

TO: SWALE JOINT TRANSPORTATION BOARD

DATE: 16th June 2008

SUBJECT: PARKING RESTRICTIONS – VARIOUS LOCATIONS

BY: Head of Amenities & Environmental Services

Classification: Unrestricted

Summary: A report for members to consider results of recent consultation carried out in various locations in relation to new waiting restrictions.

Implications: Human Resources Implications - None

Finance Implications – None

Legal Implications – Traffic Regulation Orders to be made

Crime & Disorder Implications (Section 17) - None

Equalities & Diversity Implications – None

Sustainability Implications – None

Risk and Health and Safety Implications – None

Corporate Plan Implications – Improving Community Safety through safer Highways.

Decision Required: **That Members note the report and recommend that officers implement the following waiting restrictions:**

- Oad Street, Borden, Sittingbourne
- Peregrine Drive, Sittingbourne
- Dark Hill/Davington Hill/Curtis Way, Faversham
- West Lane, Sittingbourne

The consultees are notified accordingly

Introduction/Background

1. A consultation has been undertaken with residents and statutory consultees in relation to the introduction of new waiting restrictions within the Borough. These proposals have come from various sources such as residents' letters, parish/town council correspondence and residents' petitions.
2. The plans of the proposed restrictions have been included in Annex A.

Issue for Decision

3. The objections to the proposals have been included within Annexe C. Each of the locations will be discussed in turn in the following paragraphs. Where corner protection measures are being introduced, Kent Police have requested that a minimum waiting restriction distance of 10 metres should be adopted. However, in areas where parking demand is high this will greatly reduce local parking capacity. The proposals for corner protection in this report do meet the requirement where possible, however in some locations the need for a waiting restriction has been balanced against the need for parking, so in some instances the corner protection may have been reduced to 5 metres.

4. Oad Street, Borden, Sittingbourne

In 2007 a member of the public informed us that vehicles were parking on or close to the junction of Oad Street and Munsgore Lane making visibility poor and affecting safe vehicle movements.

The original consultation took place in September 2007 proposing parking restrictions at this junction and outside the Plough and Harrow public house. Although the proposals had a majority of support from residents, Kent Highway Services felt the extent of the proposed restrictions in Oad Street were unnecessary. The results of the consultation were submitted to the Joint Transportation Board in December 2007 and it was recommended that further consultation progress with an amended plan.

A new consultation has now proceeded with an amended plan. A copy of the plan is included in Annex A. Following comments from the original consultation the proposed double yellow lines outside the Plough and Harrow public house have been omitted. There was concern that eliminating parking outside the public house would increase vehicle speeds and displace parking. A copy of a response letter from Kent Highway Services regarding this consultation is included in Annex B.

The objection comments from the consultation are included in Annex C. Of the consultation letters sent out, 3 supported the proposals, 5 objected and 0 were undecided. It is therefore recommended that the restrictions are implemented.

5. Peregrine Drive, Sittingbourne

In 2007 a request for parking restrictions at this bend was received by a resident who commented on the reduction of visibility due to vehicles parking at this location.

The original consultation took place in September 2007 proposing parking restrictions on the bend near the junction with Osprey Court. A majority of residents objected to the proposals, comments included were that residents thought the restrictions would increase the speed of vehicles and the reduce parking spaces. Also, some residents indicated that traffic calming should be installed. The results of the consultation were submitted to the Joint Transportation Board in December 2007 and it was recommended that further consultation progress with an amended plan.

A new consultation has now proceeded with an amended plan. A copy of the plan is included in Annex A. The double yellow lines on the east side of Peregrine Drive have been omitted to allow for parking, reducing the width of the road, therefore,

reducing the speed of traffic. Corner protection on the junction with Osprey Court and Peregrine Drive is proposed to improve visibility and vehicle movements.

The objection comments from the consultation are included in Annex C. Of the consultation letters sent out, 7 supported the proposals, 2 objected and 1 were undecided. It is therefore recommended that the restrictions are implemented.

6. Dark Hill/Davington Hill/Curtis Way, Faversham

In 2006 a request for parking restrictions at this junction was received by a resident who commented on the reduction of visibility due to vehicles parking at this location.

The original consultation took place in October 2006 proposing parking restrictions at the junction with Dark Hill/Curtis Way and Davington Hill, Faversham. The results from the consultation were submitted to the Joint Transportation Board in December 2006. The JTB recommended that the scheme be progressed.

