

AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 27 February 2023

Time: 5.30 pm

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

Membership:

Councillors Monique Bonney (Vice-Chair), Alastair Gould, Elliott Jayes, Julian Saunders, David Simmons, Paul Stephen and Eddie Thomas.

Kent County Council Members:

Kent County Councillors Mike Baldock, Andy Booth, Mike Dendor, Antony Hook, Rich Lehmann, John Wright (Chair) and one vacancy.

Parish Council Members:

Kent Association of Local Council's representatives: John Arthur Fassenfelt, Peter MacDonald and Jeff Tutt.

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

Pages

Information about this meeting

*Members of the press and public can listen to this meeting live. Details of how to join the meeting will be added to the website by Friday 24 February.

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- (d) Anyone unable to use the stairs should make themselves known during this agenda item.

2. Apologies for absence.

3. Declarations of Interest

Councillors should not act or take decisions in order to gain financial or other material benefits for themselves, their families or friends.

The Chair will ask Members if they have any disclosable pecuniary interests (DPIs) or disclosable non-pecuniary interests (DNPis) to declare in respect of items on the agenda. Members with a DPI in an item must leave the room for that item and may not participate in the debate or vote.

Aside from disclosable interests, where a fair-minded and informed observer would think there was a real possibility that a Member might be biased or predetermined on an item, the Member should declare this and leave the room while that item is considered.

Members who are in any doubt about interests, bias or predetermination should contact the monitoring officer for advice prior to the meeting.

4. Minutes

To approve the [Minutes](#) of the meeting held on 5 December (Minute Nos. 475 – 485) as a correct record.

5. Public Session

Members of the public have the opportunity to speak at this meeting. Anyone wishing to present a petition or speak on this item is required to register with the Democratic Services Section by noon on Friday 24

February 2023. 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 Policy and Resources Committee

6. Proposed Parking Bays - Forbes Road, Faversham - Update Report 5 - 18

Part Three - Information Items

7. M2 Junction 5 update - verbal
8. Key Street/Grovehurst Road Roundabouts 19 - 30
9. Developments and Planning 31 - 34
10. Highways Work Programme 35 - 58
11. Progress Update Report 59 - 60

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

12. Letter from Department for Transport RE Junction 5 M2/A249 Highway Improvement Works 61 - 66
13. Active Travel update 67 - 72
14. Requests made by Councillors and Members of the Swale Joint Transportation Board 73 - 74
15. Date of Next Meeting

The date of the next meeting will be confirmed at Annual Council.

Issued on Friday 17 February 2023

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

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

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 27 th February 2023
Report Title	Proposed Parking Bays – Forbes Road, Faversham – Update Report
EMT Lead	Emma Wiggins, Director of Regeneration and Neighbourhoods
Head of Service	Martyn Cassell, Head of Environment and Leisure
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the results of the swept path analysis contained in this report and recommend that the previously proposed on-street parking bays and associated double yellow lines in Forbes Road, Faversham, be abandoned.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides an update to the previous submission to the Swale Joint Transportation Board at their meeting in December 2022, on proposed parking bays in Forbes Road, Faversham, requested by the Ward Member.

2. Background

- 2.1 An informal consultation took place with residents between 5th and 28th October 2022 on the proposed installation of three sections of parking bays in Forbes Road, Faversham. The proposals were requested by the Ward Member, and consisted of replacing some sections of single yellow line with residents' permit bays.

3. Issue for Decision

- 3.1 Of the 35 residents consulted a total of 20 responses were received, 9 supporting the proposals and 11 objecting. The results of the consultation can be found in Annex B. At their meeting in December 2022, Members of the Swale Joint Transportation Board considered the results of the informal consultation and recommended that the proposed installation of the new residents' parking bays and accompanying double yellow lines be investigated further through liaison with Kent County Council Officers and a possible further informal consultation.

- 3.2 Following this recommendation, Officers at Swale contacted Kent County Council's Road Safety Engineering Project Manager to investigate the proposals further. Whilst there is usually a cost involved in undertaking this detailed analysis, the KCC Officer kindly offered to assist the Borough Council without charge in this instance, and we would like to document our thanks in this report to the KCC Officer for his kind assistance.
- 3.3 A swept path analysis was undertaken in both directions of Forbes Road by KCC using their specialist design software. This tracking was based on a pantechicon and large articulated vehicle negotiating the route with the proposed parking bays in place.
- 3.4 Details of the swept path analysis results can be found in Annex A. Whilst the copied plans have lost some text detail in their transfer into this report, the swept path routes can still be examined.
- 3.5 During the informal consultation, a number of concerns were raised by residents around the impact of the proposed parking bays on traffic movements along Forbes Road, particularly during peak times when it has been reported that traffic backs up from the junction of the A2 London Road and The Mall. Comments received included concern that the parking bays would create a bottleneck resulting in an increase in stationary vehicles and subsequent air pollution. Following the swept path analysis, the Highway Officer at Kent County Council has raised similar concerns around vehicle movement, as there would be conflict with some larger vehicles travelling in opposite directions negotiating parked vehicles located in the new bays.
- 3.6 It was noted that it could be possible to consider progressing the installation of the proposed parking bay on the west side of Forbes Road, opposite Nos.30 to 33, but the proposed bay would be reduced in length by around one parking space to ensure vehicular access to the rear of the property on the corner of Forbes Road and Athelstan Road remains unimpeded.
- 3.7 However, this would only provide around 18 metres of on-street parking which could be considered disproportionate to the cost of completing the Traffic Regulation Order and on-site signing and lining installations. In addition to this, the Kent County Council Officer has expressed some concern that vehicles parked in this bay could suffer damage to wing mirrors due to the narrow nature of the carriageway and the passing traffic.
- 3.8 Ward & County Member Comments: One of the Ward Members has provided the following comments: *"I am very disappointed with this decision by KCC highways who in my opinion are yet again prioritising motor vehicles above the safety of pedestrians as it does not promote Active Travel. KCC took the bold decision to approve a Town Wide 20mph limit for Faversham, however with residents raising concern at the speed of traffic on Forbes Road, this decision does nothing to contribute to any speed reduction. Therefore I remain concerned with the speed of traffic on Forbes Road particularly as it approaches downhill towards the poorly*

designed zebra crossing where pedestrians can be hidden behind the beacon pole. I urge KCC to respond to my concerns.”

3.9 Faversham Town Council Comments: The Town Council have provided the following comments following their recent meeting: *“It was resolved to Support the proposal subject to KCC, Public Transport Companies and Emergency Services confirming they are happy with the proposal.”*

4. Recommendation

4.1 Members are asked to note the results of the swept path analysis contained in this report and recommend that the previously proposed on-street parking bays and associated double yellow lines in Forbes Road, Faversham, be abandoned.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost and Resource for Drafting Traffic Regulation Order, including Formal Consultation. Cost and resource for installing Lines and Signs on site. Cost of £55 for Kent County Council to arrange Sealing of Traffic Regulation Order.
Legal and Statutory	Formal Consultation of Traffic Regulation Order, 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	The wellbeing of residents could be improved through increased on-street parking capacity and a natural reduction in traffic speeds. However, several disabled residents have expressed concern that they will no longer be able to park outside of their properties which could impact on their wellbeing and mobility. Whilst these residents could apply for a disabled persons’ parking bay, this would be subject to the layout of the new parking bays, their eligibility to meet the KCC criteria for bay applications and the maximum

	permitted disabled bay classification of 5% of total on-street parking capacity. Any addition congestion and impediment of vehicle movements could also result in a negative impact on drivers' mental wellbeing through incidents of road rage, and potentially increase the number of stationary vehicles which could negatively impact on air quality.
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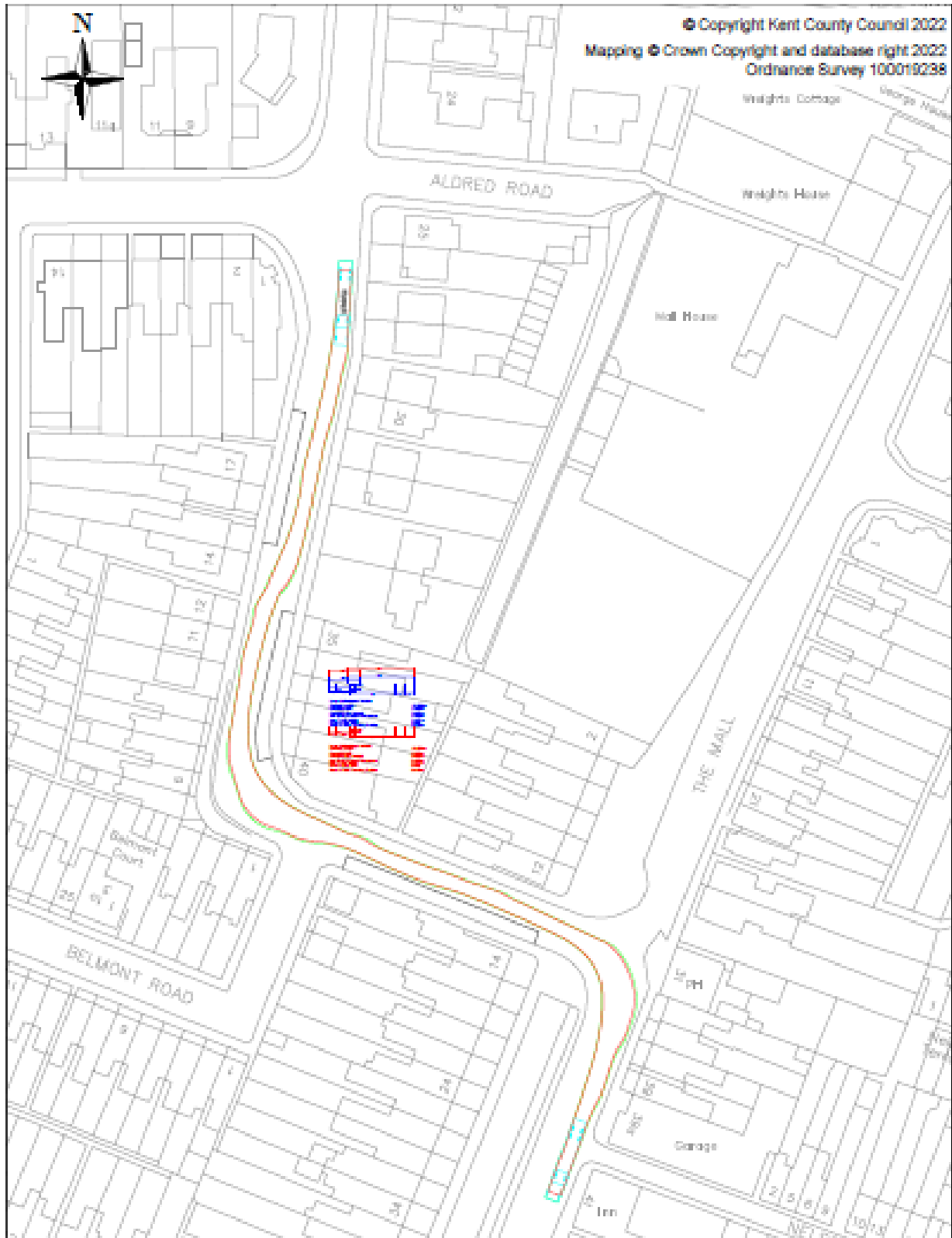
6. Appendices


- 6.1 Annex A – Results of Swept Path Analysis
Annex B – Results of Informal Consultation

