line at the junction of Gore Court Road and Whitehall Road (Verbal Report)	SBC	(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.	Following legal advice, we are not permitted to extend double yellow lines following initial installation. The existing shorter restrictions are therefore included in our next Traffic Order, Swale Amendment 20, after which another Traffic Order Amendment can be drafted to extend these restrictions. <i>Proposals to extend restrictions now included in draft Traffic Regulation Order Swale Amendment 22. Formal consultation to take place between 12<sup>th</sup> February and 5<sup>th</sup> March 2021, formal objections to be reported to June 2021 JTB.</i>
306/12/20	Formal Objections to TRO Swale Amendment 18 2020	SBC	(1) That the proposed single yellow line in South Street, Queenborough be progressed but with revised times of 8pm to 6am on all days.	<i>Traffic Regulation Order programmed for sealing by KCC on 5<sup>th</sup> February 2021, to come into force on 22<sup>nd</sup> February 2021.</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			(2) The proposed double yellow lines in Court Tree Drive, Eastchurch be progressed.	
307/12/20	Bus Parking in Swale	SBC	(1) That the Swale JTB wrote to Swale Borough Council and Kent County Council asking that where, appropriate, proper drop off, pick up and parking facilities were installed for buses, in any proposed new schools, particularly the planned school at Grovehurst, Sittingbourne.	<i>A letter was sent on behalf of the Chairman to the Corporate Director, Growth, Environment &amp; Transport and the Head of Planning Applications, Growth, Environment &amp; Transport, KCC. This was shared with planning officers and those at KCC responsible for promoting education development.</i>
308/12/20  Page 183	Informal Consultation Results	SBC	<p>(1) That the proposed double yellow lines for Forge Road/Milton High Street, Milton Regis be abandoned.</p> <p>(2) That the proposed double yellow lines near Nos. 1 &amp; 12 Hilton Close, Faversham be progressed with slight amendments.</p> <p>(3) That the proposed double yellow lines near Nos. 13 &amp; 30 Hilton Close, Faversham be abandoned.</p> <p>(4) That the proposed double yellow lines near Nos. 29 &amp; 46 Hilton Close, Faversham be abandoned.</p> <p>(5) That the proposed double yellow lines in Lammas Drive and Cortland Close, Milton Regis be progressed.</p> <p>(6) That the proposed double yellow lines for Newlands Avenue and London Road, Sittingbourne be progressed.</p>	<p><i>(1) Consultees advised that proposals are abandoned</i></p> <p><i>(2) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5<sup>th</sup> March 2021</i></p> <p><i>(3) Consultees advised that proposals are abandoned</i></p> <p><i>(4) Consultees advised that proposals are abandoned</i></p> <p><i>(5) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5<sup>th</sup> March 2021</i></p> <p><i>(6) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5<sup>th</sup> March 2021</i></p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
Page 184			<p>(7) That the proposed double yellow lines for Periwinkle Close, Sittingbourne be progressed.</p> <p>(8) That the proposed double yellow lines for Queenborough Road and St Peter's Close, Halfway be progressed with slight amendments.</p> <p>(9) That the proposed double yellow lines for Middletune Avenue, Milton Regis be progressed but the single yellow line be abandoned.</p> <p>(10) That the proposed loading ban for Hope Way, Sheerness, be progressed.</p> <p>(11) That the proposed double yellow lines for Gordon Square, Faversham be progressed.</p>	<p><i>(7) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5<sup>th</sup> March 2021</i></p> <p><i>(8) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5<sup>th</sup> March 2021</i></p> <p><i>(9) Traffic Regulation Order Swale Amendment 22 2021 drafted for double yellow lines only – formal consultation ends 5<sup>th</sup> March 2021</i></p> <p><i>(10) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5<sup>th</sup> March 2021</i></p> <p><i>(11) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5<sup>th</sup> March 2021</i></p>
311/12/20	Proposed Parking Restrictions and Parking Bay Alterations – Abbey Street/Abbey Place, Faversham	SBC	(1) That Members note the report and recommend the proposed amendments be implemented.	<i>Traffic Regulation Order Swale Amendment 23 drafted. Formal consultation to take place between 19<sup>th</sup> February and 12<sup>th</sup> March 2021, formal objections to be reported to June 2021 JTB.</i>
305/12/20	Petition – Alterations to Promenade, Neptune Terrace, Sheerness	SBC	The petition was noted and passed to Officers to report back at a future meeting.	<i>The Head of Commissioning, Environment and Leisure has spoken to Mrs Reed from Sheerness Town Council and confirmed that the sea defence is owned by the Environment Agency, and that the Town Council will be drafting a design for submission to the EA to consider.</i>