

<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item: 12</b>
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<b>Meeting Date</b>	Monday 2 <sup>nd</sup> March 2020
<b>Report Title</b>	Bus Services – Ridham Avenue, Kemsley
<b>Cabinet Member</b>	Cllr Tim Valentine
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the contents of the report and recommend that the previously proposed double yellow lines in Ridham Avenue, Sittingbourne, <b>either</b> be progressed <b>or</b> abandoned following comments received from the bus operator.
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## **1. Purpose of Report and Executive Summary**

- 1.1 This report provides an update on a previously discussed report that was presented to the Swale Joint Transportation Board in June 2019. The original report provided details of formal objections received in relation to the Traffic Regulation Order Swale Amendment 1, which included proposed double yellow lines in Coldharbour Lane/Ridham Avenue in Kemsley.

## **2. Background**

- 2.1 A copy of the relevant section of the Traffic Regulation Order can be found in Annex A, and a Statement of Reasons summarising the contents of the Order, with the relevant section underlined, can be found in Annex B. A number of formal objections were received to the advertised Order, including one objection regarding the proposals for Coldharbour Lane/Ridham Avenue, which can be found in Annex C. A plan of the proposals can be found in Annex D.

## **3. Issue for Decision**

- 3.1 Following a request from the bus operator, proposals were prepared to install double yellow lines in the short blocked off section of Coldharbour Lane in Kemsley, between Ridham Avenue and Reams Way. When the development was built, this section of road was designed as a “buses only” route to link Ridham Avenue to Reams Way, but due to countywide issues around the enforcement of such gateways the access was blocked off.

- 3.2 This section of road is now used by buses to turn around at the end of their route serving Kemsley, and the request was made by the bus operator for parking restrictions to be introduced around this section of carriageway to prevent vehicles parking here and obstructing the reversing buses.
- 3.3 When the Traffic Regulation Order was advertised in March 2019, the formal objector raised a number of issues. These included the lack of lighting and anti-social behaviour in the allocated parking area at the rear of the properties, resulting in residents having to park at the front of their houses in this section of carriageway. Issues were also raised around the noise of the buses from as early as 6am, vibrations caused by engines, and double decker buses affecting the privacy of the properties. It was also reported that oil and cigarette ends were regularly deposited on the carriageway, and that issues with driver behaviour had previously been reported to the Police.
- 3.4 Ward Member Comments: The Ward Member agreed with officers that the Borough Council was in a difficult situation and would not wish to get involved with disputes between the bus operator and residents. As such, he was unsure what recommendation he would make at the time.
- 3.5 The formal objector attended the Swale Joint Transportation Board meeting in June 2019, and verbally presented the formal objections raised to Members. After discussion, Members recommended that the proposed double yellow lines be abandoned, and the issues reported by residents be referred to the bus operator for comments. Officers followed these recommendations, and the bus operator has now provided a formal response, which can be found in Annex E.
- 3.6 Following receipt of the comments from bus operators, at the Swale Joint Transportation Board meeting in January 2020, Members requested that this item be brought back to the March 2020 meeting for further consideration.
- 3.7 Should Members recommend that the previously proposed double yellow lines now be progressed, the restrictions would need to be added to a future Traffic Regulation Order, and the full process including formal consultation would be commenced.

## **4. Recommendation**

- 4.1 Members are asked to note the contents of the report and recommend that the previously proposed double yellow lines in Ridham Avenue, Sittingbourne, **either** be progressed **or** abandoned following comments received from the bus operator.

## 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Resource of Drafting Traffic Regulation Order, Costs of Advertising Order, Cost of Installing Double Yellow Lines.
Legal and Statutory	Drafting of Traffic Regulation Order, and Sealing by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	<p>If bus operator was to withdraw service to Kemsley, this could result in an increase in car usage as people seek alternative modes of transport. This could also affect the independence of those residents who rely on the bus service to travel.</p> <p>The current bus manoeuvres appear to generate issues around noise and possibly air quality for nearby residents.</p>

## 6. Appendices

- 6.1 Annex A – Copy of Traffic Regulation Order
- Annex B – Copy of Statement of Reasons
- Annex C – Copy of Formal Objection Received
- Annex D – Plan of Proposed Double Yellow Lines
- Annex E – Formal Comments Received from Arriva

## 7. Background Papers

- 7.1 None