7. Background Papers

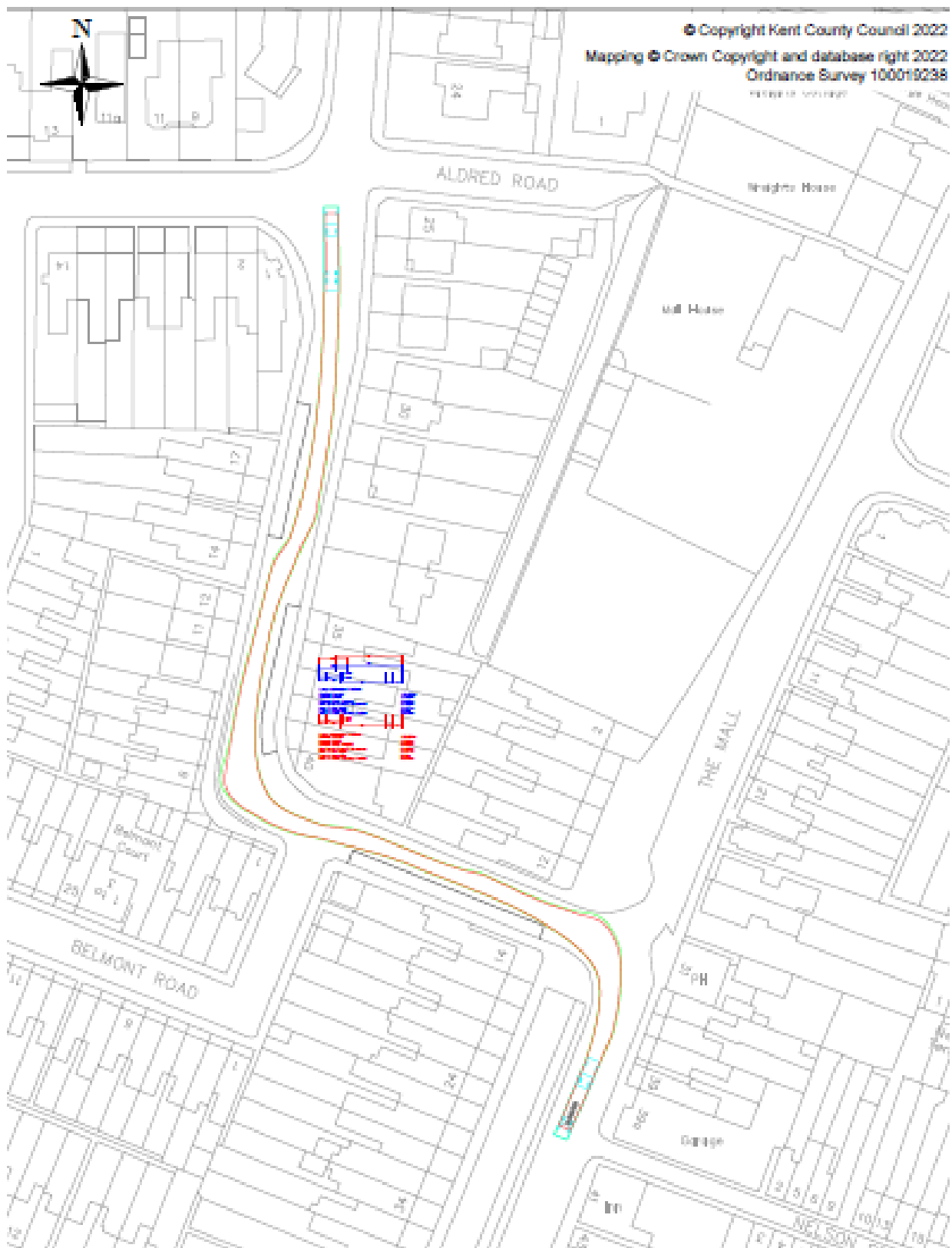
- 7.1 None


Forbes Road, Faversham – Articulated Vehicle – Southbound Movements



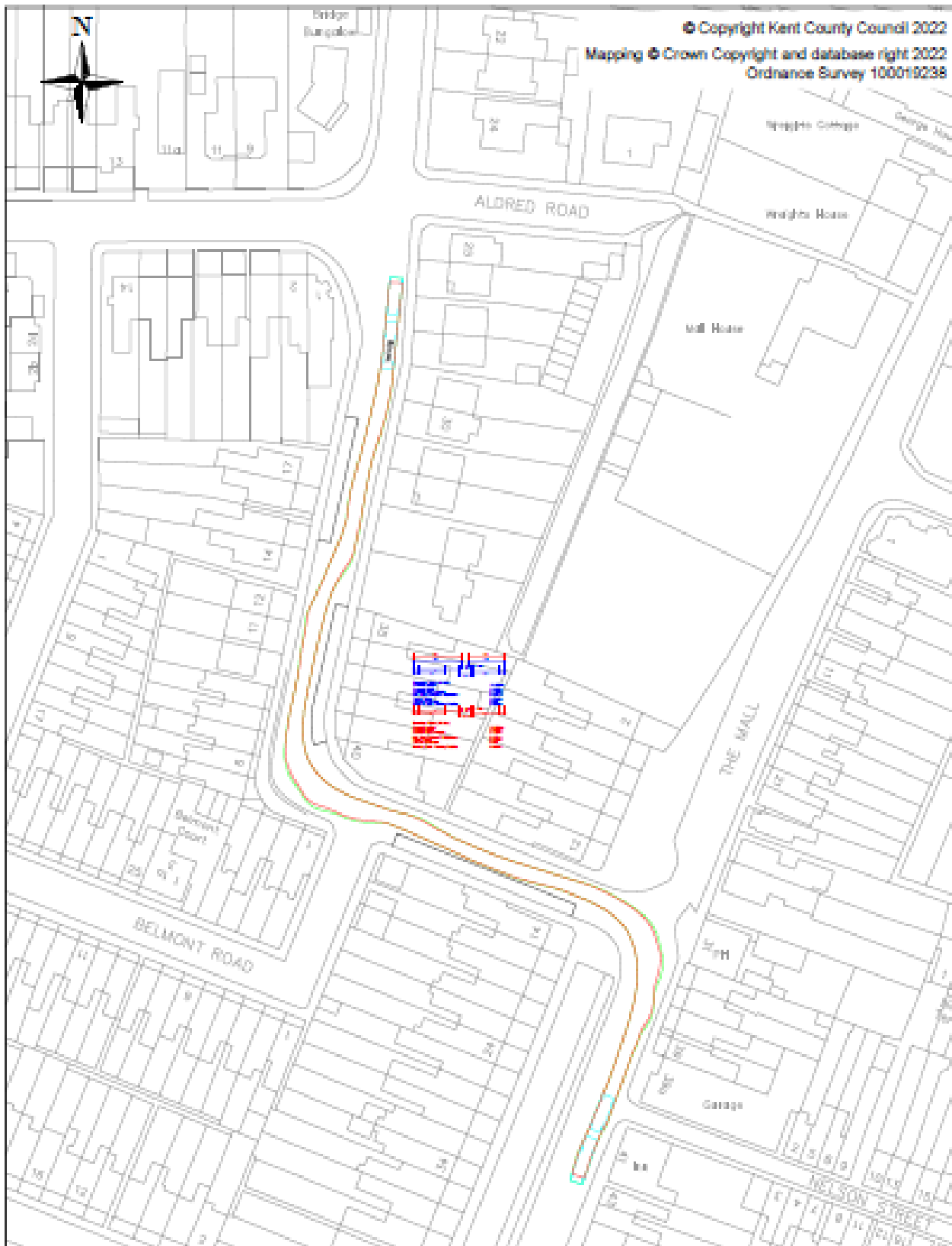
This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		0	24/1/2022				
 Kent County Council Ashford Highway Depot Hemsted Industrial Estate Ashford TN24 9AD Tel: 02020 418 811		FORBES ROAD, FAVERSHAM					
Drawing status: FOR INFORMATION		Drawing title: PROPOSED PARKING BAYS (BOROUGH-LED) SWEEPED PATHS					
Scale:	1:1000 at A4	Do not scale					
Drawing number: 22-EXT-SW-619-004		Rev: 0		Project: 15.4M ARTICULATED VEHICLE - SOUTHBOUND			


Forbes Road, Faversham – Articulated Vehicle – Northbound Movements



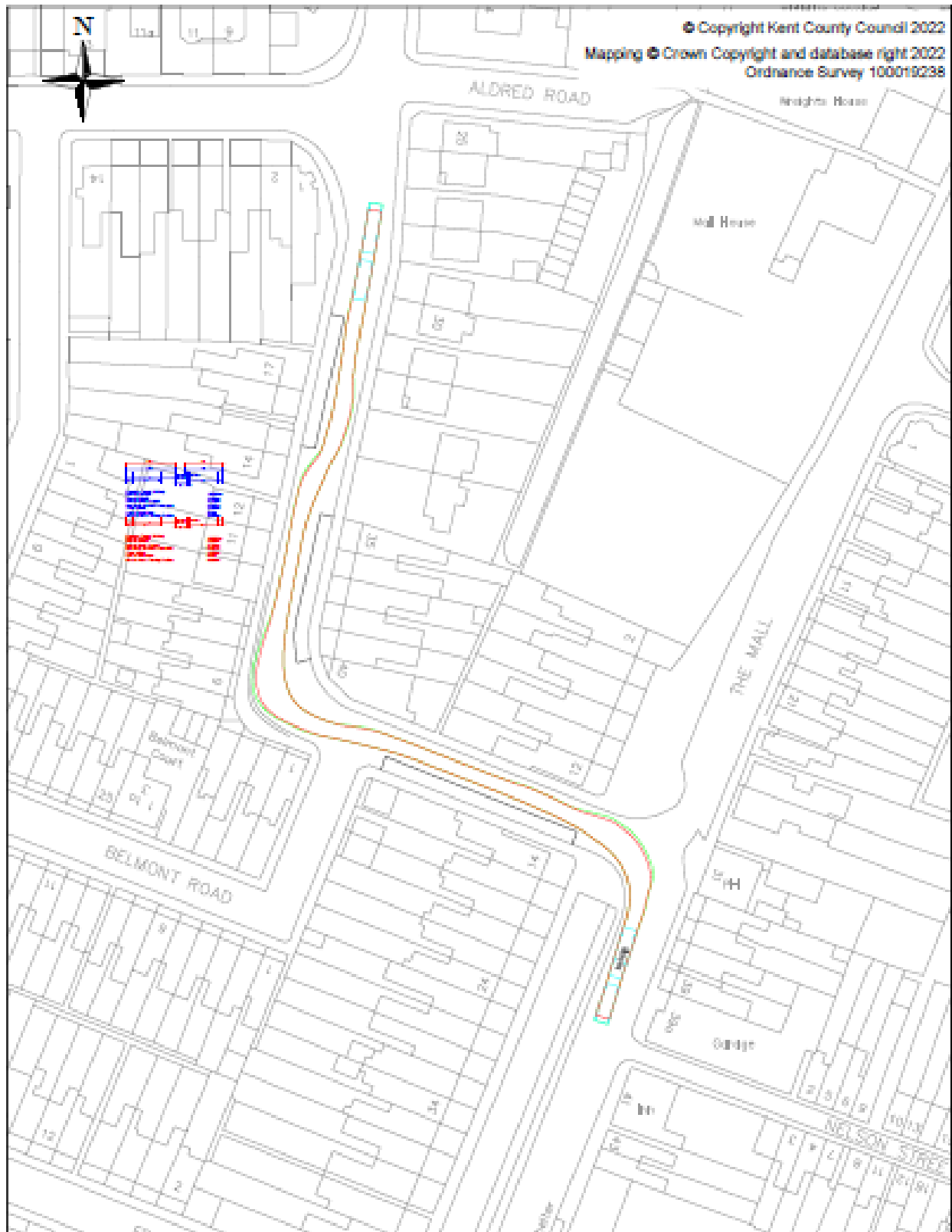
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Rev	Revision Date	Purpose of revision		Drawn	Checked	App'd	
 Kent County Council Additon Highway Depot Hemsted Industrial Estate Aylesford TN11 9PZ Tel: 02000 410 011		Project					
Drawing status		FOR INFORMATION					
Scale		1:1000 at A4		Do not scale			
Drawing number		22-EXT-SW-619-003		Rev		0	
Drawing title		PROPOSED PARKING BAYS (BOROUGH-LED) SWEEPED PATHS 15.4M ARTICULATED VEHICLE - NORTHBOUND					


Forbes Road, Faversham – Pantechicon – Southbound Movements



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		D	24/11/22			
Rev	Revision Date	Purpose of revision		Drawn	Check'd	App'd
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Drawing status		FORBES ROAD, FAVERSHAM				
FOR INFORMATION		Drawing title				
Scale		PROPOSED PARKING BAYS (BOROUGH-LED) SWEEP PATHS				
1:1000 at A4		Do not scale				
Drawing number		Rev				
22-EXT-SW-619-002		D				
		18M PANTECHICON - SOUTHBOUND				

Forbes Road, Faversham – Pantechicon – Northbound Movements



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		0	24/1/2022				
Rev	Revision Date	Purpose of revision		Drawn	Checked	App'd	
 Kent County Council Additonal Highway Dept Hemsted Industrial Estate Ashford TQ20 1RQ Tel: 02020 418181		Project FORBES ROAD, FAVERSHAM					
Drawing status FOR INFORMATION		Drawing title PROPOSED PARKING BAYS (BOROUGH-LED) SWEEP PATHS					
Scale	1:1000 at A4	Do not scale					
Drawing number 22-EXT-SW-619-001		Rev	0 16M PANTECHICON - NORTHBOUND				

Proposed Parking Bays - Forbes Road, Faversham

Response	Support	Object	Comment	Comments
1	1			<p>I would like to register my SUPPORT for the proposal. I agree that the proposed bays will:</p> <p>A) provide additional daytime on street parking capacity for residents B) not impact on existing parking arrangements outside of the restricted hours - ie non permit holders and visitors in the evenings and Sundays C) aid the safe flow of traffic and further impede speeding and dangerous driving along this stretch of road.</p> <p>Additionally I would like to see improved road crossing facilities/arrangements at the junction of Forbes Road and The Mall, a route used by many pupils heading to The Abbey school from the station area. In particular, the effective narrowing of the road resulting from the introduction of new bays on Forbes Road outside 14 The Mall, potentially allows for a physical extension to the pavement or bollard (or hatched painting) to narrow the road at this point.</p>
2	1			<p>I've just received the consultation request through for the proposed parking bays on Forbes Road. I'd be broadly in favour of this. While we don't have a problem with finding a space (there is ample space on The Mall and in Aldred Road, albeit appreciate it this may be too far for elderly residents to park and walk), I'd support it potentially helping to reduce speeds with the following caveat that it would be great to have signs asking people not to leave their cars idling and potential enforcement for this. Currently, outside of the single yellow restriction periods (evenings after 6:30 and Sundays) there are often cars sitting directly outside idling, which means that we don't want to have our windows open due to noise and pollution, and can be frustrating even with the windows closed at times due to noise. Alternatively, a tunnel/bridge should be installed in The Mall to allow cars to pass under the train line connecting The Mall directly to Preston Street, which would reduce traffic down Forbes Road and mean parking could be placed on both sides of the roads, further helping to reduce speed, much like in St Mary's Road ;).</p>
3		1		<p>I live at ** Forbes Road. I cannot object strongly enough to the proposed parking bays in Forbes Road. Most days, 8.00-9.30 ish, and 3.30-5ish, there is a considerable build up of traffic (due to the recent introduction of traffic lights in the Mall) which leads to long tail backs along Forbes Road. If the parking bays were in place this would increase the congestion due to traffic having to negotiate the bays. A number of households have more than one car and so the bays would be in constant use, particularly as they are going to be open to non permit holders. I am a holder of a disabled badge due to ***** and so find it difficult at times to walk any distance particularly when carrying anything. When I have been unable to park in any parking bays near my house I have used the badge to park near my house. These parking bays would likely make that option impossible. I can only see these parking bays making the congestion worse.</p>

