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## **PROPOSED TRAFFIC CALMING, TONGE ROAD, SITTINGBOURNE**

To: **Swale Joint Transportation Board – 20 June 2022**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Murston, Swale District**

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**Summary:** **This report gives details of a proposed traffic calming scheme on Tonge Road (between Church Road and All Saint Road) and the results of the statutory consultation.**

### **For Recommendation**

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

- 1.1 From November 2019 Kent County Council discussed with the local Councillor for the area proposals to provide engineering measures to encourage slower driver behaviour along the 30mph section of Tonge Road, Sittingbourne. This was initially driven as a Combined Member Grant (CMG) Scheme by KCC member Jason Clinch and District Councillor James Hall. Outline scheme drawings were derived along with traffic surveys collected and analysed to assess the feasibility of traffic calming. The main driver for the scheme was to achieve lower driven speeds along Tonge Road and included improvements to the side junctions of Oak Road and Portland Avenue.
- 1.2 Due to insufficient CMG funding, a bid to use Local Transport Plan (LTP) funding was secured.
- 1.3 Due to the Covid 19 Pandemic, works were halted and LTP funding for the scheme was carried over to 2021 where further feasibility studies were carried out including topography surveys and road safety audits. Throughout the scheme, changes have been made and the scheme has been amended to suit the geometry of the road and the existing features along Tonge Road such as drainage, bus stop locations and existing parking arrangements. James Hall carried out various informal consultation exercises within the local neighbourhood to gain the general consensus for calming measures to which it was reported back to KCC that this was on the whole a much-needed scheme with overall support.
- 1.4 At present, Tonge Road is predominantly a 9m wide single carriageway route that connects Church Road, Tonge Corner (east) to Church Road (west). The speed limit is 30mph by way of a series of streetlights in a built-up environment. There is a speed limit change to national 30m east of All Saints

- Road. The existing road layout is very linear and does not encourage drivers to slow down. Instead motorists can maintain speeds through the existing road geometry.
- 1.5 Murston School is located on Church Road, 70m north of the junction with Tonge Road.
  - 1.6 A total of six personal injury collisions resulting in 3 slights, 2 serious and a fatal collision (50% KSI) in the three-year period ending 31<sup>st</sup> December 2020. The fatal collision involved a motorcyclist and a pedestrian. The two serious collisions were to pedestrians.
  - 2.0 Scheme proposals (see Appendix A for details)–  
The proposal introduces the following features to reduce traffic speeds on Tonge Road between All Saints Road and Church Road.
    - 4 no. speed cushions located between All Saints Road and Portland Avenue.
    - New Raised Tables at junctions with Church Road, Portland Avenue, Oak Road and All Saints Road
    - Removal of existing raised hump on Church Road
    - Introduction of new 24m length double yellow line restriction on Church Road and
    - Introduction of new 25m length double yellow line restriction on Tonge Road.
  - 3.0 **The Consultation**
  - 3.1 The consultation took place from Friday 22 April until Monday 16 May 2022.
  - 3.2 Numerous residential properties are affected directly by the proposal.
  - 3.3 The consultation material was placed on the highway hub of KCC's consultation website '[Let's talk Kent](#)' and sent to statutory consultees and local residents by post and email. A number of public notices were placed on site and an advert was placed in the local paper. An email was sent to 741 people who had asked to be kept informed of KCC consultations regarding transport and roads in the district of Swale. Hard copies of the consultation material were made available upon request.
  - 3.4 The changes to waiting restrictions require a Traffic Regulation Order (TRO) and statutory consultation period of 21 days. We also wanted to provide the opportunity for residents and other stakeholders to provide feedback on the rest of the proposed scheme, so we expanded the remit of the TRO consultation.
  - 3.5 In addition to the TRO paperwork, a consultation document, full scheme plan and Equality Impact Assessment were produced to provide information on the whole scheme.
  - 3.6 The consultation questionnaire was in two parts. Part one for the mandatory questions for the TRO. In this section consultees were asked if they supported

or opposed the waiting restriction amendments and asked to give their reason(s). Part two contained optional questions to help us better understanding of their views on the scheme as a whole.

- 3.7 26 responses were received for the Traffic Order Regulations changes, 16 objected and 10 supported. 17 responses were received for the Traffic calming changes, eight objected and nine supported.
- 3.8 Respondents were asked to provide the reason for their response. These have been grouped into themes. The main theme of those supporting the scheme include reduced speed in residential areas is a good objective and speed cushions will reduce rat running. The main theme of those opposed to the scheme included loss of parking spaces and the belief that speed cushions will not reduce speeds. See Appendix B for full consultation report.
- 3.9 Key comments for JTB to consider:
- Traffic calming measures are considered a positive addition to the scheme.
  - The current parking issues may be alleviated by adding more parking options at the electrical distribution plant location however this is not being promoted or progressed by KCC.
  - The loss of six parking bays is necessary to ensure the raised table is clear of visual obstruction.

#### **4.0 Corporate Implications**

4.1 None for Swale Borough Council

#### **5.0 Financial**

5.1 None for Swale Borough Council.

#### **6.0 Legal**

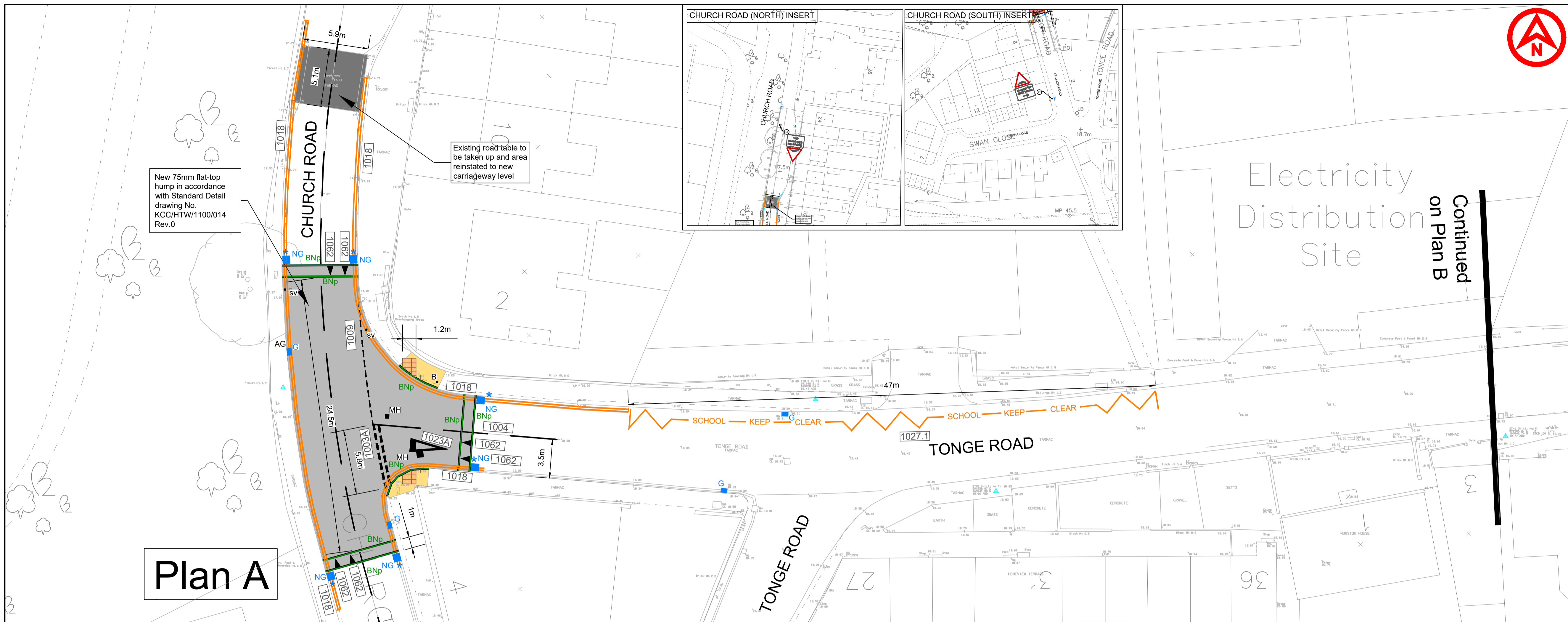
6.1 None for Swale Borough Council.