The Traffic Regulation Order was advertised and a formal consultation took place in 2007. Objections were received and the results were submitted to the JTB in December 2008. Objections received stated that the address of the proposed restrictions in the Traffic Regulation Order were incorrect, also a Member of the affected Ward was not consulted. The JTB recommended that the scheme not be progressed.

Further consultation has now commenced with an amended plan. A copy of the plan is included in Annex A. Double yellow lines have been reduced on the eastern side of Dark Hill/Curtis way. The objection comments from the consultation are included in Annex C. Of the consultation letters sent out, 8 supported the proposals, 2 objected and 0 were undecided. It is therefore recommended that the restrictions are implemented.

7. West Lane, Sittingbourne

A Police Community Support Officer (PCSO) highlighted that vehicle movements in the “dog leg” area of West Lane had been affected due to vehicles parking, therefore, restricting access to properties at the northern end of this road. The PCSO had complaints from residents in this road regarding the parking and was concerned that if emergency services were needed they would find it difficult to gain access.

A consultation took place proposing parking restrictions to improve vehicle movements. A copy of the plan is included in Annex A. Some comments suggested the restrictions were too long, the length of the proposed lines may be altered slightly to achieve maximum parking. The objection comments from the consultation are included in Annex C. Of the consultation letters sent out, 5 supported the proposals, 5 objected and 2 were undecided. It is therefore recommended that the restrictions are implemented.

Recommendation

8. Members are asked to note the comments/objections made by the consultees and recommend that the following waiting restrictions are installed and that the consultees are notified accordingly.
- **Oad Street, Borden, Sittingbourne**
 - **Peregrine Drive, Sittingbourne**
 - **Dark Hill/Davington Hill/Curtis Way, Faversham**
 - **West Lane, Sittingbourne**