4	1			I am writing to confirm we support the proposed bays on Forbes Road, Faversham.
5		1		I object to these proposals. The reduced speed limit in town is a joke, as not many motorists (Forbes Road in particular) adhere to it and placing parking bays there is to cause accidents waiting to happen. The proposed bay on the north west, adjacent to Athelstan Road is particularly dangerous on the approach to the pedestrian crossing- been several near misses there. Very often there is a build up of traffic here from the A2, down The Mall onto Forbes Road, and these bays will cause bottlenecks particularly with buses and HGV's which have to use this major route into and out of town.
6	1			As residents and owners of ** Forbes Road, Faversham we would like to express our support for the proposed scheme of parking bays and double yellow lines in Forbes Road.
7		1		I object to the proposals communicated to me for Forbes Road for the following reason: I have a drive on the front of my property, for which I had planning permission. To enable safe access and exit my family reverse onto the drive to avoid reversing into traffic. The planned bays opposite would make this a hazardous and dangerous exercise and likely lead to us having to reverse into busy traffic to exit our drive. I also believe the bays would be situated too close to the Athelstan Road entrance and the bend of Forbes Road, thus push passing cars into oncoming traffic. This is already a problem on the Forbes Road corner and so I am concerned this would worsen an issue that already exists.
8		1		We are residents at ** Forbes Road Faversham Kent ME13 (for the last 50+ years). We strongly object to the proposed parking bays for the following reasons: 1.The road is main entrance to the town and has a large number of articulated lorries. There is more commercial traffic than private. Large lorries will find the bays treacherous and will have to move into oncoming traffic in order to negotiate Forbes Road. 2.A number of houses no 26-30 have off road parking (some have not gained planning permission) this poses a danger to traffic flow and visibility. 3.The blind corner of Forbes Road is already dangerous, this proposal would increase this danger. The junction at Athelstan Road in to Forbes Road is a huge problem; daily 'near misses' are observable from our front window. More complex road layout in Forbes Rd would add to the already dangerous junction. 4.A pedestrian crossing is situated too close to the proposed bays. We have witnessed numerous accidents on the crossing and one recent fatality on the pedestrian crossing. There are already enough distractions in the road to add more confusion. 5.20MPH signs are ignored. This would make a weaving road with more bays more of a 'challenge' for the drivers who frequently exceed 50MPH.
9	1			We recently received a letter asking us for our opinion on the proposed parking bays in Forbes Road. I want to hereby notify you we are supporting the idea. and hope this will be implemented soon. As you are looking at Forbes Road, there have been multiple discussions in the last 18 months about a pedestrian crossing near the Elephant pub, helping the School children across the road from the station into the Mall towards the Abbey School. Is this something that is looked at separately? or can you do this at the same time?
10		1		I am a disabled blue badge person - I have to get out of my car in front of my house, there needs to be a space for me to do that.

11	1			I support the proposed parking bays at Forbes Road. I would also request that the side road from Forbes Road into Belmont Road (side of No 1 Forbes Road) also be made into Parking bays. This is always full of inconsiderate and bad parking by commuters rushing to catch their train.
12		1		We're objecting to certain parts of your current proposal, as we are more concerned about speeding in this stretch of road rather than trying to park, which I've currently been in contact with the council about, (case ref; 31099591 response from Jamie Watson,) which mentioned about changing the current layout, with the road junction from Forbes road to Athelstan road and installing anti slip surfaces either side of zebra crossing,(apparently due to start early next year 2023) I do believe there needs to be more accessible parking for residents in our road, the parking bay along Forbes road just off the mall looks ok, and then just around the corner between no35 and no40 Forbes road also look ok, but the suggestion of a parking bay between 1&15 Forbes road and double yellow lines our side, is the one we totally object with, for a couple of reasons it would blindside drivers approaching currently dangerous Forbes road level crossing and we have to young children and a disabled mother in law which would be inconvenient for us not being able too park directly outside our house, there is also other family members with young children our side also, I believe it also would be totally inconvenient for the traffic flow as the road wouldn't flow smoothly, I would quite happily have accepted a parking bay proposal our side of the road from 25to32 Forbes road as it would make traffic run more smoothly, but it would be inconvenient for you to push forward, as you know residents are parking on there fronts with no drop kerbs as for some reason they keep getting rejected from there drop kerb applications, which I believe would help slow traffic and reduce car parking space's required.
13	1			I fully support the proposed parking bays. I believe this will have a sufficient effort in reducing the traffic speed in the local area, as my house was almost damaged by some reckless driving and breaking the speed limit and resulted in them crashing into our neighbours garage. The parking will be greatly warranted. The surrounding roads are consistently occupied by commuters and has been even more evident since the new estates have been occupied. In addition, I'm not sure if this possible but the parking area adjacent to my house (** Forbes Road) could this possibly be permit as well? We are constantly having issues with commuters that leave their cars for long periods of time and park inconsiderately.
14		1		I object to the proposals - too dangerous. All this road needs is the parking restrictions altered to 5.30pm (not 6.30pm) to 8.30am. 20mph is a joke. People (well most) ignore it, except lorries.
15		1		As at ** The Mall sightlines to cross the road could be obscured. Existing [lining at side of 12 The Mall] is a single yellow line not double Was wrongly painted many moons ago. Maybe best to put [bays proposed at side of 14 The Mall] on other side [of Forbes Road]. Reduce bays [side of 14 The Mall] so as not to obscure vision for pedestrians, especially children crossing road (accident waiting to happen). Could be a high topped van parked here [side of 14 The Mall].
16	1			

17		1	<p>Further to the letter regarding the Proposed Parking Bays Forbes Road, Faversham I hereby <u>object to the proposals</u>. The parking bay outlined in the north would block my driveway parking access. Please see photo 'Photo 1' attached for your reference. This access was granted on 12 June 1962 under reference NK/2/62/42. Please find also attached your proposed plan <i>marked up</i> 'Parking Proposal 07 Oct 2022'. I have detailed a proposed adjustment to allow access to my property ** Forbes Road, Faversham ME13 8QF. If the parking bay is moved south it will allow access to my drive. Also moving the bay south will allow for a safer splay distance. The new bay will compromise the existing splay distance turning south out of the busy Athelstan Road junction onto Forbes Road. As an improvement I would suggest extending the double yellow lines on the west side of Forbes Road south of the Athelstan Road Junction so that a safe splay distance can be maintained (note – I have never observed a car parked on the single yellow in this area and this has probably never been an issue in the past but would be if made a parking bay). I would expect the splay distance for the busy Athelstan and Forbes junction to be demonstrated as safe using real life road speeds especially at busy times ie rush hour and school drop offs with a speed of at least 25mph, or greater. In summary I object to the current proposals for the reasons stated above.</p>
18		1	<p>I object to the proposals for parking bays in Forbes Road. For the following reasons: (1) Forbes Road has a reduced speed of 20mph. (2) If there is concern about the speed on Forbes Road. Has a speed survey been carried out? Where is the evidence of speeding? (3) If speed is of a concern for the council. Have they considered speed cameras? (4) If safety is a concern, surely having cars stopping in the middle of one of the main roads into Faversham and reversing into a space is a hazard. Also, cars pulling out into the traffic is a hazard on a main 'B' road. (5) The planned parking bays will result in unacceptable harm to highway safety and convenience. Two of the proposed parking bays are on sharp corners and will cause significant bottle necks with rush hour traffic. (6) These bottle necks will include idling traffic and raised carbon monoxide levels in the vicinity. (7) During morning and evening rush hour, the traffic queue is from the A2, down The Mall and along Forbes Road, almost to Aldred Road. The Parking bays will only increase this congestion as traffic stop to wait for a gap in traffic to pull out. (8) In several planning applications for Forbes Road, Faversham's own Planning officers have referred to Forbes Road as a busy road with two sharp bends and have raised concerns regarding vehicles reversing on the road. Parallel parking requires reversing into a space. Planning officers have stated that any reversing on this road would be a "hazard to safety". This has been stated by the Head of Planning Services at Swale Borough Council. As such, any application that will likely lead to a reduction in safety is not to be encouraged. (9) As a resident of Forbes Road we able to park from 18:30 to 08:30 Monday to Saturday and all-day Sunday. This is the peak difficult time to find a parking space in road with permit parking. I am always able to park on Forbes Road during these times. (10) The single yellow line allows for unloading and loading of a vehicle of shopping. Also dropping off family or friends. This is adequate during the day. If a double yellow line is</p>

19		1		I object to the proposals. Comments: Whilst I would appreciate some parking being available on Forbes Road, I feel that the proposed bays are not right for the following reasons. Additional traffic calming measures need to be put in place to slow traffic down. Hardly any vehicles adhere to the 20mph speed limit that was put in place. Without these additional measures, people will still speed up and down the road making the parking bays dangerous. The bays as proposed will reduce visibility of the zebra crossing and on the sharp right angle bend. Wide/large vehicles will not be able to navigate the bays easily without driving onto the opposite side of the road, this will cause standing traffic and increased pollution. Traffic regularly backs up from the junction at the top of The Mall, this would make navigating the parking bays impossible and disrupt traffic flow on the other side of the road. In addition to this, the extension of double yellow lines would make it very difficult for deliveries and loading to take place directly outside my property which is already tricky.
20	1			I support the proposed parking bays.
Total	9	11	0	

		35	Properties Consulted
% Returned	57	20	No. Returned
% Support	45	9	No. Support
% Object	55	11	No. Object
% Comments Only	0	0	No. Comments Only

Response	Support	Object	Comments
A1		1	Looking at these proposed parking bay implementations, this is something [Bus Operator} do not support. Negotiating this stretch of road can be bad at times without the need to also have to negotiate 3 stretches of parked cars. Please feel free to reply if you have any further questions. This will turn the whole part of the road into a parked car chicane that will result in a 'me first' mentality. Operating out from Faversham under the bridge passing a line of parked cars, you would then need to negotiate the parked cars on your carriageway by operating on the opposite side of the road whilst going round a blind bend, if there were to something coming in the opposite direction, you would be in dead lock as they themselves have just negotiated a line of parked cars in the same manner whilst travelling in the opposite direction.I can not see the logic of safe thinking behind this.
Total	0	1	

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A249 Key Street and Grovehurst Road junction Improvements

To: **Swale Joint Transportation Board – 27 February 2023**

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

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

Classification: **For Information**

Ward:

Division: **Swale West and Sittingbourne North**

Summary: Update on the proposed junction improvements on the A249 at Key Street and Grovehurst Road

1 Introduction

1.1 The Joint Transportation Board will be aware of the previous reports presented on these projects, most recently to the JTB meeting of 20 June 2022.

1.2 This report gives an update on the A249 Junction improvement Schemes at:

- Key Street
- Grovehurst Road

2 Background

2.1 One of the outcomes of the Swale Local plan adopted 2017 was the need to improve the junctions along the A249 at M2J5, Key Street and Grovehurst Road. The improvements would support the delivery of over 6,000 homes in the period 2022 – 2031 identified in the adopted Swale Local Plan, reduce existing congestion and queuing, as well as improving facilities for pedestrians and cyclists.

2.2 A detailed funding bid was submitted and in November 2019, Homes England, the non-departmental public body under MHCLG announced that the bid had been successful and £38.1m of grant funding had been allocated for both junction improvements. A Grant Determination Agreement (GDA) between KCC and Homes England was signed in September 2020. A condition of the GDA is that funding was due to be spent by 31 March 2024, however due to delays in the M2 Junction 5 scheme, which was a condition in the release of the HIF funding, an extension has been granted to 30 September 2024.

2.3 Approval to progress these proposals was confirmed following the KCC Environment & Transport Cabinet Committee meeting in March 2020.

- 2.4 The M2 Junction 5 scheme is being delivered by National Highways (formally Highways England). Following a public inquiry, the Secretary of State published a decision approving the project in June 2021. These works are currently under construction and due to be complete in 2025.

3 Current Situation

- 3.1 Systra have been commissioned to undertake the transportation assessments and develop the detailed designs for these schemes.

Key Street

- 3.2 The A249 Key Street junction is a two-bridge oval shaped roundabout junction with slip roads on the southern side and connections to the A249, A2 Keycol Hill, Bobbing Hill, Sheppey Way and Chestnut Street. It serves the A2, village communities, and Sittingbourne town centre.
- 3.3 The scheme for Key Street is to improve capacity and safety on the existing Key Street gyratory and to relocate the access to the south bound slip road to the A249 along Chestnut Street. The improvements are considered permitted development, so a planning consent is not required.
- 3.4 Due consideration has been given to the proposed access to the Wises Lane development, granted planning consent by the Secretary of State following an appeal. A new footway/cycleway is to be included along Chestnut Street and the proposals are shown on the scheme plan in Appendix A.
- 3.5 The new roundabout on Chestnut Street is due to be provided as part of the Wises Lane development. The connection onto the A249 from the new roundabout is being delivered as part of the Key Street Improvement works.
- 3.6 The development of the detailed proposals for the Key Street improvements had been put on hold awaiting the outcome of the developer's application to discharge planning conditions ref 22/500782/SUB (condition 25). The application to discharge was approved on 2 February 2023, which will now allow the consultants to progress the detailed design.
- 3.7 A further update on the detailed proposals will be provided once the programme for the delivery of the new roundabout is confirmed by the developer. Alternative arrangements will be looked at if there is a delay that prevents the Key Street improvements being delivered within the funding timetable.

Grovehurst Road

- 3.8 The A249 Grovehurst Road junction is a double roundabout layout with a single two lane carriageway bridge over the A249 connecting the two. It is the main route for traffic heading towards the Sittingbourne Northern Relief Road to the east and Iwade village to the west. The junction also has connections to Grovehurst Road and Swale Way.
- 3.9 The scheme for Grovehurst Road is to provide an additional bridge over the A249 creating a full gyratory junction. The pedestrian and cycle facilities include

signal controlled crossings within the junction, which have been revised following comments received during the public consultation exercise. The proposals are shown on the scheme plan in Appendix B.