#### **7.0 Recommendation(s)**

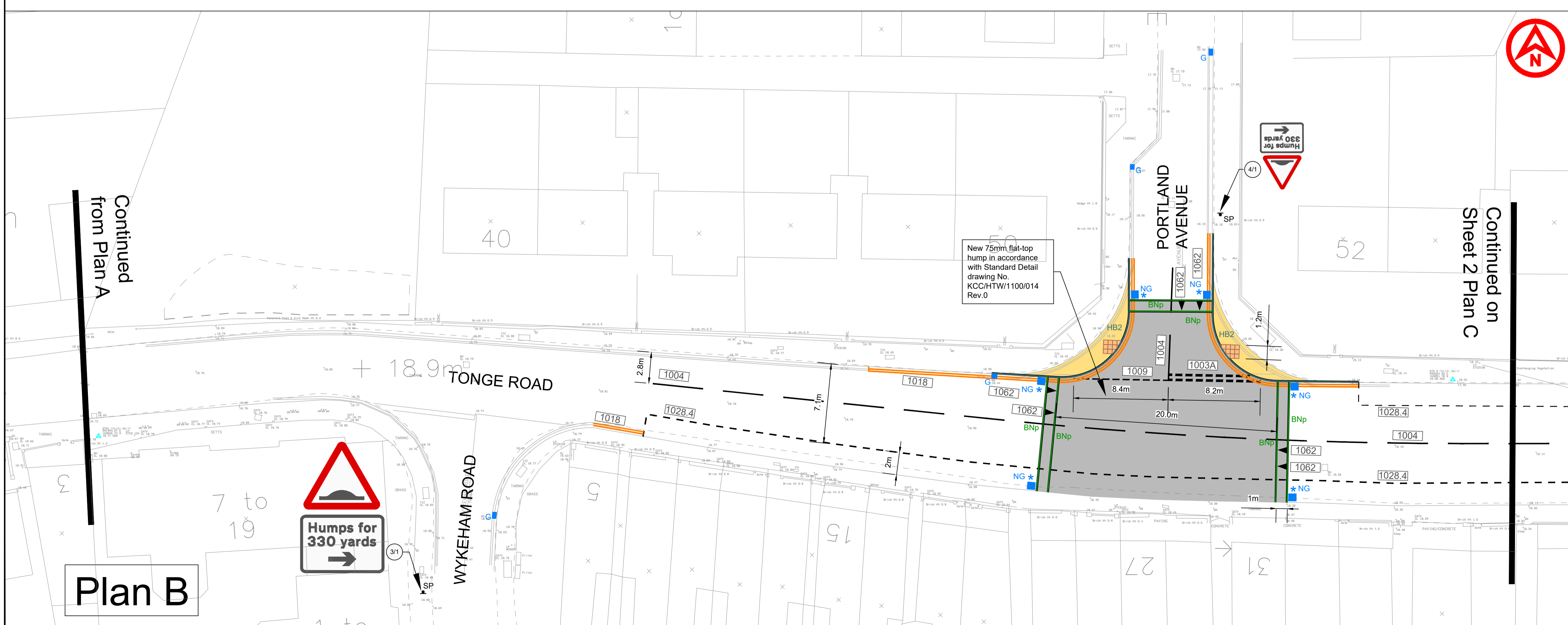
7.1 That members agree to the implementation of the proposed traffic calming measures.

Contact Officer:	Alan Osuoha, Schemes Project Manager, Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

## **Appendix A – Plan of scheme**



Plan A



Plan B



- Notes:**
- All dimensions are proposed and in metres unless otherwise stated.
  - All setting out is to be agreed on site with the Engineer prior to commencement of works.
  - All precast concrete (PCC) kerbing and edging shall be in accordance with BS7263, Part F.
  - Any voids between new kerbs and existing carriageway shall be reinstated with 10mm AC 10 close surf.
  - Surfaces between bituminous materials shall be saw cut to provide a clean vertical joint.
  - Vertical faces of existing bituminous materials shall be primed with bitumen. Existing horizontal or inclined surfaces shall be tack coated in accordance with Appendix 7.4.
  - New footway surfaces shall be laid with 1:40 crossfall towards carriageway unless otherwise stated with no point having a crossfall greater than 1:12.
  - Existing surfaces overlaid shall be swept clean prior to overlay and sprayed with tack coat.
  - All existing covers in areas to construction to be raised to suit new levels.
  - All existing road markings that conflict with the proposed are to be removed.

- General key**
- Existing lamp column to remain.
  - Existing vehicle crossover to remain.
- Kerbing / Footway / Carriageway Construction Key**
- Overlay footway with AC6 dense surf 100/150 20mm thick over AC10 regulating layer. Perimeter of surface course to be keyed into existing surface course to give a minimum layer thickness of 20mm. All joints to be saw cut.
  - New raised table: 40mm SMA10 surface course 40/60 WTR1 laid on 60mm HRA 60/20 F bin 40/60 des WTR1
  - Reinstatement for carriageway: 40mm SMA10 surface course 40/60 WTR1
  - HB2 Proposed 125 x 255mm half battered kerbing (Type HB2 or SP). \*Haunch/Variation A / B\* upstand 125mm to KCC/1100/001/D.
  - BNp Proposed 125 x 150mm bullnose kerbing (Type BN). Upstand 0-6mm to KCC/1100/001/D.
  - Buff PCC tactile paving 400 x 400mm: 50mm thick slabs, to KCC/1100/015. Blisters to align with tactile on opposite side of road.
  - NG New PCC trapped gully with class D400 grate as KCC/SD/500/009.
  - Connection of 1500 pipe to new PCC chamber.
  - Existing road gully
  - MH Adjust existing manhole cover and frame to new road level
  - SW Adjust service covers to new road level
  - AG Adjust gully covers to new road level

- Sign & Lines Key**
- Non-illuminated traffic sign (refer to Sign Schedule).
  - Sign position and orientation.
  - New / Refreshed Road marking to TSRGD 2016 Diagram number.
  - White Road marking.
  - Yellow Road marking.
  - Remove from set aside and reinstall bollard to new location.