Reasons for the Recommendation

9. The proposed restrictions will improve vehicle movements and visibility.

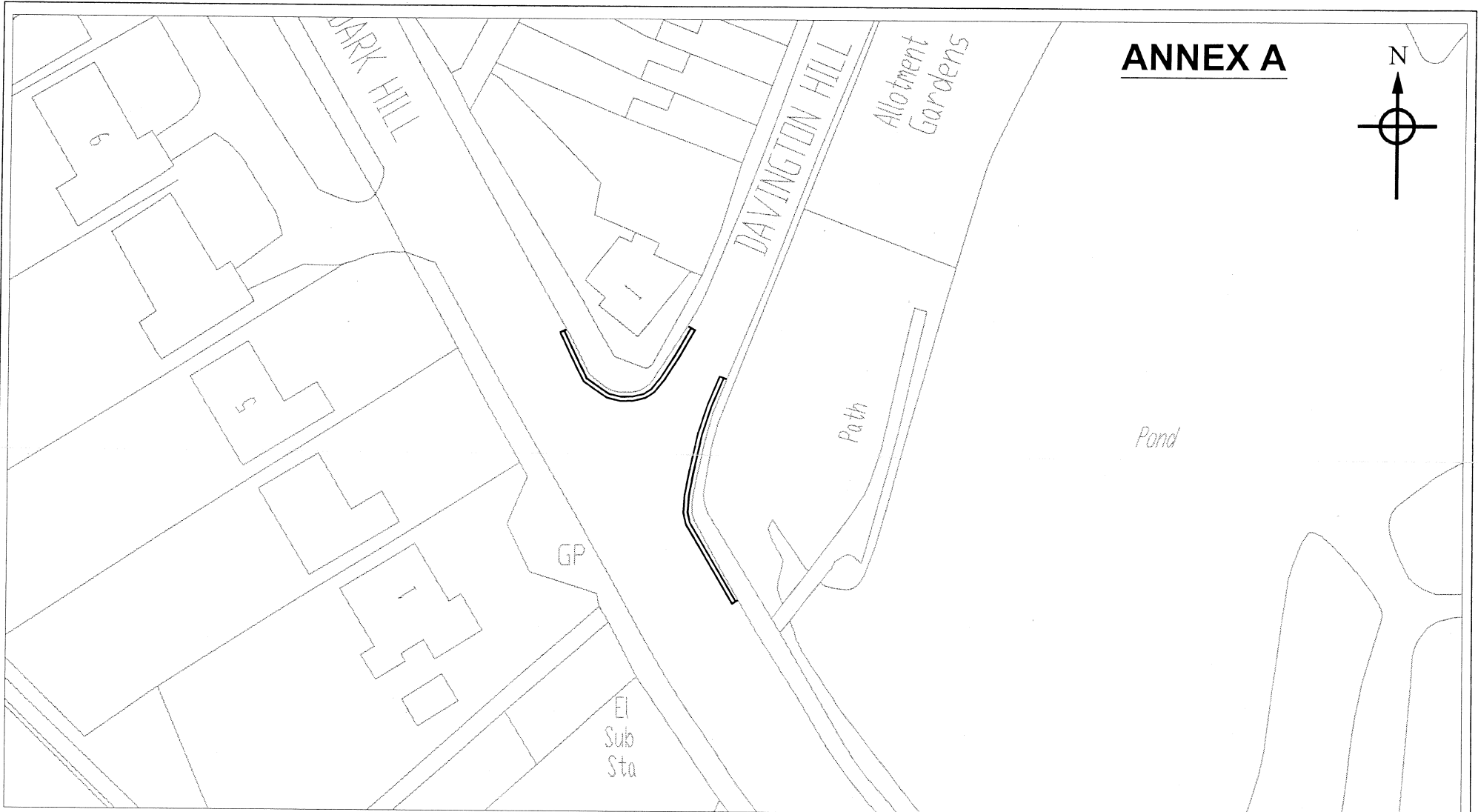
Author: Brett O'Connell Ext: 7061

Date: 20th May 2008

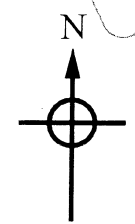
Report approved by -

List of background documents --

Annex A – Copy of consultation plans
Annex B – Kent Highway Services response letter
Annex C – Objection comments and responses



ANNEX A



Key

==== Double Yellow Lines

DRAWN	BOC
DATE	Apr 08
SCALE	1:500

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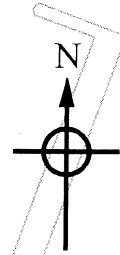





Dark Hill junction With Davington Hill/Curtis Way, Faversham - Proposed Double Yellow Lines.

ES/2738/33



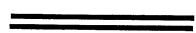
ANNEX A



<p><u>Key</u></p> <p> Existing Yellow Lines</p> <p> Proposed Double Yellow Lines</p>	<p>DRAWN</p> <p>BOC</p>	<p>Majesty's Stationery Office (C) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Swale Borough Council, LA079626, 2001</p> 
	<p>DATE</p> <p>APR 08</p>	
	<p>SCALE</p> <p>1:500</p>	
<p>West Lane, Sittingbourne - Proposed Waiting Restrictions</p>	<p>ES/2738/58</p>	