- 3.10 The land required for the gyratory has been safeguarded through voluntary agreement and s106 agreements. Heads of Terms have been agreed and the acquisition is currently being progressed through solicitors.
- 3.11 Planning consent for the scheme was granted on 16 March 2022.
- 3.12 Advance works on the site are underway, with the Ground Investigation completed in March 2022. Archaeological investigation was completed in April 2022, although further mitigation works will be required ahead of construction. Vegetation Clearance works are underway and are to be completed ahead of the bird nesting season under an ecological watching brief. Water Voles have been identified on site and the required mitigation strategy has been developed. The strategy requires a Natural England Licence, with translocation planned for February/March 2023. A Great Crested Newt (GCN) licence has been obtained from Natural England and a reptile mitigation translocation site identified at Iwade Nature Park. Environmental enhancement works were completed June 2022, which included the creation of hibernacula, scrub clearance and grassland enhancement. Translocation of reptiles on the west side of the scheme was completed in October 2022 with translocation planned for the east side in March/April 2023.
- 3.14 It is noted that there has been an overlap between the planning application for the KCC Highway Improvements scheme ref SW/21/505738 and the Land east of Iwade development planning ref 19/503974/HYBRID which has a resolution to grant consent subject to signing of the section 106 agreement. To reduce the impact of traffic management on Grovehurst Road it is proposed to include the development access roundabout as part of this scheme, with the developer paying for the cost of this work through a s278 agreement.

The A249 and interface with National Highways and the M2J5 Project

- 3.15 The A249 from the M2 to Sheerness is managed under a Design, Build, Finance and Operate (DBFO) Contract with National Highways. Any amendments, improvements or additions to the A249 that influence the route will be subject to agreement by National Highways and the DBFO contractor.
- 3.16 Discussions have been held with representatives of National Highways and the contractor for the M2 Junction 5 improvement scheme to consider programme and traffic management implications for the delivery of these projects within the funding timeframe. Please see Location Plan (Appendix C).
- 3.17 With west facing slip road closures currently planned until May 2023, the decision has been taken to delay the works involving traffic management on the A249 at Grovehurst Road until July 2023.

4 Programme

4.1 An interim scheme to install traffic signals at the junction of the A249 north bound exit slip road and the Key Street Gyratory was completed on 7 August 2020.

4.2 The current programme is;

Key Street

Confirm proposals for the new roundabout on Chestnut Street	Confirmed 2 February 2023
Complete detailed design	May 2023
Procurement	May 2023 to October 2023
Construction of Chestnut St roundabout (by others)	TBC
Contract award	November 2023
Commence works	January 2024
Works completed	July 2024

Grovehurst Road

Advanced vegetation clearance	Ongoing to February 2023
Advanced ecological translocation (reptiles and water voles)	March 2023 to May 2023
Procurement	September 2022 to January 2023
Contract award (main works)	April 2023
Commence works	May 2023
Works completed	August 2024

4.3 Consideration is being given to reduce the impact that construction works will have on the A249 and the local highway network. The timing and traffic management for both the improvements at Key Street and Grovehurst Road works will be planned in detail with the KCC Streetworks Co-ordinator, National Highways and adjacent developments.

5 Communications

5.1 A public consultation has been undertaken. The consultation ran for eight weeks from Wednesday 2 December 2020 until Tuesday 26 January 2021. Details of the consultation and the subsequent reports are available to view via the following link: www.kent.gov.uk/a249swalejunctionimprovements.

5.2 A Communications and Engagement Plan is being developed. This will involve informing residents, road users and key stakeholders of the proposals and timescales for each of the phases of the project.

5.3 Notification of the roadworks will be provided prior to commencement of construction using temporary variable message signs, and by a letter drop to local residents and businesses.

5.4 A steering group has been established and meets on a bi-monthly basis. The high-level meetings provide key stakeholders with a project update and review of key risks in delivery of the project and ensure the outcome of the delivery partners.

6 Financial

Key Street

6.1 The cost estimate for the improvements to Key Street is £5.9m.

6.2 Contributions of £0.5m have been collected from the developments at:

- High St Newington, planning reference 16/501266
- Spirit of Sittingbourne, planning reference 14/505440
- Crown Quay, planning reference 16/507877

6.3 The balance of £5.4m being funded by the Housing Infrastructure Fund.

6.4 The new roundabout on Chestnut Street is due to be provided as part of the Wises Lane development.

Grovehurst Road

6.5 The cost estimate for the improvements to Grovehurst Road is £32.7m, which is being fully funded by the Housing Infrastructure Fund.

6.6 The current cost estimate is robust and is based on outline proposals that have been reviewed by external cost consultants. It includes:

- construction costs
- budget estimates from the utility companies
- project management costs
- allowances for contingencies, inflation, and risk

6.7 It is anticipated that further s106 developer contributions will be available to cover any shortfall that may materialise. However, the development of the outline designs and later detailed design and construction procurement strategy will all be aimed at achieving value engineering savings and optimising costs.

6.8 Tenders for the works have been received and are currently being assessed. The initial indication is that the tender prices are in line with the budget allowance.

Recovery Strategy

6.9 As part of the HIF funding agreement there is a recovery strategy that will claw back developer contributions from developments that have a traffic impact on the Key Street and Grovehurst Road junctions and that would have been expected to contribute to the improvements. There is an expectation that this could raise in the region of £8.0m that will be used for the purposes of investing into much needed infrastructure necessary to mitigate against further future housing within the Borough of Swale.

7 Legal implications

7.1 This Report is for information only and hence there are no legal implications for the Board.

8 Conclusions

8.1 The successful award of the Homes England HIF funding, the commitments to make all the land available and match funding from s106 agreements will allow the highway improvements of the A249 Junctions at Key Street and Grovehurst Road to be delivered, in support of the Swale Local Plan; Bearing Fruits 2017.

9 Recommendations

For Information

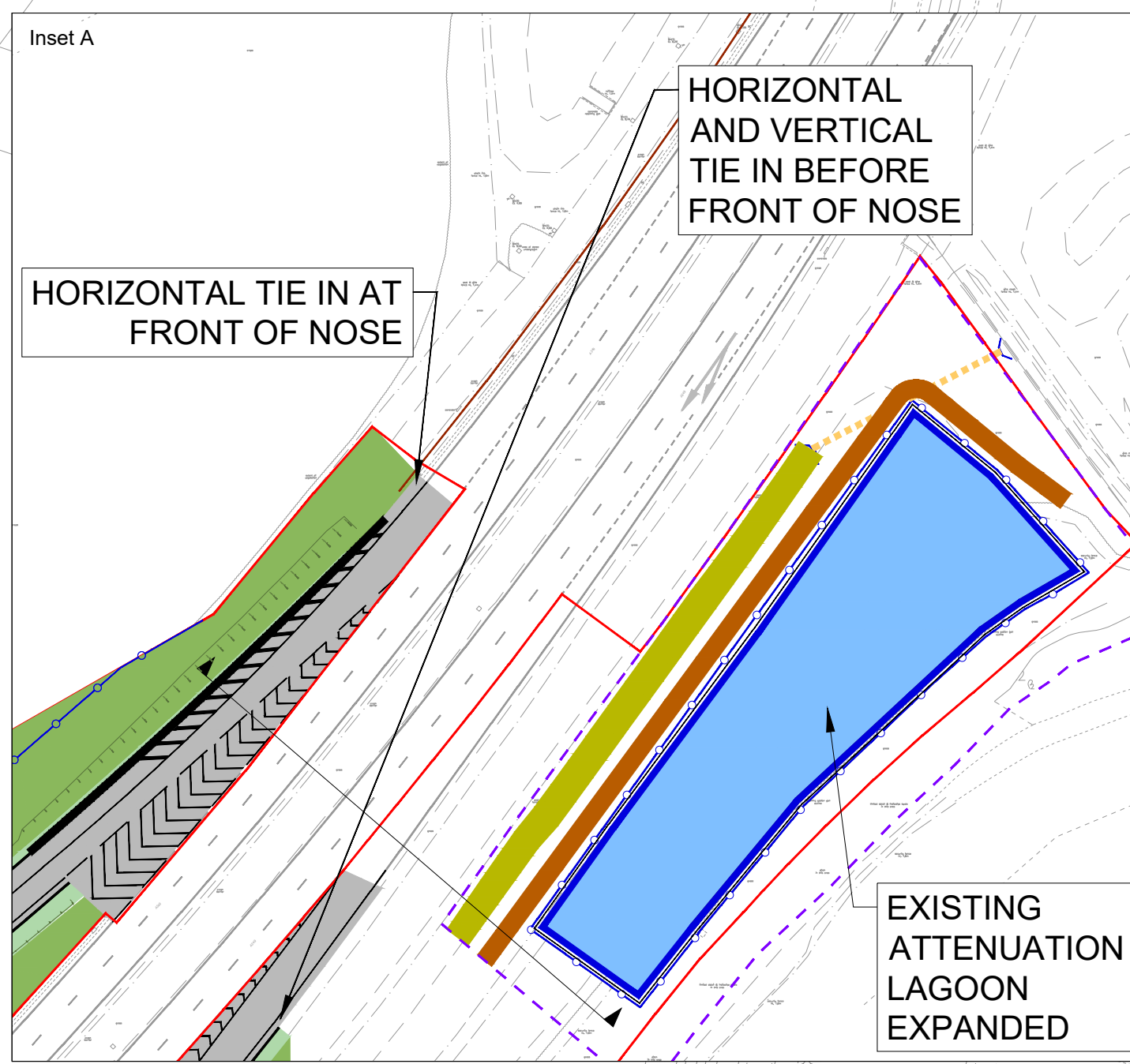
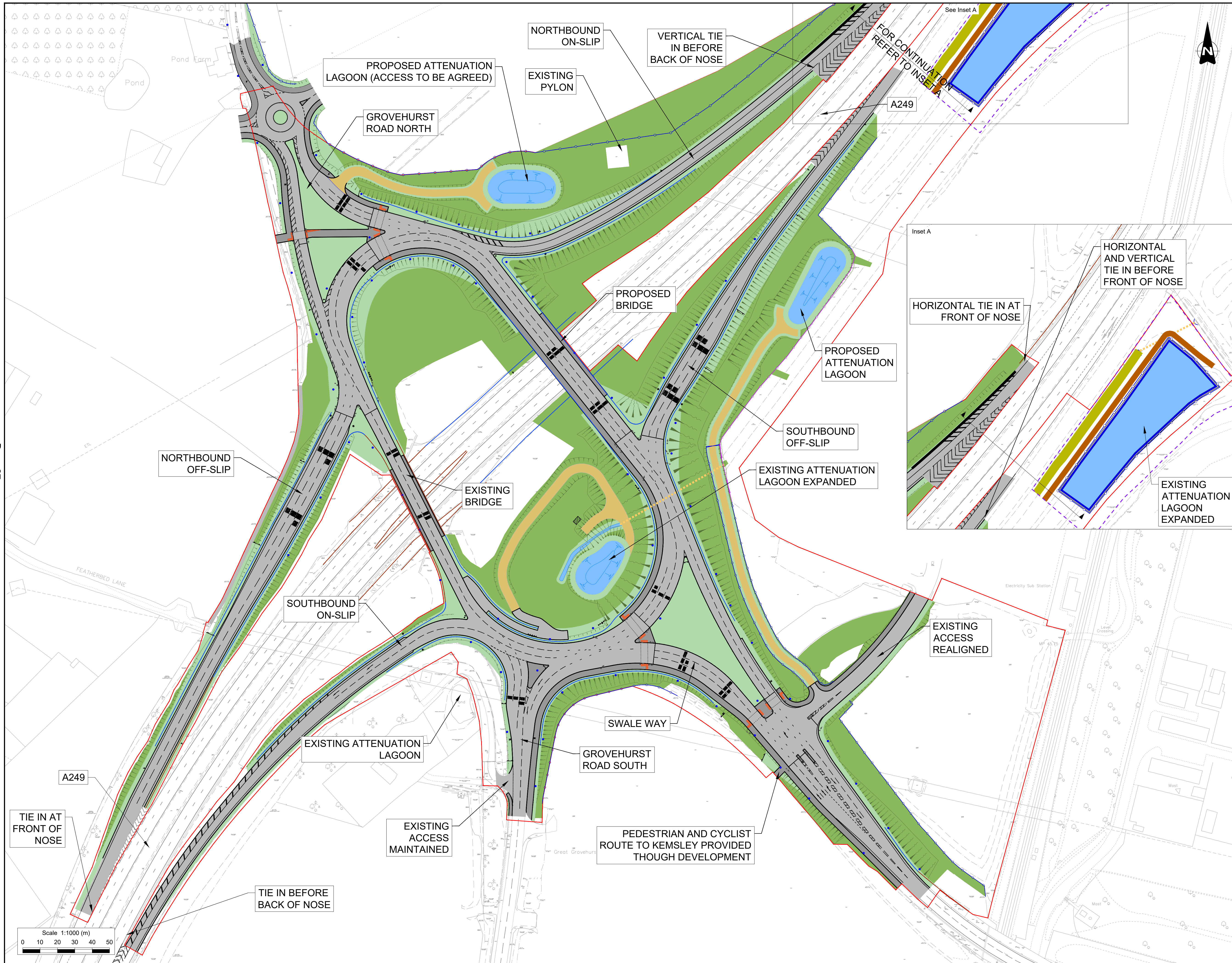
Future Meeting if applicable: As necessary prior to construction.	Date: TBA
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Contact Officer:	Richard Shelton - Project Manager (Major Capital Programme Team) e-mail: Richard.Shelton@kent.gov.uk
Reporting to:	Tim Read – Head of Transportation

Appendices

Appendix A	Key Street General Layout Plan - with Wises Lane development roundabout on Chestnut Street - Drawing no. 108945-dwg-ks-101-01 to 03 rev P3
Appendix B	Grovehurst Road Scheme Plan – Drawing no. 109617-dwg-101-01 rev P6
Appendix C	Location Plan

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- Notes:
1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.
 2. All dimensions are shown in metres unless otherwise stated.
 3. Layout based on Topographical survey from JC White on 22-03-2021. And based on Ordnance Survey MasterMap, © Crown Copyright 2018. All rights reserved. Licence number 100022432.
 4. This drawing forms part of a design pack and should be read in conjunction with all drawings listed on the project drawing register.