Rev	Revision Date	Purpose of revision	Drawn	Checked	App'd
2	17/09/2021	Draft issued for RSA Stage 2	CLS		
1	01/06/2021	Draft Addressed issues raised in RSA1	JOG		
0	04/05/2021	Draft First Issue	JOG		

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**Kent County Council**  
 Ashford Highway Depot  
 Herwood Industrial Estate  
 Ashford  
 TN24 8AD  
 Tel: 03000 418181

Project: Schemes Planning & Delivery

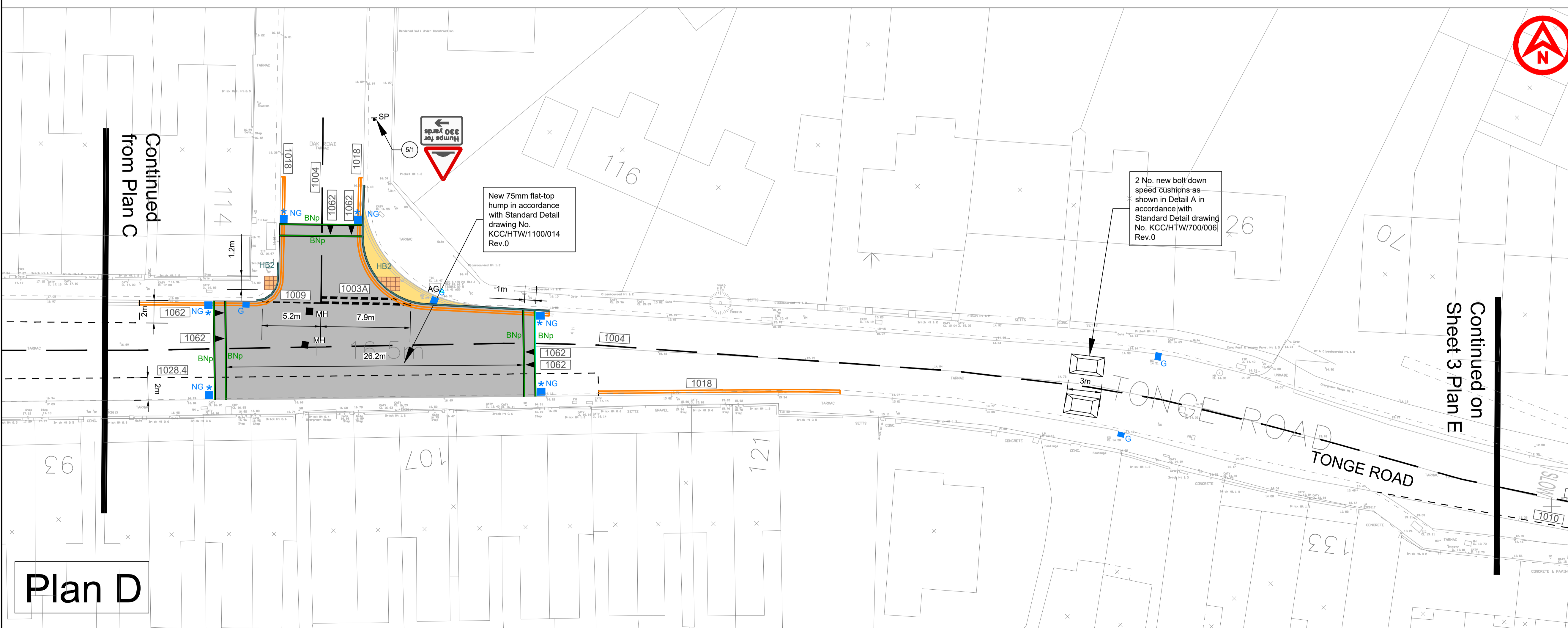
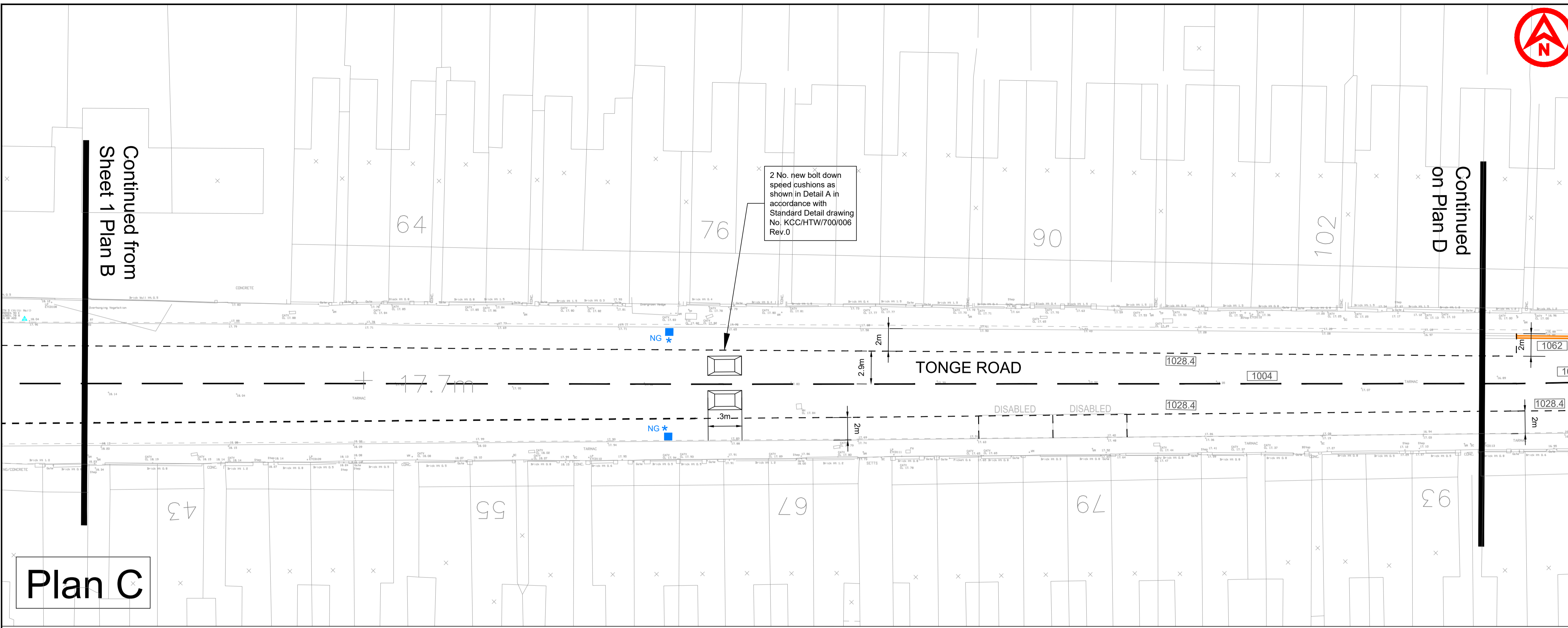
Drawing title: Tongue Road, Sittingbourne Traffic Calming scheme General Arrangement - Sheet 1 of 3

Drawing status: DRAFT

Scale: 1:200 @ A1 | Do not scale

Drawing number: 20/21-CMG-SW-1248-GA | Rev: 2

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.



