
Traffic Regulation Order, Sydney Avenue

To: **(Swale Joint Transportation Board – 17th December 2018)**

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

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

Classification: **For Recommendation**

Ward: **Homewood**

Division: **Sittingbourne South East**

Summary: **Report on the introduction of parking restrictions on Sydney Avenue to enable reduced congestion and enable bus drop off inside Westlands Secondary school grounds.**

1.0 Introduction and Background

1. Introduction

- 1.1 The County Council has secured Section 106 funding in relation to planning application SW/16/507877 for the introduction of measures to increase the capacity of the A2 Keycol roundabout. CCTV evidence and modelling has demonstrated that significant Eastbound congestion on the A2 is caused by delays caused by school bus drop offs in the period between 08:00 and 08:30AM.
- 1.2 The critical factors identified as causing delays were as follows;
 - Buses stop in the peak hour and deposit large numbers of pupils requiring long dwell times
 - The relative narrowness of London Road in this location along with the high volumes of opposing traffic result in limited opportunities for vehicles to overtake a stationary bus.
 - Large numbers of alighting pupils subsequently use the adjacent Pelican crossing which is called 31 times between 08:00 and 08:30, further constraining vehicle movements.
 - The frequency of busses stopping on the A2
- 1.3 Feedback from the bus operators identified that they have been unable to use the existing in-school bus stop due to a reduced carriageway width on Sydney Avenue caused by significant volumes of parked cars. A mitigation measure was therefore proposed by KCC Highways to introduce parking restrictions during school opening times to allow busses unrestricted access to the school stop. The decision was proposed with a view to removing existing congestion concerns and reduce school bus drop offs at "The Billet" Eastbound bus stop during the AM peak and the subsequent calling of the Pelican crossing.

2.0 Public Consultation

- 2.1 An initial public consultation was carried out on 18th May 2018 for the making of a Traffic Regulation Order to install double yellow lines at the junction of Adelaide Drive and Sydney Avenue for reasons of Highway Safety.

- 2.2 The Traffic Regulation Order also included provisions to enable the installation of single yellow lines along parts of Cryalls Lane, Somerset Close and Sydney Avenue between the periods of 07:30 and 09:00AM.
- 2.3 Kent Police responded to the consultation citing that they had no specific observations.
- 2.4 County Member Cllr John Wright responded to the application in support of the no waiting at any time restrictions but questioning the times of the proposed single yellow lines.
- 2.5 In total 15 consultees responded to the consultation. Six were in support, five were in objection and four gave no decision but made recommendations for amendments. Those in support mentioned that the restrictions would improve safety at the junctions, reduce parent drop offs and congestion, remove commuter parking and improve safety for children walking to the school. Those in objection mentioned that congestion was more apparent in the afternoon pick up for the school rather than the morning drop off, removal of parking for residents, start time at 07:30 was unnecessarily early and a transfer of school related parking to Somerset Close.
- 2.6 Following a review of the consultation a decision was made to address the issues raised by amending the order. The time of the single yellow line restrictions was changed to be between 08:00 – 09:00 and include an additional PM restriction of 14:45 -15:45 Monday to Fridays only. The Order and plan can be found at Appendix 1.
- 2.7 Having amended the Order and plan a further public consultation was carried out between Friday 19th October and Monday 12th November. In total five responses were received, three in support, one against and one suggestion.
- 2.8 Supporting comments were received from the school and local residents again citing congestion as the main concern. Concern was raised about pushing the drop off issues into Somerset Close and that the afternoon restriction commenced too late. The objection received was also from a resident who advised that they would no longer be able to park their car overnight and that there would be a loss of greenspace due to a requirement to pave their garden. The recommendation suggested that the restrictions were unnecessary out of school term and should be reduced to 30 minutes, however overall the respondent was in support.

3.0 Financial

- 3.1 A cost estimate for the making of the Order and provision of signs and lines is estimated at a maximum of £8,000. Received developer contributions total an amount of £300,000. This would be used to fund the scheme, leaving £292,000 for further improvements to the A2/A449 Keycol junction.

4.0 Legal implications

- 4.1 A Traffic Regulation Order would be made in accordance with the Road Traffic Regulation Act 1984.

5.0 Conclusions

- 5.1 The proposed scheme has received support both from the school and a majority of local residents who responded. The morning restrictions address the concerns raised by the bus operators and would enable them to reduce stopping on the A2 which in turn should make considerable improvement to congestion in the morning peak hour. The addition of the PM restriction addresses issues of congestion and traffic raised by the local residents.

6.0 Recommendations

- 6.1 It is recommended that members support the proposed making of the Traffic Regulation Order with one amendment to reduce it to term time only.

Future Meeting if applicable:	Date:
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Contact Officer:	Colin Finch
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Annex List



JTB Annex 1.pdf

<i>Annex 1</i>	<i>Proposed Traffic Regulation Order and Plan</i>