- Key:
- OS mapping / topographical survey
 - Site Boundary
 - Proposed kerb
 - Proposed road marking
 - Proposed carriageway
 - Proposed shared footway
 - Proposed verge / area kept clear for visibility
 - Proposed green space / landscaping
 - Proposed earthworks / embankments
 - Proposed grasscrete
 - Proposed attenuation pond
 - Proposed tactile paving
 - Proposed sign
 - Proposed VRS / bridge parapet
 - VRS / bridge parapet to remain
 - Proposed wooden post fence / highway boundary
 - Proposed steel security fence / highway boundary
 - Proposed drainage culvert
 - Consented watercourse/diversion route
 - Proposed re-alignment to permissive footway route
 - Proposed gabion retaining wall
 - Proposed signal head
 - Proposed lighting column
 - SGN building
 - Nicholls Pond Planning Area

Rev	Date	Revision details	Drawn	Check	Review	Approv
P6	24/05/2022	Nicholls Attenuation Lagoon amended to Aecom drawing 60472559_ACM_XX_XX_DR CE_1004	MIE	EH	NL	JG
P5	24/09/2021	Updated to reflect latest alignment design	RM	DH	DC	DC
P4	02/09/2021	Updated to include Nicholls updates and other design changes	DH	EH	DC	DC
P3	15/07/2021	Updated to reflect latest alignment design	RM	DH	DC	DC
P2	17/05/2021	Updated to reflect latest pond arrangements	DH	EH	DC	DC
P1	05/08/2020	Updated to reflect latest alignment design	DH	EH	DC	DC
P0	03/06/2020	Initial Issue	DH	EH	DC	DC

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Project: **Grovehurst Outline Design**

Title: **Proposed Layout General Arrangement**

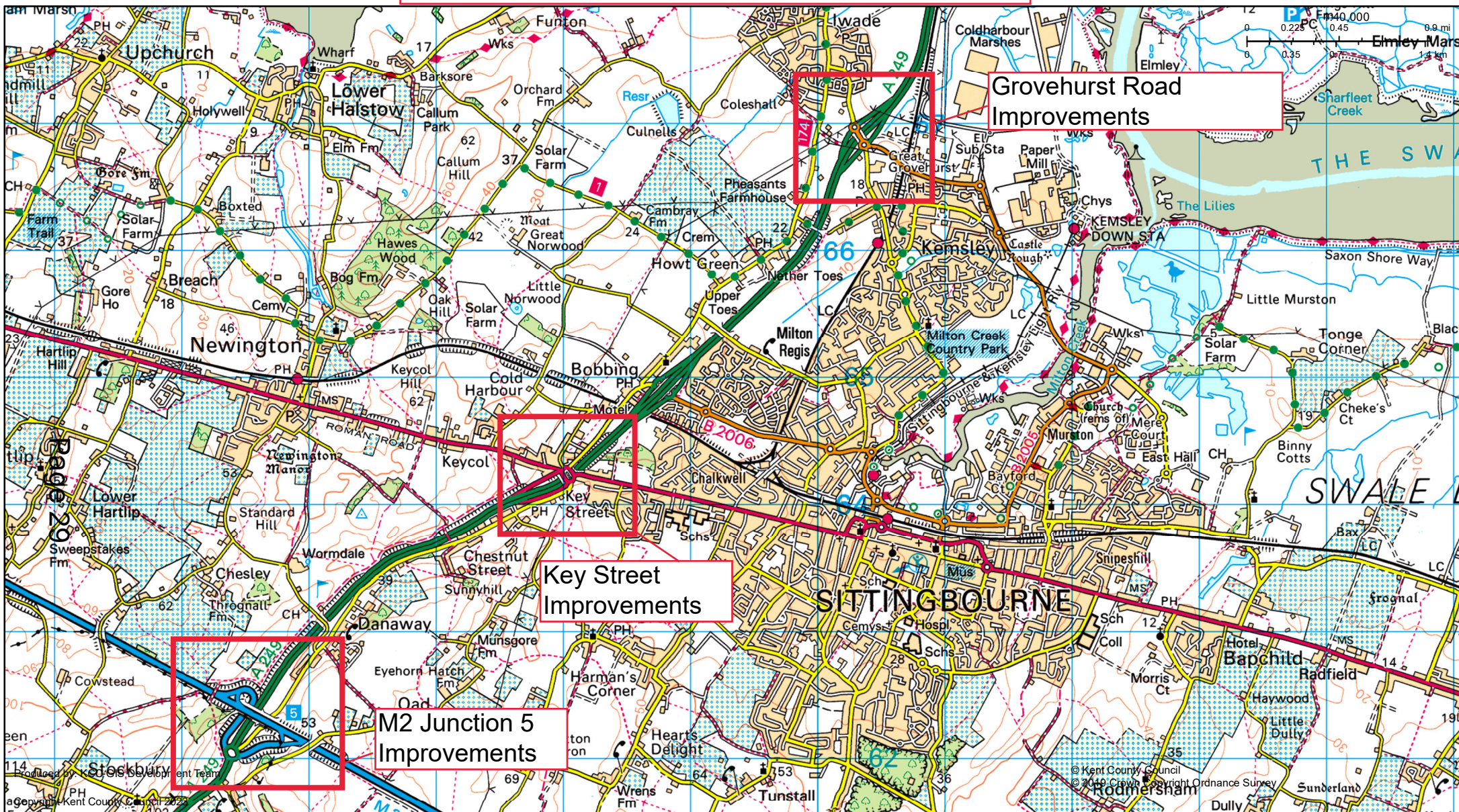
Drawn	Checked	Reviewed	Approved
DH	EH	DC	DC

Original size: A1 Date: 03-06-2020 Scale: 1:1000 Drawing Status: Preliminary
 Drawing Number: 109617-dwg-101-01 Rev: P6

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Appendix C - Location Plan

February 13, 2023



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Development and Planning

Note to Members of the Swale Joint Transportation Board

This note responds to the following agenda item:

484 ITEM FOR NOTING ONLY - REQUESTS MADE BY COUNCILLORS AND MEMBERS OF THE SWALE JOINT TRANSPORTATION BOARD Following a request from a Member the Chair agreed that the report would include the name of Member/Parish Council that had submitted the request. There was some discussion about the request to have a presentation from KCC about how decisions were made about developer funded highway improvements and it was agreed that it be considered as an item for the next Swale Joint Transportation Board meeting. **Resolved: That the report be noted.**

The Swale JTB are requesting a response as to how they can be kept informed and potentially involved in the highway aspects of planning applications in order that they are aware of what the impacts are and mitigation proposed ahead of the planning committee. My response to this is clearly that they cannot be involved directly for the following reasons:

Any pre-application advice is confidential and cannot be disclosed even under a FOI request as it can affect the commercial viability of the site.

Once an application is submitted and KCC Highways are consulted we have a 21 day turnaround time in which to get our statutory response back. The level of scrutiny that needs to take place on each application and the number of applications received would make any further consultation within this time period completely untenable.

Any correspondence on the application **must** be made via the LPA. It is not possible for KCC Highways to have external discussions with developers/members of the public/Members or PC's etc. outside of this process.

KCC Highways, as a statutory consultee, need to give a response to the plans that are submitted before them based on the supporting evidence and **unbiased** technical opinion of the Highway Officer.

It is not the position of the Highway Authority to come up with better ideas, suggest alterations or to attempt to change the mindset of a developer who has presented a workable solution whether or not that solution is popular with local residents and businesses. Our response must be based on fact and cannot take account of assumptions or opinions of the local community.

Our responses cannot be influenced by political persuasion.

Our responses to the applications already set out the key impacts and any mitigation proposed, and this response is uploaded to the LPA website for all to see, long before the planning committee.

Parish councils and Town councils are consulted at the same time as KCC Highways and all the details are available on the LPA website. Any comments from us can be viewed publicly.

In accordance with the NPPF there is a **presumption in favour of development** and it is the duty of KCC Highways to work with the developers to try to ensure that development can proceed.

KCC Highways ensure that development proposals align with both National and KCC Policies and Standards in all highway associated areas.

KCC Highways seek to promote sustainable travel options above that of the private car to offer a mode choice whenever possible.

KCC Highways offer update meetings to KCC Members at least twice per year to discuss the District/Borough Local Plan growth and associated highway infrastructure and any external funding bids.

KCC Highways ensure that any Transport Models used to support a proposal are validated, current and suitable.

KCC Highways will always determine the extent of the area to be covered by a Transport Assessment by scoping out the specific links and junctions on the network that are necessary in order for us to make an informed appraisal.

Mitigation is proposed by the developer for the scrutiny of KCC Highways. The only time a developer might be told what mitigation or contribution **must** be delivered is when the mitigation has been previously agreed as part of a wider District or Borough Transport Strategy and a policy has been attached to an allocated site setting out the infrastructure requirements required for the site to come forward. Such transport strategies and subsequent Infrastructure Delivery Plans will have been previously consulted upon and approved by the District and County Council Members.

KCC Highways Officers are fully aware that most of the allocated sites within a Local Plan, particularly the larger ones, are likely to be unpopular with neighbouring residents, particularly when being built on green space and impacting on views and amenity. Many people hinge their objections on highway impacts because we all use the road network on a daily basis, albeit walking, cycling, driving, by public transport etc. and are familiar with the local junctions and how they operate in peak traffic conditions. What they are often not aware of is that in the vast majority of cases the junctions that they report to be operating above capacity and causing extended queuing are not unusual traffic conditions and these same queues are replicated in exactly the same way in the majority of towns and also some villages across most of Kent and indeed across the country. Most of our network is historic and is constrained by frontage development, conservation and environmental constraints and listed building protection. In view of this it is not always possible to make physical improvements by expanding the road space to create more room to allow cars to travel through junctions more quickly. Often when these improvements

are carried out and the network operates better in a particular area, other traffic then assigns to the improved route and the former scenario quickly resumes.

KCC Highways, where possible, are not now looking to amend the network to accommodate more cars. Instead they are looking to see how people could travel more sustainably from new development sites and are asking developers to provide the infrastructure to make this happen. This is known as “Vision and validate” or “decide and provide” as opposed to the former use of “predict and provide” which always looked at the worst case future year scenario and tried to adjust the network to cope with it. The hope is that in the future it will be more inviting and easier to walk and cycle short trips than to use the private car and that public transport will more accessible with reliable journey times.

KCC Highways officers appreciate that Members are trying hard to support their constituents by trying to change or prevent certain development proposals and its associated network changes but ultimately if a site has been allocated it needs to happen and KCC Highways will always work hard to ensure that the best possible outcome is achieved in terms of minimising highway impacts, promoting sustainability and creating a sense of place. Inspectors are routinely approving appeals in favour of development. Congestion, journey time reliability and extended queuing are not often being upheld as reasons to refuse development. The only realistic chance of an appeal being upheld on highway grounds is if highway safety is directly compromised and this has to be robustly evidenced.

Sally Benge

Transport & Development Planning Manager – East Kent
Kent County Council Highways & Transportation

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To: Swale Joint Transportation Board
By: KCC Highways and Transportation
Date: 27th February 2023
Subject: Highways Forward Works Programme: 2022/23 and 2023/24
Classification: Information Only

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

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2022/23 and 2023/24.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. This reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2022/23 - 2023/24. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too is in need of revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified..

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, inflationary pressures such as material price increases, conflicting works, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

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**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway Fund – see Appendix H

Conclusion

1. This report is for Members' information.

Contact Officers:

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

Richard Emmett	Senior Highway Manager West Kent
Alan Blackburn	Swale Highway Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Helen Rowe	Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic Operations and Technology Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Road Safety and Active Travel Group Manager

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
Canterbury Road (Boughton Hill)	Boughton-under-Blean	<u>Stabilisation Works</u> East of Staplestreet Road	Estimated start date mid-February 2023
A2 London Road	Teynham	Dover Inn Pub to Fowler Welch Industrial Estate	Programmed 20 th June 2023
A2 London Road	Tonge	Dully Road to Panteny Lane	Completed
Borden Lane	Sittingbourne	Homewood Avenue to Riddles Road	Completed
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Frensham Close	Sittingbourne	<u>Footway Reconstruction</u> Sections within Frensham Close and the “inner footway” within the court.	Completed
London Road	Sittingbourne	<u>Footway Reconstruction</u> Sections to be identified at design stage in the vicinity of Chalkwell Road and Borden Lane.	To be designed and programmed

Minster Road	Minster-on-Sea	<u>Footway Protection Treatment</u> Barton Hill Drive to Scrapsgate.	Completed
Canterbury Road	Faversham	<u>Footway Protection Treatment</u> From the junction of Love Lane to Preston Avenue	Designed and to be programmed

Surface Treatments - Contact Officer Jonathan Dean

Road Name	Parish	Extent of Works	Current Status
CHALKWELL ROAD	Sittingbourne	From A2 London Road to B2006 Roundabout	Completed
THE STREET	Lower Halstow	Vicarage Road to 30mph Gateway	Complete
B2231 SHEPPEY WAY	Minister	A2500 Lower Road to Old Ferry Road (Not including Bridge)	Completed
B2008 CHEQUERS ROAD	Minster-On-Sea	Back Lane to Plough Road	Completed
BORDEN LANE (INC THE STREET)	Borden	A2 to Bottom Pond Road	Completed
STAPLE STREET	Boughton Under Blean	Staple Street Road to Church Hill	Complete
TUNSTALL ROAD	Tunstall	From Cranbrook Drive to Hearts Delight Road	Postponed until 2023

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - <i>Contact Officer Earl Bourner</i>			
Road Name	Parish	Description of Works	Current Status
A2 Canterbury Road	Snipeshill, Sittingbourne	Flood and Water Management Team led drainage improvement SuDS retrofit at open space by Greenways.	KCC FWM Team progressing design and applications for external funding.
Lansdown Road & Coombe Drive	Sittingbourne	Phase 2 works near Woodberry Drive for additional new drainage to reduce flood risk at Lansdown Road, in turn alleviating flood risk from overland flow passing down into Coombe Drive.	Works Completed 22 nd October 2022.
Tanner Street	Faversham	Investigation into alleviation of flooding issues near junction with West Street in heavy rainfall.	Topographical surveys completed and jointly reviewed with Southern Water. Further design work to be progressed after Whitstable Road.
Whitstable Road	Faversham	Investigation into alleviation of flooding issues near Park Row in heavy rainfall.	Due to further instances of flooding improvements in design phase. Infiltration testing completed Dec 2022 to assist design. First phase of works on Whitstable Road to be passed to contractor.
Selling Road	Selling	Flooding at low point east of Gushmere Court. Existing drainage discharges into ditch / scrub land at highway edge. Drainage improvement under consideration to implement more suitable drainage layout for easier future maintenance.	Works Programmed 27 th February 2023 for up to 4 weeks.