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  - Proposed 125 x 255mm half battered kerbing (Type HB2 or SP). \*Haunch/Variation A / B\* upstand 125mm to KCC/1100/001/D.
  - Proposed 125 x 150mm bullnose kerbing (Type BN). Upstand 0-6mm to KCC/1100/001/D.
  - Buff PCC tactile paving 400 x 400mm. 50mm thick slabs, to KCC/1100/015. Blisters to align with tactile on opposite side of road.
  - New PCC trapped gully with class D400 grate as KCC/SD/500/009.
  - Connection of 1500mm pipe to new PCC chamber.
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  - White Road marking.
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1	01/06/2021	Draft Addressed issues raised in RSA1	JOG	
0	04/05/2021	Draft First Issue	JOG	
Rev	Revision Date	Purpose of revision	Drawn	Check'd/ App'd

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Ashford Highway Depot  
Herwood Industrial Estate  
Ashford  
TN24 8AD  
Tel: 03000 418181

Project		Schemes Planning & Delivery	
Drawing title		Tonge Road, Sittingbourne Traffic Calming scheme General Arrangement - Sheet 2 of 3	
Drawing status		DRAFT	
Scale		1:200 @ A1	Do not scale
Drawing number		20/21-CMG-SW-1248-GA	Rev 2

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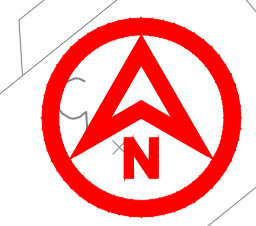
Continued from  
Sheet 2 Plan D

New 75mm flat-top  
hump in accordance  
with Standard Detail  
drawing No.  
KCC/HTW/1100/014  
Rev.0

Humps for  
530 yards

Humps for  
530 yards

Plan E



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Drawing status		DRAFT	
Scale	1:200 @ A1	Do not scale	
Drawing number	20/21-CMG-SW-1248-GA	Rev	2

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**Appendix B – Consultation responses**



# Church Road and Tonge Road, Sittingbourne Traffic Calming Scheme

## Church Road and Tonge Road, Sittingbourne Consultation Report



May 2022

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

# Church Road and Tonge Road, Sittingbourne Traffic Calming Scheme



## Contents

1. Introduction.....	4
1.1 Introduction .....	4
1.2 Purpose of the Consultation.....	4
2 Consultation Process.....	5
2.1 Pre-Consultation Activities .....	6
2.2 Promoting the Consultation.....	6
2.3 Consultation Material .....	6
2.4 Feedback Mechanism .....	7
3 Equality and Accessibility .....	8
3.1 Equality Impact Assessment (EqIA).....	8
4 Consultation Results.....	9
4.1 Part One – Traffic Regulation Order .....	9
4.1.1 Q1. Please tell us if you support or object to this Traffic Regulation Order to introduce waiting restrictions at any time on Church Road and Tonge Road in Sittingbourne. ....	9
4.1.2 Q1a. Please tell us, in the box below, the reason for your support or objection.....	9
4.1.3 Q2. How did you find out about the consultation? .....	12
4.2 Part Two – Church Road and Tonge Road Traffic Calming Scheme.....	14

# Church Road and Tonge Road, Sittingbourne Traffic Calming Scheme



4.2.1 Q3 Are you responding as a...?	14
4.2.2 Q5. How do you usually travel in and around Sittingbourne	15
4.2.3 Q6. To what extent do you agree or disagree with the proposed Church Road and Tonge Road traffic calming scheme?	16
4.2.4 Q6b. Please tell us the reason for your answer	16
4.3 Respondent Demographics	19
4.3.1 Age	19
4.3.2 Sex	20
4.3.3 Disability	20
5 Next Steps	21

## 1. Introduction

### 1.1 Introduction

From 22 April to 16 May 2022, Kent County Council (KCC) consulted on proposals for highway improvements on Church Road and Tonge Road, Sittingbourne in the district of Swale. The following report details the purpose of the consultation and summarises the consultation process and feedback received.

### 1.2 Purpose of the Consultation

KCC is proposing to introduce traffic calming measures on Church Road and Tonge Road in Sittingbourne, to reduce vehicle speeds and therefore the risk of serious road traffic accidents on these stretches of road. The scheme includes changes to waiting restrictions, which require a Traffic Regulation Order (TRO). The effect of this proposed Order would be to introduce new and extend or amend existing waiting restrictions (double yellow lines and parking bays) on Church Road and Tonge Road. Full details can be found in the Public Notice and Statement of Reason document on the consultation webpage [www.kent.gov.uk/tongeroadtrafficalming](http://www.kent.gov.uk/tongeroadtrafficalming). TROs are subject to a statutory consultation period before a decision can be made to make the Order permanent.

We also wanted to give residents and other stakeholders the opportunity to provide feedback on the rest of the proposed scheme. A consultation document and scheme plan for the whole scheme was also available from the consultation webpage.

## 2 Consultation Process

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

<b>Undertake Equality Impact Assessment (see Chapter 3)</b>	<b>Develop consultation process and promotional activities</b>	<b>Pre-consultation activity/engagement</b>	<b>During consultation activity</b>	<b>Post consultation activity</b>
<ul style="list-style-type: none"> <li>Identify possible impacts on protected characteristic groups</li> </ul>	<ul style="list-style-type: none"> <li>Identify stakeholders</li> <li>Define consultation activities</li> <li>Define communication activities and frequencies</li> </ul>	<ul style="list-style-type: none"> <li>Meeting with Swale Borough Council and Local KCC Member</li> </ul>	<ul style="list-style-type: none"> <li>Consultation documents delivered to businesses and residents in and around Tonge Road</li> <li>Public Notices displayed on lamp posts</li> <li>Launched consultation webpage and questionnaire</li> <li>Advert in local newspaper</li> <li>Responded to queries</li> </ul>	<ul style="list-style-type: none"> <li>Analysis and reporting of consultation responses</li> <li>Feedback to consultees and stakeholders</li> <li>Attendance at Swale Joint Transportation Board</li> </ul>

# Church Road and Tonge Road, Sittingbourne

## Traffic Calming Scheme



### 2.1 Pre-Consultation Activities

KCC officers held meetings with the local Swale District Council councillor to help identify local concerns, aspiration, and site limitations. The information from these meetings informed the design of the proposed scheme. These meetings also identified issues beyond the remit of this project. This information will be feedback to the appropriate teams at KCC.