Key



Double Yellow Lines

DRAWN

BOC

DATE

APR 08

SCALE

1:500

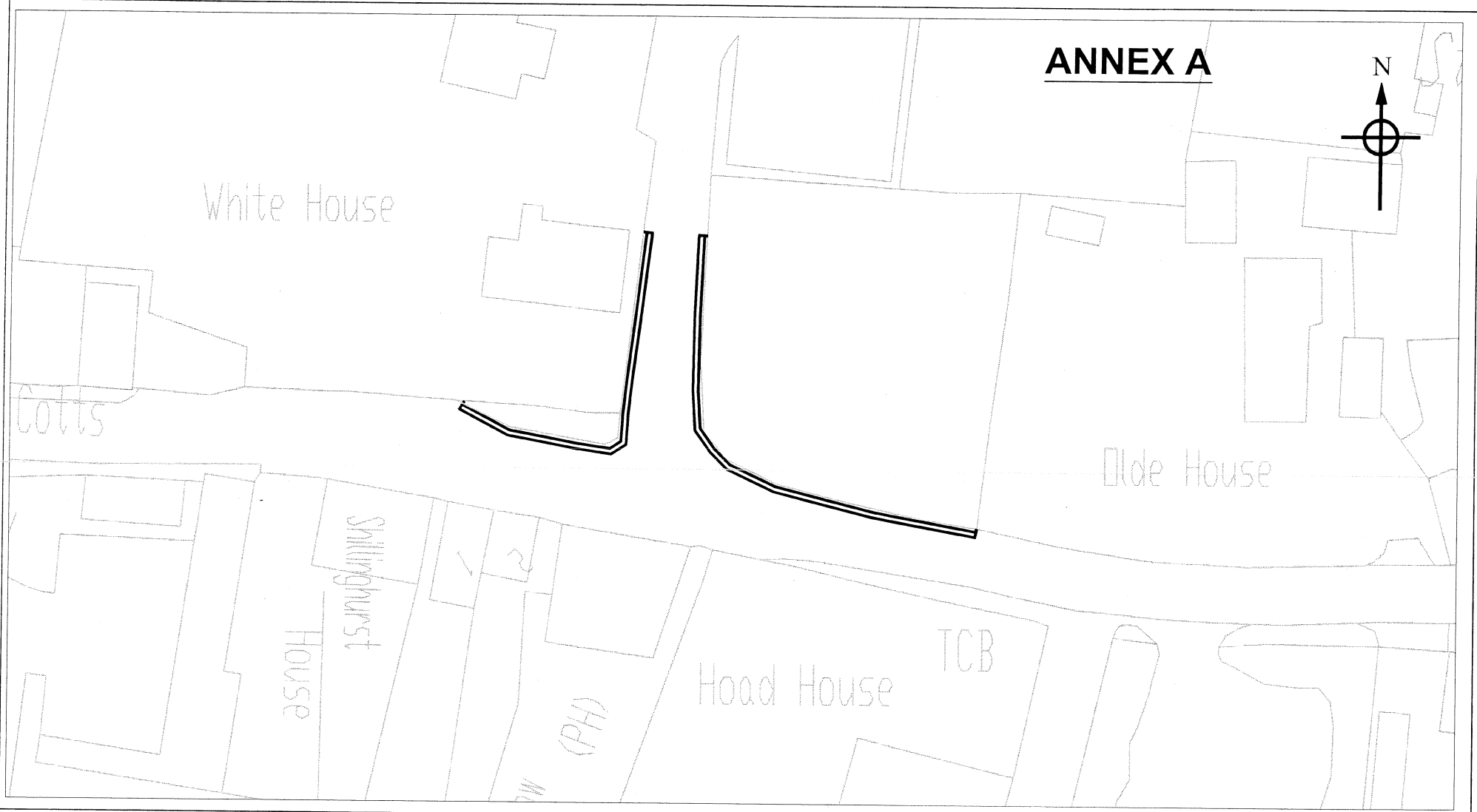
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Peregrine Drive, Sittingbourne - Proposed
Waiting Restrictions

ES/2738/57



ANNEX A



Key

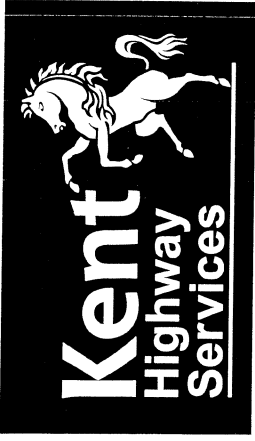
==== Double Yellow Lines

Oad Street junction with Munsgore Lane -
Proposed Waiting Restrictions

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ES/2738/58	

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ANNEX B



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

For the attention of Brett O'Connell

Engineering Services			
Log No.	File Ref.		
Passed to:			
Received	- 2 MAY 2008		
Ack Date	DATE		
	N/A		
Date			

Mid Kent Division
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Kent, ME20 7BU
Stephen.huckle@kent.gov.uk
01622 798350
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Stephen Huckle

30th April 2008

Dear Brett

Various Traffic Orders

Thank you for your consultation leaflets regarding the above.

In general I have no comments to make where the parking restriction provides corner protection. However where longer lengths of road are proposed then there is the risk that any parking that occurs will be displaced elsewhere.