Selling Road	Selling	Flooding affecting area beneath Railway Bridge. Maintenance of drainage system to be carried out. Additional improvements under consideration to reduce flow into Selling Road / Fox Lane from the main road before it reaches the bridge to alleviate flooding.	On hold – Works at Gushmere Court to be progressed first.
Tonge Road	Murston	Joint working with schemes team to alleviate flooding issues alongside proposed highway safety improvements. Job raised to excavate buried manholes to allow inspection.	Investigation works completed – some further work required in future to remedy flooding issues outside of traffic calming works.
Fisher Street Road	Baddlesmere	Investigation of highway flooding near Beanys Lane due to blocked drainage	Works completed 23 rd August 2022.
Murston Road	Sittingbourne	Replacement sections of damaged drainage pipe	Works reprogrammed to commence 15 th February 2023
Rushenden Road	Queenborough	Replacement sections of damaged drainage pipe	Works Completed.
The Street	Selling	Repairs to existing drainage pipe	Works Completed
Brenley Lane	Boughton	Repairs to existing drainage pipe and new gully installation	Works Completed

Canterbury Road	Sittingbourne	Repairs to existing drainage pipe	Works Completed
Church Street	Sittingbourne	Investigation into culverted watercourse surcharging. CCTV survey carried out, defective section of culvert located at Johncocks Alley.	Job passed to contractor, however evidence of foul water misconnection in culvert upstream of problem area preventing works from commencing. Liaising with Southern Water Misconnections
Maidstone Road	Borden	Investigation into flooding at Westfield Gardens. Site inspected – remedials may be required to existing drainage on Maidstone Road. CCTV survey proposed on existing drainage.	Job passed to contractor, awaiting programmed date
The Willows	Newington	Installation of new deep bore liner into existing soakaway.	Works completed.
Conyer Quay	Conyer	Installation of non return valve to highway drainage system and remediation of minor defects.	All existing drainage cleaned and jetted. Job passed to contractor for non-return valve and repairs, awaiting programmed date
Brenley Lane	Boughton	Repairs to existing drainage system	Works completed.
Norton Road	Norton	Repairs to existing drainage system	Works completed.

Appendix C – Street Lighting

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

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Location	Description of Works	Status
Riverhead Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Fern Walk	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Complete
Lower Road	Minster	Replacement of 1 no street light complete with LED Lantern	Complete
New Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Complete
All Saints Avenue	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Complete
Bluebell Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Southsea Avenue	Minster	Replacement of 1 no street light complete with LED Lantern	Complete
<u>Woodberry Drive</u>	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Chilton Avenue	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of MAY 2023
Sheppey Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Complete
High Street	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Scarborough Drive	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023

South Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Otterham Quay Lane	Upchurch	Replacement of 1 no street light complete with LED Lantern	Complete
Waterham Road	Hernhill	Replacement of 1 no street lights complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Keycol Hill	Bobbing	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Mill Hill	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Brook Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Complete
Grovehurst Avenue	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of MAY 2023
Capel Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Monks Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Whitstable Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Dark Hill	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Lansdown Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Ashington Close	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of MAY 2023
Brenchley Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Complete
Cremers Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Complete
Elliot's Place	Faversham	Replacement of 2 no street lights complete with LED	Works awaiting programming by the end of MAY 2023

		Lanterns	
Love Lane	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Main Road	Queenborough	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Homewood Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
The Street	Boughton	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
College Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Barge Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Complete
Mountview	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Complete
Hilton Close	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Complete
Periwinkle Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Bramley Avenue	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Goldfinch Court	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023
Ostend Court	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Complete
Todd Crescent	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Complete
Strode Crescent	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of MAY 2023

Appendix D – Transportation and Safety schemes

The Road Safety and Active Travel Group is implementing schemes within the Swale District, to meet Kent County Council’s strategic targets (for example, addressing traffic congestion, or improving road safety).

CASUALTY REDUCTION MEASURES			
Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
22-SW-CRM-66 Sheppey Way Bobbing Apple Svc/McDonalds	Bobbing	New Roundabout Junction to replace existing right turn lane which is currently a priority junction	The outline design is complete and has had its Stage 1 Road safety Audit. Topographical and Utility Surveys have been completed and detailed design has commenced. Construction is currently expected during summer 2023

INTEGRATED TRANSPORT SCHEMES			
Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
2122-LTP-SW-03 Tonge Road, Murston	Sittingbourne	Traffic calming scheme	Work has completed on Phase 1 which excludes the raised tables but includes 4 no. speed cushion on Tonge Road. Phase 2 to implement the raised tables will depend on funding being available in 23/24. At present there is no funding identified from 23/24 budget
2122-LTP-SW-02 Dark Hill/ Stonebridge Pond	Faversham	Footway widening, crossing improvements	Scheme handed over to contractor for delivery. Works on site.
22/23-SW-LTP-65 Ospringe Road B2040	Faversham	Footway and dropped crossing improvements at pathway to Faversham Strike Force Football Club	Currently at Detailed design stage. Requires a road safety audit. Scheme to be delivered in 2023/24 financial year.
22-SW-LTP-551 Forbes Road B2041JW Athelstan Road	Faversham	Zebra Crossing improvements and Junction alterations at Athelstan Road	Works ordered, due to start on site 4/4/23.

Appendix E – Developer Funded Works

Key:

	Technical Vetting Underway
	S278 Agreement Not Progressed
	Significant Works Outstanding
	Maintenance Period
	Minor Works Outstanding
	Site Adopted Recently

Developer Funded Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
SW/003014	Frognal Lane, Teynham	Teynham	New footway and access to housing development on Frognal Lane	Letter of Agreement in place. Works completed. Remedial works required. Date for remedials TBC by developer. No response from developer RE remedials. KCC commencing Default Proceedings.
SW/003027	Tunstall Road, Tunstall	Tunstall	New School access Traffic calming changes and footway Connection	Works Completed Serving Maintenance Period – Lighting remedial works required. Awaiting confirmation from Developer that these have been completed.
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 required.
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. Agreements & Structures awaiting update regarding retaining wall construction details (not as per agreed design). Developer to demonstrate built to adoptable standards. Stage 3 RSA undertaken. Awaiting date for agreed remedial

				works by Developer.
SW/003040	Otterham Quay Lane, Upchurch	Upchurch	Provision of Right Turn Lane / Junction and Footway for Housing Development	As-Built amendments required. Remedial and completion works still required. Awaiting confirmation from Developer of date for these.
SW/003041	Larkrise, Conyer Road, Conyer	Teynham	Provision of footway to Small Housing Development	Remedial works still required prior to sign off. Awaiting confirmation of date for these.
SW/003043	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/H&S File/As-Built Drawings required following completion of remedials.
SW/003046	Power Station Road, Halfway, Sheppey	Minster-on-Sea	Provision of Private Housing development Junction and Traffic Calming	Road Safety Audit Stage 3 undertaken. Remedial works agreed. Awaiting confirmation of date from Developer for remedial works to be carried out prior to Certificate 1.
SW/003048	School Lane, Newington (Parsonage Farm) LoA	Newington	Provision of New Access to Housing site and Traffic Calmed footway crossing	Deed of Dedication completed. H&S file and As-Built Drawings received. Certificate 2 issued; road adopted 9 January 2023.
SW/003061	Swale Way/Reams Way, Kemsley, Sittingbourne	NCP	Temporary Access Crossings across Footways for Soil Removal Works	Minor remedial items to be carried out. Date TBC for remedials by Developer prior to Cert 2.
SW/003067	Old Brickworks, Western Link, Faversham	Faversham	Provision of New Roundabout Access for Housing Development	Awaiting start date for remedial works from Developer.
SW/003068	CRL, Canterbury Road, Sittingbourne	Sittingbourne	Revision of existing footways to proposed Retirement Home frontage	Outstanding remedial works completed acceptably by developer. H&S File & As-Built Drawings received October 2022. Certificate 1 issued October 2022. Serving Maintenance Period.

SW/003069	Rushenden Road, Queenborough, Sheppey	Queenborough	Provision of New Access for Housing Development	Footway remedials and street lighting syphers required. Minor resurfacing remedials required following RSA3 prior to Certificate 1. H&S File & As-Built Drawings received. Date TBC for remedials by Developer.
SW/003074	School Lane, Bapchild	Bapchild	Provision of Vehicle access and new footway connection for small housing development	End of Maintenance Inspection undertaken. Minor remedial items outstanding. Awaiting confirmation from Developer of date for these works prior to issuing Certificate 2.
SW/003081	Ham Road, Oare Road, Faversham	Faversham	Provision of Access Road to new Housing Development and Revision of Ham Road from Junction	S278 Certificate 1 issued. Street Lighting remedial works, H&S File and As-Built Drawings and minor remedial items still outstanding prior to Certificate 2.
SW/003082	Brogdale Road, Ospringe	Ospringe	Provision of Access Road to new Housing Development	Agreement in place. Works underway.
SW/003084	Eurolink Way, Sittingbourne	NCP	Site access Letter of Agreement plus new Puffin crossing scheme	S278 Certificate 2 issued 27 July 2020 for bellmouth access into Site. Agreement in place for Signal Crossing. Works completed with a few minor items outstanding prior to issue of Cert 1.
SW/003086	Lower Road 3, Teynham	Teynham	Provision of Frontage Footway to small housing development	S278 Certificate 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/003090	Minster Road, Minster, Sheppey	Minster-on- Sea	Provision of Access for new small Housing Development	Remedial works undertaken – subject to sign off inspection by KCC officer. Material Test Results and As- Built drawing required prior

				to issue of Cert 1.
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 by Developer.
SW/003094	Nova, Graveney Road, Faversham	Faversham	Provision of Private Housing development Junction and Pedestrian Crossing	S278 Certificate 2 paperwork being progressed. Adoption imminent.
SW/003097	Crown Quay Lane, Sittingbourne	NCP	New Bell mouth access into Redrow Eurolink Way Site	Agreement in place. Works underway.
SW/003100	Love Lane & Graveney Road, Faversham	Faversham	Two new bell mouth accesses - Graveney Road & Love Lane, Faversham	Minor remedial works completed. S278 Certificate 1 issued November 2022. Serving Maintenance Period.
SW/003101	Lower Road, Teynham	Teynham	Provision of Footway for small Housing Development	Technical approval given. Agreement not progressed by Developer.
SW/003103	Oak Lane, Upchurch	Upchurch	Traffic Calming/Footway Access to Small Housing Development	Design Technical Submission to be Re-Submitted by the Developer's consultant. KCC still awaiting. Technical Acceptance not yet issued.
SW/003108	Chequers Road, Minster, Sheppey	Minster-on- Sea	Frontage Footway and Access for Small Housing development	SUPERSEDED BY SW003337 - S278 Certificate 1 issued September 2022. Serving Maintenance Period.
SW/003117	North Street, Milton Regis	Sittingbourne	Permanent School Drop-off facility and Zebra crossing	Majority of planned remedial works completed. Minor remedial works outstanding. As-Built Drawings, H&S File, RSA Stage 3 all still required prior to Certificate 1. Awaiting confirmation of date from Developer for RSA Stage 3.
SW/003118	Grovehurst Road, Sittingbourne	Sittingbourne	Provision of Access for new small Housing Development	S278 Certificate 1 issued. End of Maintenance Inspection carried out. Minor remedial works agreed with Developer. Awaiting

				confirmation of date from Developer for these works.
SW/003141	Stones Farm, Canterbury Road, Bapchild	Bapchild	Traffic Signal Junction and Access for Private Housing Development	S278 Certificate 1 issued 28 March 2022. Serving Maintenance Period.
SW/003196	Church Road, Sittingbourne Golf Centre - Material Movements	Sittingbourne	Addition of passing places on Lomas Road, Church Road for Golf Centre Material Movements	S278 Certificate 1 issued. End of Maintenance Inspection undertaken. Minor remedial works required prior to issue of Certificate 2. Awaiting confirmation from Developer remedial works have been carried out.
SW/003199	Swale Way, Great Easthall, Sittingbourne – Toucan	Sittingbourne	Provision of a Toucan Crossing for the Eurolink 5 Industrial Estate development	Technical Vetting underway. KCC awaiting revised submission.
SW/003202	Tylman Place, Graveney Road - LOA	Faversham	Formation of new entrance to development	Agreement in place. Works underway.
SW/003266	Station Road, Teynham	Teynham	New bellmouth on to station road, footway works, new lining and a build out.	Physical works completed. Awaiting installation of TRO lining. RSA 3/ As-Built/H&S File required prior to Certificate 1.
SW/003267	Wises Lane, Sittingbourne	Borden	Amended alignment to Wises Lane for new housing developer and creating new bell mouth for Wises Lane	Agreement in place. Works underway.
SW/003294	Quinton Road, Sittingbourne	NCP	Mini roundabouts on Quinton Road access to site.	Agreement in place. RSA3 Remedial works required prior to Cert 1.
SW/003314	Belgrave Road, Minster-on-Sea	Minster-on- Sea	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 Agreement in place. Widening works underway.