### 2.2 Promoting the Consultation

The following promotional activities were undertaken to support the delivery of the public consultation:

- Advert in Kent Messenger newspaper on 22 April 2022.
- Public Notice displayed on Tonge Road and Church Road on lamp posts in the proposed scheme vicinity.
- Webpage on [Highways Hub](#) on KCC's Let's talk Kent engagement website – [www.kent.gov.uk/tongeroadtrafficalming](http://www.kent.gov.uk/tongeroadtrafficalming)
- Email invite sent to 741 people who have requested through Let's talk Kent to be kept informed of consultations on transport and roads in the district of Swale.
- Email to statutory stakeholders.
- Consultation document delivered to residents and businesses in the immediate vicinity of the proposed scheme.

### 2.3 Consultation Material

The following material was produced for the consultation and was made available on the consultation webpage:

- Consultation Document
- Equality Impact Assessment
- TRO Public Notice, including Statement of Reason
- Scheme plans
- Consultation questionnaire

# Church Road and Tonge Road, Sittingbourne

## Traffic Calming Scheme



Hard copies of the consultation document were delivered to residents most impacted by the scheme.

In total there were **312** document downloads from the webpage. It was visited **529** times with **497** unique visitors.

### **2.4 Feedback Mechanism**

People were asked to provide feedback via a consultation questionnaire, which was available online and in a Word version. The Word version was available in hard copy on request via telephone or email. Emails and letters were also accepted and analysed alongside responses to the questionnaire.

### 3 Equality and Accessibility

#### 3.1 Equality Impact Assessment (EqIA)

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

An EqIA was completed prior to commencement of the consultation and was available as one of the consultation documents on the webpage and on request. We will use the feedback gathered from the consultation to review and update the EqIA before the detailed design is finalised.

The following steps were taken to help ensure the consultation was accessible:

- In addition to the consultation being available online, hard copies of the consultation document were posted to residents most impacted by the proposals.
- Hard copies of the consultation questionnaire and other material was available on request throughout the consultation period.
- All consultation material included a phone number and email address for people to request hard copies and alternative formats of the consultation material or to ask a question.
- All documents uploaded to the webpage were accessible for people using assisted technology.

In the second part of the consultation questionnaire we asked respondents if there was anything we should consider relating to equality and diversity (Q7). Only three people answered this question. One person said that young and old would benefit from improvements to the road and another that it needs permit only parking with one per house only. The third responded with n/a.



## 4 Consultation Results

This chapter summarises the number of consultation responses received and who responded to the consultation. There was a total of 26 responses to Part One of the questionnaire and 17 responses to Part Two.

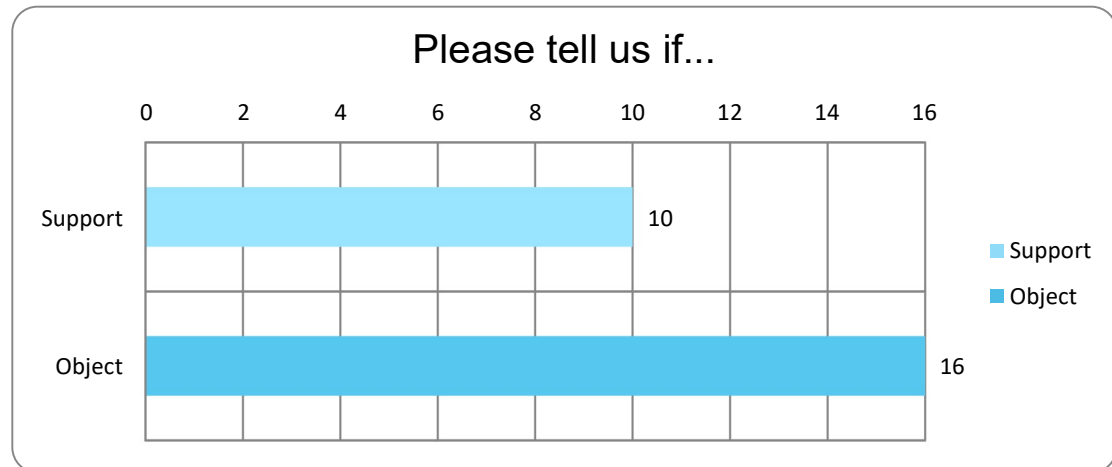
### 4.1 Part One – Traffic Regulation Order

Part one of the questionnaire asked the mandatory questions for the Traffic Regulation Order.

#### 4.1.1 Q1. Please tell us if you support or object to this Traffic Regulation Order to introduce waiting restrictions at any time on Church Road and Tonge Road in Sittingbourne.

There were 26 responses to this question:

- 10 respondents supported the traffic regulations order
- 16 respondents objected to the traffic regulations order.



#### 4.1.2 Q1a. Please tell us, in the box below, the reason for your support or objection.

There were 26 responses to this question. These responses were grouped into themes as shown in the table below. Some responses had more than one theme so therefore the number of themes will be greater than the number of respondents.

- 10 respondents were in favour of scheme for pedestrians, environment and slowing traffic down.

# Church Road and Tonge Road, Sittingbourne

## Traffic Calming Scheme

- 16 were not in favour with the proposed traffic calming measures and felt that the introduction of speed camera is a better solution to reduce speeds of traffic

Frequency	Theme / Comment
<b>Support</b>	
<b>5</b>	Reduced speed in residential areas is a good objective
<b>4</b>	Agree with speed cushions
<b>2</b>	Extend proposal to Lower Road or Station Road Teynham
<b>1</b>	Main concern is ensuring the speeding cars HAVE to slow down
<b>1</b>	Traffic calming on this rat-run is welcomed
<b>1</b>	The new arrangements should improve lines of sight at junctions and is deserving of support
<b>1</b>	Pavement parking are an issue so restricting waiting if it is enforced would be a good thing

# Church Road and Tonge Road, Sittingbourne

## Traffic Calming Scheme

Frequency	Theme / Comment
<b>Objection</b>	
<b>11</b>	Existing parking issues made worse by proposal - residents have to park a distance away already
<b>3</b>	Waste of money - causes more harm than good
<b>2</b>	Existing parking on All Saint Road is at the junction mouth which blocks visibility
<b>2</b>	Raised table design encourages more vehicles to risk head on collision with would-be boy racers
<b>2</b>	Disagree with speed humps
<b>1</b>	Speed humps can cause damage to vehicles
<b>1</b>	Speed cushions layout will be ignored or drivers will stop for some but not for others
<b>1</b>	Parked vehicles keep road safe
<b>1</b>	Feel ignored from the consultation process owing to poor communication – a letter drop is preferred to online options like Twitter
<b>1</b>	Parking problems are already an issue. Residents should be given individual permits