Yours sincerely,

Transportation Engineer



ANNEX C

Oad Street, Borden, Sittingbourne

Recommendation – Approval

Comment No.	Objection Comments	Response
1	Suggestion does not solve the problem of parked vehicles. Outside the public house creating a blind spot for through traffic. Require double yellow lines on both sides of the road.	The proposed double yellow lines at the junction will improve visibility and vehicle movements. The first consultation proposed the restrictions on both sides of Oad Street. Kent Highway Services and some resident's felt this proposal was not needed as the parked vehicles create a narrowing, therefore, reducing vehicle speeds.
2	Calming scheme has done nothing to reduce the speed or quantity of the vehicles coming through, the last thing required is yellow lines. The parked cars are the only things that slow the traffic, preventing parking will increase the danger. Obvious really just compare the morning rush hour speeds to the evening rush hour.	Kent County Council are the Highway Authority that installs traffic calming measures. The proposed double yellow lines at the junction will improve visibility and vehicle movements. There are no planned restrictions to be installed opposite the junction; therefore, vehicles parked there will reduce the road width and vehicle speeds.
3	Support the proposal for reasons given, but object to it because it will increase the speed of the traffic through this area. Calming installed has made very little difference to speed of motorists.	The proposed double yellow lines at the junction will improve visibility and vehicle movements. There are no planned restrictions to be installed opposite the junction, therefore, vehicles parked there will reduce the road width and vehicle speeds.
4	People do not use public house car park. Not able to park outside my house. Install double yellow lines to make people park further along main road.	Although we encourage road users to park off road, we cannot make them. The installation of parking restrictions outside the public house will cause displacement of parking which could create problems further along Oad Street.
5	I live in village hamlet not in the middle of town. Road calming has made Oad Street very dangerous place to walk or drive so lets stop there before you make anymore big mistakes. I now drive to work, I work at the pub in Oad Street Parking after 6pm gets very busy.	Kent County Council are the Highway Authority that install traffic calming measures.

ANNEX C

Peregrine Drive, Sittingbourne

Recommendation – Approval

Comment No.	Objection Comments	Response
1	Why waste money on yellow lines when no one parks there. Yellow lines at the top of road are only sensible option	The resident who requested the original restrictions stated that vehicles on occasions park
2	Double yellow lines open road for speeding. Humps are better	The proposed restrictions will only be installed on the western side, therefore, allowing vehicles to park on the other side. Due to vehicles parked the road width is reduced. Kent County Council are the Highway Authority that install traffic calming measures.

ANNEX C

Dark Hill/Davington Hill/Curtis Way, Faversham

Recommendation – Approval

Comment No.	Objection Comments	Response
1	The proposed double yellow lines are sited in a precise area where parking rarely occurs. This is my observation over the past 6 months.	It is essential the junction is kept clear of parked vehicles to improve visibility. According to the consultee vehicles rarely park there, this confirms that vehicles do park there
2	This suggestion will undoubtedly creep up both hills in time. People are driving too fast down the hill; better sighting will encourage faster driving especially on their way home at night. The presence of parked cars forces cars to slow down. If you want to improve road safety put in traffic calming. Another example of incompetence within local government.	There are no current plans to extend the proposed double yellow lines further than the plan indicates. The reason for the proposal is to improve visibility at the junction and improve vehicle movements. Parked cars may slow traffic but they also reduce visibility, especially near a junction.

ANNEX C

West Lane, Sittingbourne

Recommendation – Approval

Comment No.	Objection Comments	Response
1	Cars will park further down. Evenings and weekends impossible to park. Double yellow lines one side or give tickets to cars parked up on the footway for weeks on end that are not residents of West Lane.	Although the proposed double yellow lines may dis-place parked vehicles, it is essential to maintain vehicular access to the northern end of West Lane. The local PCSO has had numerous complaints about vehicles parking at this location blocking the road.
2	Object as it will inconvenience to all residents in West Lane and East Street. We have no off road parking, double yellow lines means we will be issued tickets on a daily basis.	Although the proposed restrictions may reduce parking spaces, the double yellow lines will improve vehicle movements and provide better access for vehicles visiting properties at the northern end of West Lane.
3	What will happen to the cars that park where you propose the double yellow lines. They will park in West Lane. Cars and vans are already parking here that do not live in West Lane. My son and I work shift work, when we come home especially in the evenings we cannot park. The permit scheme only helps through the day not the evenings.	Vehicles that park at this location are causing the problems. If the restrictions are installed those vehicles will have to find alternative suitable parking spaces. The installation of the proposed restrictions should reduce parking in this area. Unfortunately, roads that are near to town centres will always have parking problems due to non-residents visiting the shops. There are no plans to install a residents parking.
4	Partly. No objections to making the top corner double yellow lines but do not take it down that far. Will make parking more difficult, cannot park outside number 5 because of wide footway. Double yellow lines outside numbers 1-6 and opposite number 1 will be beneficial as corner is narrow and congested.	In regards to the footway width Kent County Council are the Highway Authority that implement highway alterations. West Lane is a busy road due to the location as near to the shops.
5	Too excessive down both sides of road. If double and single lines at top of road were enforced there would not be a problem. Double yellow lines at corners outside numbers 6, 1 and 3 would ease congestion, which is main problem.	The double yellow lines at the junction are to provide corner protection and improve visibility, they no effect on the parking problems at the proposed location.