SW/003315	Belgrave Road, Minster-on-Sea	Minster-on-Sea	Temporary sales access	Letter of Agreement in place. Works completed. Access incorporated within SW003314 Agreement.
SW/003316	The Crescent Signalling, Belgrave Road, Minster-on-Sea	Minster-on-Sea	Signalling and junction improvements	Technical Acceptance issued. Agreement being drafted.
SW/003318	Cooks Lane, Sittingbourne	Milton Regis	Access arrangements for new private housing development.	Carriageway resurfacing remedial works required prior to issue of Certificate 1. Remedials originally planned for February 2023 now rescheduled by Developer for April 2023 (owing to forecast inclement weather).
SW/003327	Love Lane Commercial Access, Faversham	Faversham	New commercial access bellmouth	Agreement in place. Date of works commencement TBC by Developer.
SW/003337	Chequers Road, Minster, Sheppey	Minster-on-Sea	Frontage Footway for Small Housing development	RSA3 remedials carried out. As-Builts/H&S File received. S278 Certificate 1 issued September 2022. Serving Maintenance Period.
SW/003366	Ham Road, Faversham	Faversham	New bell mouth into development	Agreement in place. Works underway.
SW/003416	The Old School, London Road, Dunkirk	Dunkirk	Bellmouth highway works for proposed Residential Development of 6no. units with associated parking and external works.	S278 Letter of Agreement in place. Awaiting confirmation from Developer of date works to commence.
SW/003418	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.	Signed S278 Letter of Agreement in place. Physical works completed. Minor remedial items undertaken. As-Built Drawing received. Awaiting RSA3 Report and H&S File prior to Certificate 1.
SW/003419	The Thanet Way/Dargate Interchange, Hernhill, ME13 9EN	Hernhill	Bellmouth and frontage footway works to facilitate proposed development of 34 commercial units at The Thanet Way/Dargate	Technical Acceptance granted. Awaiting cost of works estimate from Developer. Letter of Agreement being drafted.

			Interchange, ME13 9EN	
SW/003420	Aldi, Queenborough Road, Sheppey	Queenborough	Temporary Construction Access for new Aldi Store	Resubmission received. Technical Acceptance pending. Letter of Agreement drafting underway.
SW/003422	Staple Street, Hernhill, Faversham	Hernhill	New bell mouth access to 8 dwellings - road to remain private	S278 Certificate 1 issued November 2022. Serving Maintenance Period.
SW/003423	The Slips, Scocles Road_Elm Lane, Minster-on-Sea	Minster-on- Sea	New footways, carriageway widening, gateway feature and 2no. bellmouth accesses on Scocles Road to facilitate access to new development of 62 no. residential dwellings.	S278 Agreement in place. Works underway by Developer.
SW/003426	Oare Road, Faversham	Faversham	New footway/cycleway link to Oare Road - by traffic signals	Agreement in place. Works underway. Remedial works/H&S File/As-Built Drawing/Lighting inspection required prior to Cert 1.
SW/003427	A2 Canterbury Rd J/W Love Lane, Faversham	Faversham	New traffic signal controlled junction	Technical Acceptance granted. Agreement being drafted.
SW/003428	Whitstable Rd, Faversham - Zebra	Faversham	New zebra crossing	Civils approved. Awaiting Street Lighting sign-off. Technical Acceptance pending final street lighting drawing updates. Agreement being drafted.
SW/003429	Love Lane, Faversham - Zebra	Faversham	New zebra crossing	S278 Agreement in place. Zebra crossing installed. H&S/As-built/RSA3 required prior to issue of Certificate 1.
SW/003430	Love Lane, Faversham – Bus Stop	Faversham	New Bus Stop layby	S278 Agreement in place. Works commencement TBC by Developer.
SW/003432	Scocles Farm, Scocles Road, Minster-on-Sea	Minster-on- Sea	S278 Bellmouth and associated footway works to facilitate access to new development.	Technical Acceptance granted. S278 Letter of Agreement due to be signed imminently. Awaiting confirmation from Developer of date works to commence.

SW/003433	Quinton Rd/Sonora Way, Sittingbourne	NCP	2 no. zebra crossings and roundabout improvements	<p>Technical Acceptance granted for Northern Zebra Crossing (between Sapphire Close and Olivine Close). Letter of Agreement signed (northern crossing), works due to commence imminently.</p> <p>NB Southern Zebra Crossing to be included in separate S278 Agreement which is currently under review. Technical acceptance granted for Southern Zebra Crossing.</p> <p>Now full S278 Agreement. S278 Agreement in place (August 2022). Works underway.</p>
SW/003435	ATS Site, Crown Quay Lane, Sittingbourne	NCP	New Footway/cycleway	Street Lighting Team design approval received (Feb 2023). Technical Acceptance pending and S278 Agreement drafting underway.
SW/003436	Chestnut Street, Sittingbourne	Borden	New bellmouth access	Technical Acceptance granted. Agreement sent to Developer for signing.
SW/003441	Pond Farm, Iwade, Sittingbourne – S278 Sheppey Way and Grovehurst Rd	Iwade	<p>Road improvements on Sheppey way and Grovehurst Road, Sittingbourne, to facilitate access to new residential development at Pond Farm in the parish of Iwade.</p> <p>Sheppey Way traffic calming improvements comprising widening of the existing refuge island and associated road widening.</p> <p>New site access on Grovehurst Road with associated road widening and existing footway/cycleway to be</p>	Technical Vetting on-going. Awaiting resubmission.

			extended to 3m in width and continue to Grovehurst Rd roundabout.	
SW/003442	Land at Southsea Avenue, Augustine Rd, Sexburga Drive, Minster-on-Sea	Minster-on-Sea	S278 highway works comprising bellmouth accesses, vehicular crossover accesses and footway works in Augustine Road, Sexburga Drive and Southsea Avenue, Minster-on-Sea, to facilitate residential development comprising 72no. 3- and 4-bedroom dwellings with associated garaging, parking and infrastructure.	S278 Agreement in place. Works underway at Southsea Avenue.
SW/003446	London Road, Faversham	Faversham	Bus Stop Amendments on A2	Technical Acceptance granted. Agreement in place. Works commencement TBC by Developer.
SW/003453	Chestnut Street, Sittingbourne	Borden	New four arm roundabout - access to A249 and Borden/Wises Lane Development	Technical Acceptance granted. Agreement being drafted.
SW/003457	Crown Quay Lane, Sittingbourne	NCP	New Bellmouth access to new housing development	Civils approved. Awaiting Street Lighting sign-off. Agreement being drafted.
SW/003459	Land adjoining Faversham Showground. Staple Street, Hernhill	Graveney with Goodnestone & Boughton under Blean	Construction of a new crematorium, associated car park, access road and gardens of remembrance.	Technical Acceptance granted. Agreement in place (December 2022). Works commencement TBC by Developer.
SW/003461	Former Regis Medical Centre, Saffron Way, Sittingbourne	NCP	Change of use from temporary doctor's surgery (use now discontinued and building removed) to a restaurant/cafe and hot food takeaway uses, including the erection of 2no. single storey buildings, comprising of 3no. units, and associated car parking, servicing	Technical Vetting on-going.

			and landscaping. Creation of access to Milton Creek Country Park.	
SW/003462	Land at Hill Farm, Rook Lane, Keycol Hill, Bobbing	Bobbing	Erection of a nurse accommodation building, car park and outdoor event space for Demelza. Erection of 30 private residential dwellings, together with associated access, parking, highway works, drainage and landscaping. Proposed realignment of Rook Lane.	Technical Acceptance to be granted shortly, pending minor drawing revisions (February 2023).
SW/003464	Lower Road, Teynham	Teynham	Provision of footway, layby and 4 vehicle crossings on the north side of Lower Road to the east of Frogal Lane	Technical Vetting on-going.
SW/003468	Lydbrook Close, Sittingbourne [Development Tie-in]	Sittingbourne	Highway tie-in works to existing carriageway from new development access	Technical Acceptance granted. Agreement in place (November 2022). Works commencement TBC by Developer.
SW/003469	Danedale Stables, Chequers Road, Minster-on-Sea	Minster-on-Sea	Provision of new bellmouth access, footway, and minor pedestrian crossing works to facilitate development of 5no. three-bedroom bungalows with associated garages, parking spaces and private amenity space.	Technical Vetting on-going.
SW/003471	Land adjacent to 127 High Street, Eastchurch, Sheerness	Eastchurch	Provision of new road access and minor pedestrian crossing works to facilitate development of 15 dwellings with associated parking.	Technical Vetting underway.
SW/003472	Rookery Nook, Scocles Road, Minster-on-Sea	Minster-on-Sea	New vehicle crossings and footway	Technical Acceptance granted. Agreement in place. Works commencement TBC by Developer.

SW/003473	Woodcombe Sports Hall, Church Road, Murston	NCP	New bell mouth access into development	Technical Vetting on-going. Agreement drafting underway.
SW/003474	Sheppey Way, Bobbing (Halfway Egg Farm)	Bobbing	New bell mouth access	Civils approved. Awaiting Street Lighting sign-off. Agreement drafting underway.
SW/003476	Wises Lane/Maylam Gardens	Borden	Mini roundabout refresh and footway/cycle link - via old Wises Lane	Technical Vetting on-going.
SW/003478	Queenborough Road, Halfway, Sheppey	NCP	New bell mouth access and footway/cycle works	Technical Acceptance granted. Agreement drafting underway.
SW/003479	Cleve Hill – Solar Park, Cleve Hill, Graveney, ME13 9EE under DCO	Graveney with Goodnestone	Solar Farm - s278 agreement to cover remedial works to access roads from construction vehicles	Technical Vetting on-going. Agreement drafting underway.
SW/003480	Heron Drive, Minster-on-Sea	Minster-on-Sea	New bellmouth access	Technical Vetting on-going. Agreement drafting underway.

Appendix F – Bridge Works

Bridge Works – Contact Officer: Helen Rowe			
Road Name	Parish/Town	Description of Works	Current Status
		None	

Appendix G – Traffic Systems

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

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
A2 London Road near Chalkwell Road, Sittingbourne (05-0193)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Completed May 2022
B2005 Grovehurst Road near Newman Drive, Sittingbourne (05-0707)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Completed May 2022
A250 Millennium Way near Rose Street, Sheerness (05-0941)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Completed June 2022

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Swale Borough Council

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. 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 08/02/2023

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 Highway Manager.

There are no projects of this type to report.

Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Richard Emmett / Alan Blackburn 03000 418181

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
116/06/22	Update report on M2 Junction 5 Improvements	KCC	(1) That the Chair of the Swale Joint Transportation Board wrote to the Secretary of State for Transport requesting that a vehicular crossing over the A249 at Stockbury be provided. (2) That the update be noted.	
479/12/22	Faversham Pedestrianisation	SBC	(1) To proceed with the implementation of Faversham Town Centre Road closures. (2) To proceed with the preparation of the draft traffic order and formal consultation on the traffic order.	
479/12/22	Formal Objections to TRO Swale Amendment 39 2022	SBC	(1) That the proposed double yellow lines in Monks Close, Faversham, be abandoned. (2) That the proposed double yellow lines in Recreation Way, Kemsley be removed from the current Traffic Regulation Order and an informal consultation be undertaken with residents on revised proposals following comments received. (3) That the proposed double yellow lines in Bramley Avenue, Faversham be progressed to create a passing	

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Agenda Item 11

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			<p>point.</p> <p>(4) That the proposed formalising of the disabled persons' parking bay outside 18 Jubilee Crescent, Queenborough, be abandoned and the blue badge holder currently using the bay be asked to apply for a bay outside of their property</p>	
<p>480/12/22</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 60</p>	<p>Information Consultation Results – Tanners Street and Forbes Road, Faversham</p>	<p>SBC</p>	<p>(1) That the proposed amendments to the parking bays, and installation of double yellow lines, in Tanners Street, Faversham be progressed to a Traffic Regulation Order.</p> <p>(2) That the proposed installation of new Residents' Parking Bays and double yellow lines in Forbes Road, Faversham, be investigated further through liaison with KCC Officers and a possible further informal consultation</p>	



Department
for Transport

John Geoffrey Wright
Chairman of the Swale Joint Transportation Board
Swale Borough Council
Swale House, East Street
Sittingbourne, Kent
ME10 3HT

From the Parliamentary
Under Secretary of State
Richard Holden MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: richard.holden@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/414634

22 November 2022

Dear *John,*

Thank you for your letter of 11 August to the former Secretary of State, which was received at the Department on 17 October, about Junction 5 M2/A249 highway improvements in Kent. I am replying as the Minister responsible for this issue.

National Highways (NH) inform me that Stockbury Parish Council raised the proposal for a new road bridge over the A249. This would connect Church Hill on the western side of the A249 and South Green Lane on the eastern side of the A249 and was raised during the public inquiry. Kent County Council (KCC) made a bid to the Major Road Network fund following this request but the Department decided not to pursue the scheme further following Transport for the Southeast recommending that the bid should not be progressed.

NH say the most practical solution would be the construction of a new non-motorist bridge at Church Hill, providing a crossing over the A249. This would provide a safe route for pedestrians. NH continue to liaise with Stockbury Parish Council regarding this option and recently provided an update at its monthly meeting on Wednesday 12 October. NH are planning further communications including placing an article in the local newspaper to further gauge the level of demand for a new non-motorised bridge. They will continue to work closely with Stockbury Parish Council as its plans develop and keep them updated every step of the way. Due to the main purpose of the bridge being to connect Stockbury, unless there is clear support for the demand from Stockbury residents, it will not be able to progress.

An opportunity has also been identified to contribute to the design, development and funding for improvements to existing public rights of way (PROWs) in the vicinity of the M2 junction 5 scheme, please see the attached map.

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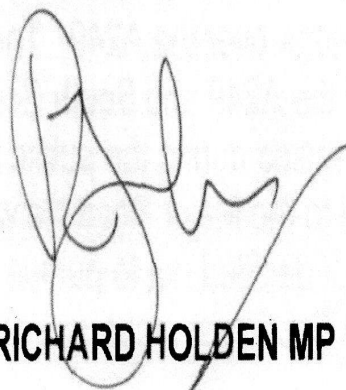
This proposal, including the construction of a new footbridge, would provide a missing link to the local PROW network, in addition to delivering an important strategic connection to Stockbury and surrounding areas. National Highways continues to discuss the plans with Stockbury Parish Council and other key stakeholders as they progress and are in the process of reviewing the feasibility report.