# Church Road and Tonge Road, Sittingbourne Traffic Calming Scheme

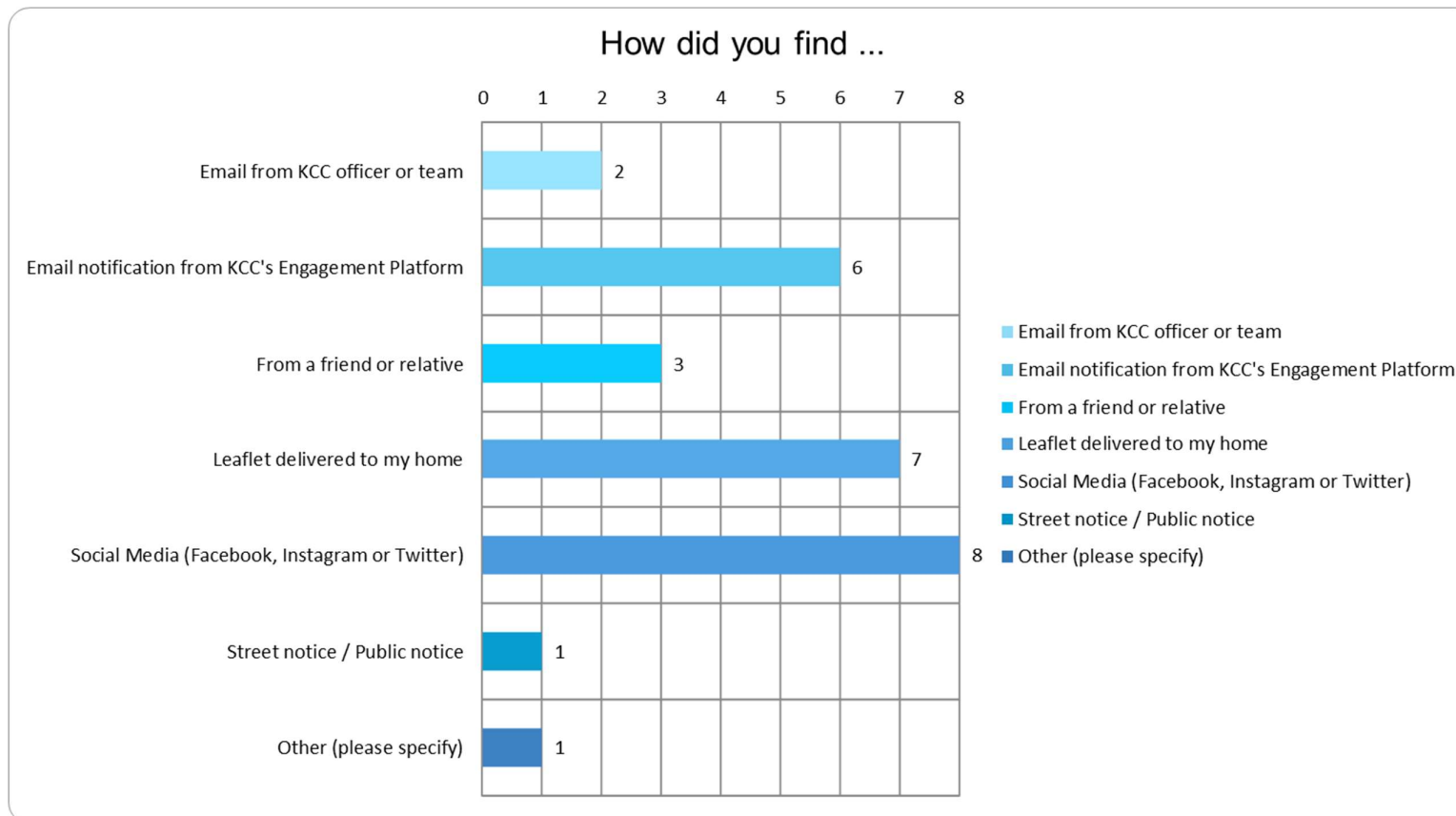
1	Zebra crossing will make it safer for kids
1	Opportunity to add extra parking by electricity distribution site
1	Full width speed humps should be used instead of cushions on Tonge Road
1	Install cameras

## 4.1.3 Q2. How did you find out about the consultation?

There were 25 responses to this question. Please note respondents were able to select multiple responses to this question.

- 8 were alerted to this consultation via social media (Facebook or Twitter)
- 7 respondents were informed by leaflet delivered by mail
- 6 by email notification from KCC's Engagement Platform
- 3 from a friend or relative
- 2 from an email from a KCC officer / team
- 1 was informed by street / public notice
- 1 respondent selected 'Other' and left the reason blank.

# Church Road and Tonge Road, Sittingbourne Traffic Calming Scheme



# Church Road and Tonge Road, Sittingbourne Traffic Calming Scheme

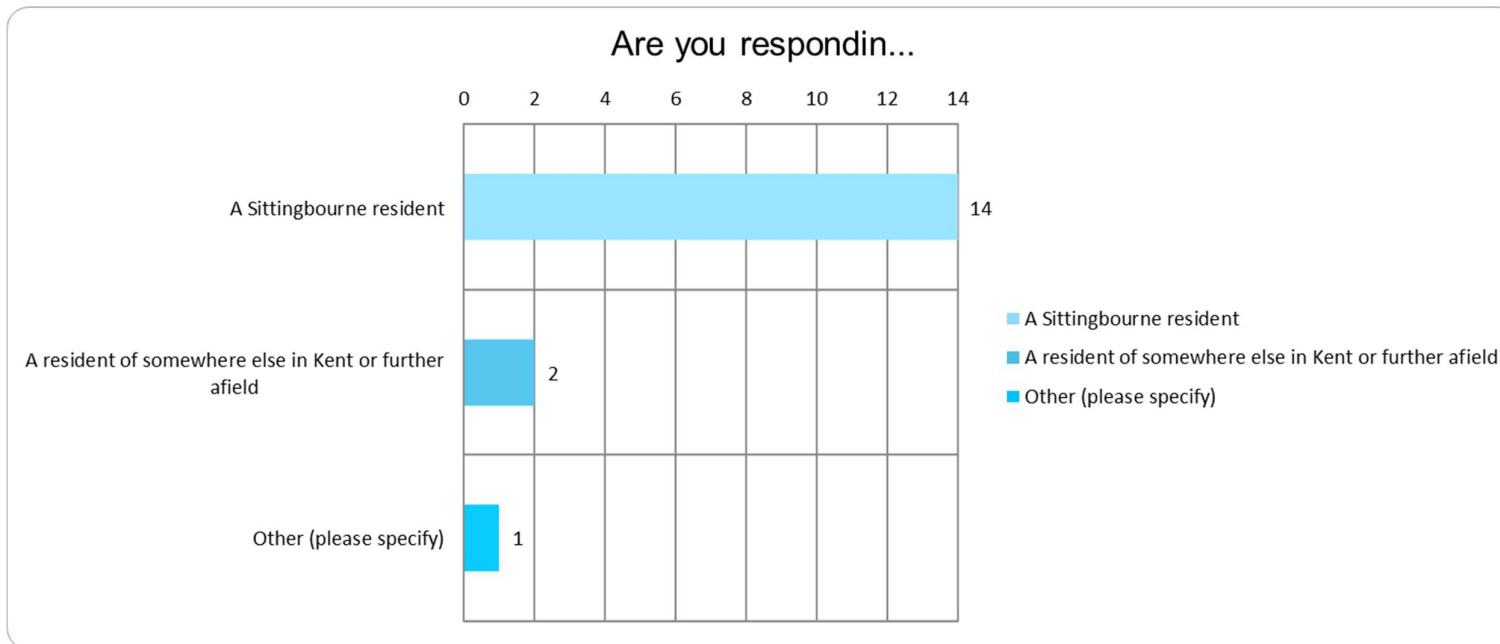
## 4.2 Part Two – Church Road and Tonge Road Traffic Calming Scheme

After completing part one respondents were asked if they would answer some optional questions to help us better understand their views on the scheme as a whole. 17 people selected to answer the second part of the questionnaire.

### 4.2.1 Q3 Are you responding as a...?

Please select the option from the list below that most closely represents how you will be responding to this consultation.  
Please select one option.

- 14 respondents were residents of Sittingbourne
- 3 were residents outside of Sittingbourne (this includes one respondent who selected 'Other' and specified that they are a 'rural resident of the Borough of Swale').

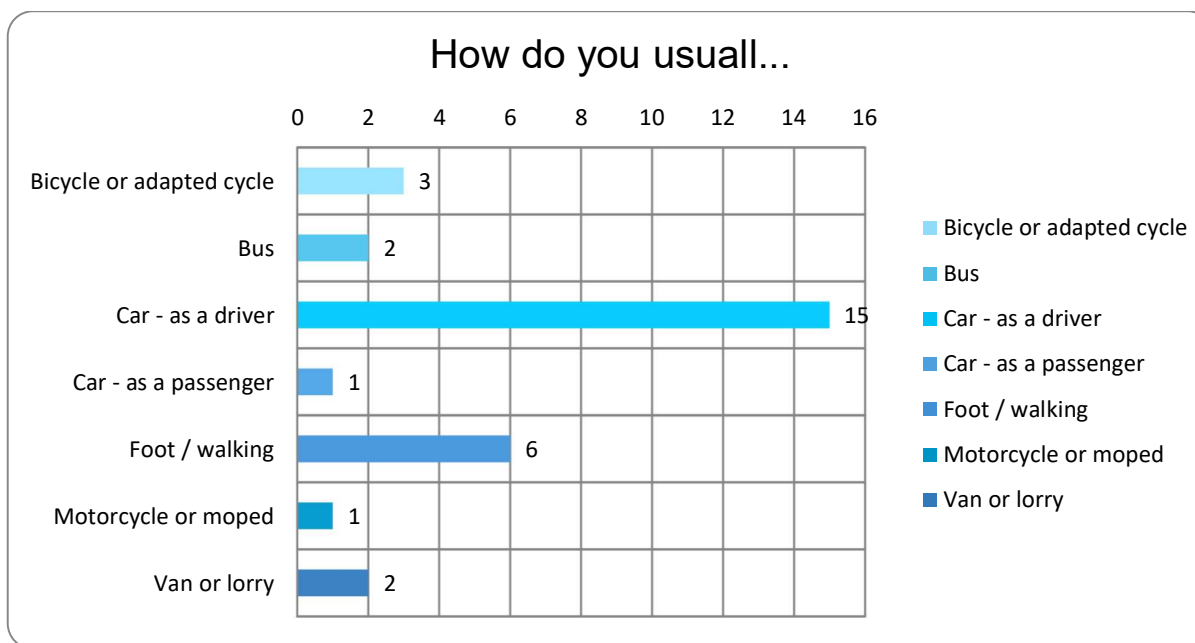


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## 4.2.2 Q5. How do you usually travel in and around Sittingbourne?

There was a total of 30 responses to this question. Please note respondents were able to select multiple responses to this question

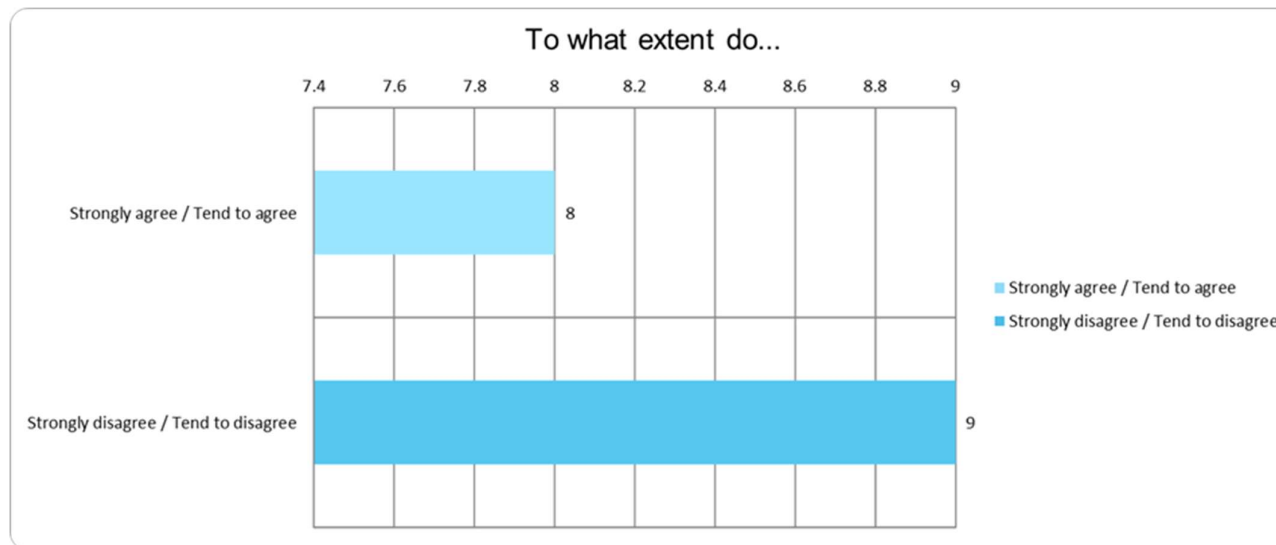
- Most of the respondents are car drivers with a total of 15
- 9 respondents either walk (6) or cycle (3)
- 2 respondents selected bus and 2 selected van or lorry
- 1 respondent selected a car passenger and 1 selected motorcycle or moped



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## 4.2.3 Q6. To what extent do you agree or disagree with the proposed Church Road and Tonge Road traffic calming scheme?

- 8 respondents (5 strongly and 3 tend to) agree with the traffic calming scheme
- 9 respondents (8 strongly and 1 tend to) disagree with the scheme.