Meetings have been held with the bus operator, Arriva, regarding the bus stops situated on the A249 and they advised the bus stops had been decommissioned on safety grounds prior to the scheme commencing. Members of the Project Team have held subsequent meetings with Kent County Council and Arriva to look at bus routes in the area on completion of the scheme, these discussions are currently ongoing.

There are also ongoing discussions between National Highways M2 J5 project team, Kent County Council and Arriva bus company around what the permanent bus routes around the junction will be post scheme completion. However, National Highways' M2 J5 project team is not part of the Bus Improvement Scheme that is running in Kent.

I hope you find this information helpful in addressing your concerns.

Best wishes,

A handwritten signature in black ink, appearing to read 'Richard Holden', written over a faint circular stamp or watermark.

RICHARD HOLDEN MP

MINISTER FOR ROADS AND LOCAL TRANSPORT

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Stockbury

Newington

Sittingbourne

Danaway




Footpath ZR71

Bridleway ZR72A

Proposed New Footbridge

Bridleway KH653

Key:

- Proposed Bridleway Upgrade 
- Existing Bridleway 
- Proposed New Footbridge 

Paradise Barn Nursery

Sittingbourne & Milton Regis Golf Club

Borden

Hartlip

CHALKWELL

Bull Lane

Sittingbourne Rd

Oad Street

Chestnut Street

Key Street

Keycol Hill

Shoebury Way

Borden Ln

Oad St

A249

A249

A249

A2

A2

A2

A249

Oad St

Oad St

Oad St

Sutton Road

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To: Swale Joint Transportation Board
By: KCC Highways and Transportation
Date: 27 February 2023
Subject: Active Travel update
Classification: Information Only

Summary: This report updates Members on KCC's Active Travel Agenda

1 Context

- 1.1 In the summer of 2020 the Government released its new Policy for Active Travel and set out the national vision (Gear Change). It set out the actions required at all levels of Government to make this a reality, grouped under four themes:
- better streets for cycling and people
 - cycling and walking at the heart of decision-making
 - empowering and encouraging local authorities
 - enabling people to cycle and protecting them when they do
- 1.2 Kent County Council has been working alongside the Department for Transport and subsequently Active Travel England (ATE), who have been created as an Executive Body to oversee walking and cycling activity.
- 1.3 ATE are responsible for apportioning funding to, and overseeing the delivery of, active travel investment. This includes determining funding allocations and also carrying out an assurance function of the detailed design and delivery of active travel schemes. ATE have been established to ensure the highest possible standard is applied in the delivery of walking & cycling schemes with a view to reaching their overall aim; that 50% of all trips in urban centres and cities will be undertaken by foot or wheel.

2 Active Travel Fund - Background

- 2.1 Tranche 1 (£1.6m awarded) was colloquially known as the Emergency Active Travel fund and was introduced to implement measures to aid all forms of travel at the start of the covid pandemic. Schemes were introduced county wide within a very tight timescale (12 weeks) and with no time to consult to any degree.
- 2.2 Tranche 2 (£6.098m award following a bid process). KCC produce a list of schemes that were believed to be supported and deliverable. The Government made some substantial changes to allow proper consultation with our communities, which has resulted in delays to delivery as we establish detailed designs. Extensive consultation with affected communities has and continues to take place to ensure support and adequacy of the schemes whilst still working within the confines of the Grant funding. 5 schemes were successful in attracting funding. There were no schemes within Swale Borough that were awarded funding within this tranche.

- 2.3 The Tranche 3 submission for funding had a very short application window during August 2021. KCC put in for a total of £7.25m (9 schemes) but Kent was awarded £1.3m for two schemes, one in Sevenoaks and the other in Herne Bay. We submitted bids for many more schemes but these were not taken forward at this time by ATE. Both schemes are now being developed with Herne Bay plans recently being consulted on and detailed designs progressing. Sevenoaks is a much larger scheme (£1.2m) and KCC is working in conjunction with Sevenoaks DC to further develop plans prior to consultation.

3 The Current Position

- 3.1 All Highway Authorities were asked by ATE to undertake a self-assessment of our capability and ambition following some prescribed guidance. The aims are to support local authorities to prepare forthcoming multiyear capital and revenue funding directing the vast majority of funding to capability building activities. Any behaviour change activities need to focus on how it supports infrastructure. Examples of capability building activities include development of Local Walking & Cycling Infrastructure Plans (LCWIPs), network design, scheme planning & delivery, public engagement/consultation, data and evidence collection and bespoke training for officers & members. Behaviour change activities include cycle training, travel planning, cycle loan schemes, active travel marketing and street audits.
- 3.2 With the insight of a KCC Member survey, input from a Cross Party working group and officers' professional judgement, we self-assessed as a Level 1, which is where most Local Authorities placed themselves. ATE confirmed they corroborated this rating based on the information they hold about us as an Authority and we have been able to demonstrate to ATE that we have some ambition and we have some emerging network plans and commitments to active travel. Notwithstanding this, we recognise the need for their support in working to deliver on this agenda, which is essential for our Carbon pathway and for our wider Transport linked future funding. The five levels are as follows:
- Level 0: No local leadership or support for active travel, no plans in place, delivered lower complexity schemes only
- Level 1: Some local leadership and support with basic plans and isolated interventions
- Level 2: Strong local leadership and support, with strong plans and emerging network
- Level 3: Very strong local leadership and support, comprehensive plans, and majority of network in place with increasing modal share
- Level 4: Established culture of active travel with successive increases in cycling and walking, underpinned by dense integrated network and highly supportive policies to reduce the need for car trips

Capability & Ambition Fund

- 3.3 KCC have successfully secured £565,000 of revenue funding from Active Travel England. It should be noted that this is not a brand-new fund but it has been rebadged from what was our 'Capability Funding' and was previously used to support behaviour change initiatives with partnering organisations. At the request of ATE it is now refocussed to support the County's capability & ambition building activities as set out by ATE such as:
- Development of Local Cycling and Walking Infrastructure Plans (LCWIPs)
 - Network design
 - Scheme planning and design

- Public engagement/ consultation
- Data & evidence collection
- Bespoke training for LA officers and members

3.4 The activities as set out above will enable us to continue to make progress, working closely with our elected members to enable us to take a lead role in setting the scene of what Active Travel could look like in Kent. We are continuing to push ATE for the long-awaited rural guidance as so many of our residents in Kent live in rural communities. We acknowledge that Kent is a diverse County with both rural and urban constituencies, and we want to ensure any plans that are developed benefit in an appropriate way.

3.5 We have been working closely with all Districts & Boroughs to understand what support is required and to provide funds to enable the development of LCWIPS, network designs and scheme planning & design. Swale Borough Council has been allocated £40,000 for further LCWIP development & scheme planning & design with agreements to be completed shortly. This funding is for a 12-month period commencing on 13 January 2023.

Kent Cycling & Walking Infrastructure Plan (KCWIP)

3.6 To ensure Kent County Council have a strategic plan and clear priorities with regards to infrastructure requirements we are embarking on a Kent Cycling & Walking Infrastructure Plan (KCWIP) as part of our Local Transport Plan 5 development. The objectives of this are:

- Streamlining existing and new knowledge into one document to build a complete picture of the walking and cycling infrastructure, identifying active travel network gaps and propose interventions to fill these gaps.
- Improve urban and inter-urban strategic connections across Kent.
- Developing cycling routes which support current demand and encourage future growth for predominantly commuting, but also non-commuting trips.
- Improve walking accessibility within urban centres.
- Propose long and short-term high-level interventions to meet current walking and cycling demand and serve future demand. These improvements will be attractive, comfortable, direct, coherent and accessible.
- Align walking and cycling interventions with local, regional and national policies.

3.7 KCC is working with all Districts & Boroughs and other stakeholders to produce a document that links together all of Kent's tier 2 local authority LCWIPS and active travel ambitions. AECOM have been commissioned to assist in this process. Work has already started with workshops and a formal consultation planned for the first half of 23/24.

3.8 This is being part funded by a Transport Planning budget from Central Government and partly the Capability Fund.

Tranche 4 funding and Next Steps

- 3.9 We have very recently received formal guidance for the Tranche 4 funding round (10 January 2023). Prior to this, officers have been proceeding with caution and using the last few months to ensure a shared consensus around the agenda with Elected Members and seeking to build our relationships with our Districts & Boroughs who are lead authors and strategists with regard to individual Local Walking & Cycling Plans (LCWIPs).
- 3.10 The funding bid that is being pulled together is being done in partnership with the Cabinet Member for Highways and Transportation and the Cross-Party working group that we have established (KCC Members and lead Officers). KCC has been in contact with all Districts & Boroughs to ask for their input. The timescales for progressing any schemes to be put forward to ATE are very tight. Following receiving the guidance, we have until 24 February 2023 to produce and submit a quality bid. We are awaiting indicative funding allocations from ATE. We were anticipating receiving the guidance on 30 September! There was a delay whilst Central Government revisit budgets etc.
- 3.11 In preparation we have already contacted all the Districts and Boroughs asking for their top 3 schemes in priority order and have added those that made returns to an already long list of scheme ideas provided from previous work. This includes PROW and other KCC departments ideas.
- 3.12 KCC will not be submitting all priority schemes and has therefore looked at criteria for sifting schemes with the task to produce a final number of schemes we feel stand the best chance of delivery within a 2-3 year period and in line with ATE's guidance. The main criteria and scoring being based on the following:
- Districts with completed LCWIP's or working towards LCWIP's
 - Design quality and safety (defined by various ATE design tools and Local Transport Note 1/20 compliant)
 - Deliverability based on evidence of robust consultation and construction scheduling
 - Value for Money based on ATE's Value for Money guidance
 - Local Transport Note 1/20 compliant (ATE have stated funding will only go to schemes with high quality, ideally segregated cycle and walking facilities that encourage active travel)
 - Propensity to convert short journeys to walking, wheeling and cycling based on analysis of available data
 - Targeting areas of poor health outcomes and with high levels of deprivation as defined by the Index of Multiple Deprivation and Healthy Life Expectancy
 - Land within highway or local authority ownership and available for active travel facilities
 - Reallocation of road space in favour of cycling and walking facilities
 - On street parking affected
 - The level of information provided by the promoter for each scheme such as lengths of routes, segregation ability, new footways/cycleways, widening of existing facilities, low traffic neighbourhoods to be created, school streets, modal filters, new road crossings.
- 3.13 An initial sift of the schemes promoted has been undertaken with Swale having 1 scheme progressing to the 2nd sifting stage. The scheme is:
1. Faversham Town pedestrian improvements – cross town

3.14 The next stage (sift 2) will require KCC with their consultant WSP to work through all the guidance and investigate/analyse further the remaining schemes to produce a submission based on the criteria stated above. The number of schemes submitted will be based on the indicative value indicated by ATE (TBC) and to a maximum 300% of the initial allocation along with identifying a pipeline of schemes that can be taken into account and inform future funding rounds.

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Requests made by Councillors and Members of the Swale Joint Transportation Board

Raised by:	Item Request:	Response
<p>Cllr James Hunt</p>	<p>Parking on Archers Park, Vellum Drive.</p> <p>Cllr Mike Baldock, as the county councillor, has requested yellow lines on the corner of Vellum Drive, but more needs to be considered as the parking situation between the office staff of Conqueror Court and residents is becoming problematic. An report to update on progress of yellow lines and what additional work can be undertaken to control parking would be appreciated.</p> <p>In addition to this can I request that an item on the B2006/Staplehurst Road works is added please. S278 works are taking place up until May and it is unclear what residents can expect in the way of traffic management. Current proposals to divert traffic through Milton Regis or Sonora Way, when resurfacing work takes place, is not acceptable and more needs to be done to find a better route.</p>	<p>KCC to respond to both issues</p>
<p>Cllr Mike Whiting</p>	<p>Could KCC please give an update on how the £38million of HIF funding has been, and is being spent at Key Street and Grovehurst roundabouts, with a timeline for completion of the works.</p>	<p>Information included on Item 8 of the Agenda</p>
<p>Borden Parish Cllr John Fassenfelt</p>	<p>KCC highways involvement with Parishes regarding major highway details. Recent the Parish Council have set up a Group to monitor the impact of the 675 housing development at Wises Lane. As part of this development a new Spine Road is to be constructed from Borden Lane to Chestnut Street with a roundabout at Borden Lane and also a roundabout at Chestnut Street which connects with a new southbound slip road into the A249.</p>	<p>Information included on Item 9 of the Agenda</p>

Requests made by Councillors and Members of the Swale Joint Transportation Board

Page 74	<p>This Spine Road will run virtually through the middle of the Parish severing a number of important links between the northern and southern halves of the Parish. It will also act as an alternative route for Sittingbourne drivers to access the improved A249. The first the Parish knew about details of the Western part of this Spine Road was when there was a Planning Application for its construction. This application had been developed for the developer by traffic consultants who had been in discussions about its details with KCC Highways. A number of comments about the details of the scheme were made as objections to the Planning Application. These comments focussed on all road users and mentioned particularly facilities for pedestrians and cyclists. These observations were developed as a result of local knowledge something not available to the traffic consultants or KCC Highways.</p> <p>It is very important and vital that the Parish is involved with the traffic consultants and KCC Highways where major highway schemes such as this have a significant impact on all highway users in the Parish. It is vital because it makes local knowledge available to the designers of these type of major schemes thus hopefully improving facilities for existing as well as future Parishioners.</p>	
Kent County Councillor John Wright	Can we have an update on the key street and Grovehurst projects the 38 million whether it is now enough with inflation extra houses for bobbing plan whether it is on track to start this update will need to come from KCC highways team	Information included in the Highways Work Programme