## 4.2.4 Q6b. Please tell us the reason for your answer

There were 16 responses to this question. These responses were grouped into themes. In summary:

- 8 of respondents were in favour of scheme for pedestrians, environment and slowing traffic down



# Church Road and Tonge Road, Sittingbourne

## Traffic Calming Scheme

- 4 not in favour of the scheme, with a reduction of traffic calming and/or speed camera as a better solution to reduce speeds of traffic

A breakdown of the themes in agreement and disagreement are shown in the tables below:

Frequency	Theme / Comment
<b>Support</b>	
8	Traffic calming is good for the area.
4	Church Rd or Tonge Rd is not suitable for rat running traffic
2	Traffic calming will remove rat-running
1	Traffic calming is also required in Tonge Rd, Church Rd & Station Rd Teynham
1	Agree with traffic cushions

Frequency	Theme / Comment
<b>Disagree</b>	
2	Why not limit to a 20mph?
1	Traffic calming on Church Rd does not eliminate rat-running
4	Reducing parking will be detrimental to residents

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## Traffic Calming Scheme

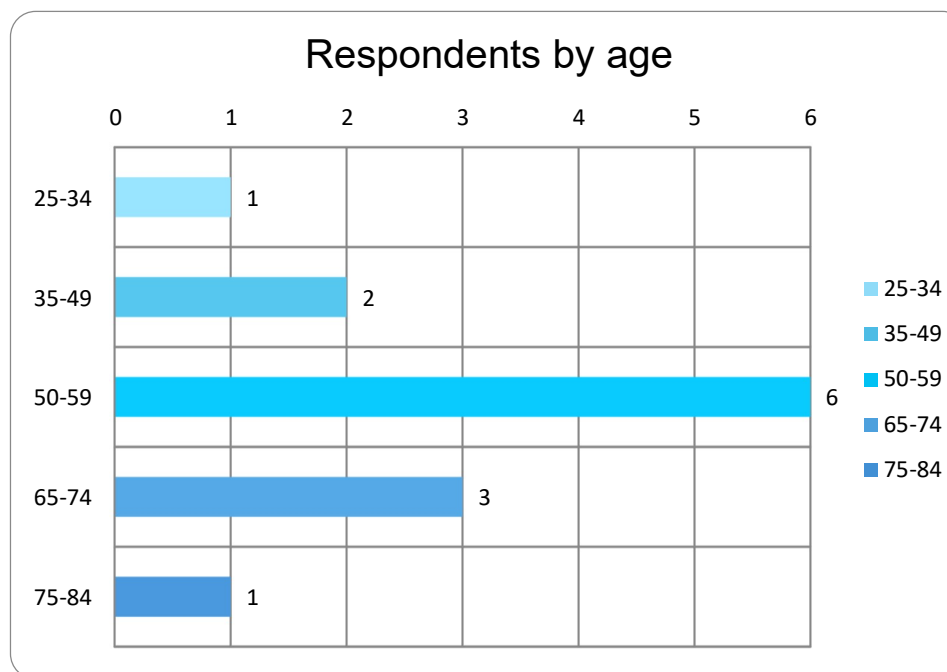
2	Proposal will not reduce rat running
1	Speed cushions not supported
1	Road is not dangerous, and accidents is not an issue
1	Permit parking is required. 1 per house
1	Zebra crossing will be a good thing
1	One accident on Tonge Rd was caused during a large gathering and not linked to the road
2	Traffic along Murston Rd is already congested
1	Disagree with proposed kerb realignment

### 4.3 Respondent Demographics

The following section documents the demographics of the respondents. This data was collated using the 'About You' questions in the second part of the questionnaire. These questions were optional. A total of 13 respondents answered these questions.

#### 4.3.1 Age

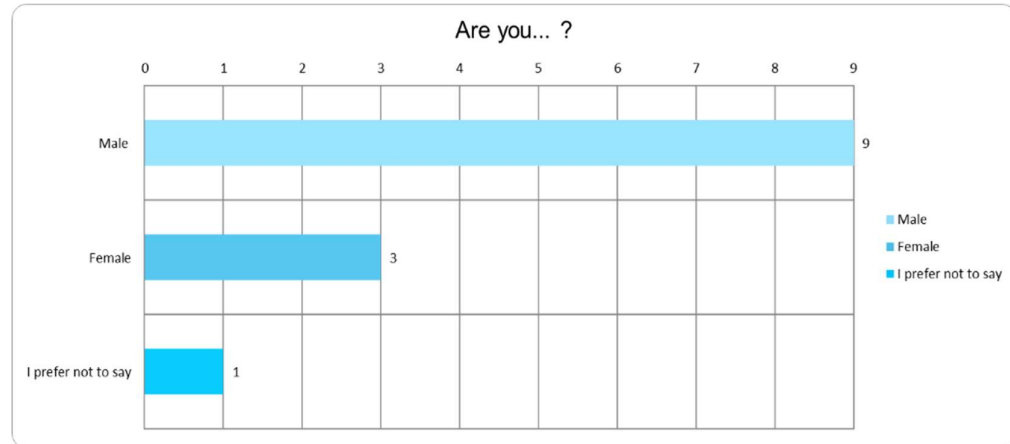
- 1 respondent were aged between 25-34
- 2 were aged between 35-49
- 6 were aged between 50-59
- 3 were aged between 65-74
- 1 respondent was aged between 75-84.



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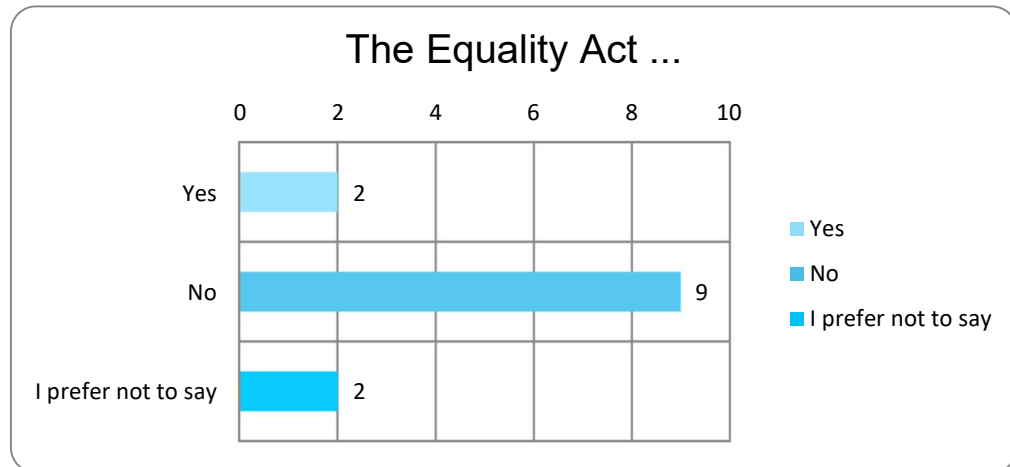
## 4.3.2 Sex

- 9 respondents were male
- 3 respondents were female
- 1 preferred not to say.



## 4.3.3 Disability

- 9 respondents did not consider themselves having a disability
- 2 respondents preferred not to say and
- 2 respondents said yes.



## 5 Next Steps

Following the feedback from this consultation, the design team will be carefully considering points raised to establish whether further design changes are appropriate. KCC recommendation is to progress the scheme to detailed design and construction. The raised table proposal will reduce traffic speeds on Church Road and Tonge Road. The measures will also provide improved crossing facilities for pedestrians and reduced crossing distances at Portland Avenue and Oak Road. The current parking issues may be improved by adding more parking options at the electrical distribution plant location however this is not being promoted or progressed by KCC at this time.

This consultation report will be presented, along with the detailed design, at the next Swale Joint Transportation Board (JTB) which is due to be held on the 20 June 2022 and a recommendation will be taken regarding how to proceed with the scheme.

If the decision is taken to proceed with the scheme construction is likely to start late summer 2022 and a Start of Works Notice will be published to inform residents and members of the public.

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