

<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item: 6</b>
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<b>Meeting Date</b>	Monday 10 <sup>th</sup> September 2012
<b>Report Title</b>	Various Waiting Restrictions
<b>Portfolio Holder</b>	Cllr David Simmons
<b>SMT Lead</b>	Brian Planner
<b>Head of Service</b>	Brian Planner
<b>Lead Officer</b>	Mike Knowles
<b>Classification</b>	Open

<b>Recommendations</b>	<p>Members are asked to consider the objections/comments made by the consultees and recommend that the following waiting restrictions are installed at:-</p> <ul style="list-style-type: none"> <li>• Lay-by, A2 Newington</li> <li>• High Street, Eastchurch</li> </ul> <p>Members are asked to consider the objections/comments made by the consultees and recommend that the following waiting restrictions are not progressed at Cranbrook Drive/Tunstall Road, Sittingbourne.</p> <p>Members are asked to note the results of the initial consultation on parking in Belvedere Road, Faversham</p>
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## **Purpose of Report and Executive Summary**

- 1.1 This report provides a summary of the recent consultations carried out for various proposed waiting restrictions in the Borough.

## **2 Background**

- 2.1 A consultation has been undertaken with residents and statutory consultees in relation to the introduction of new waiting restrictions. These proposals have come from various sources such as residents' letters and parish/town council correspondence.

- 2.2 Copies of the consultation material including plans of the proposals can be found in Annex A.

### **3 Issue for Decision**

- 3.1 Comments and objections to the proposals are included in Annex B. The locations will be discussed 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.

#### **3.2 Lay-by, A2 Newington**

Following a request from the local Councillor and our Environment Wardens, a consultation took place to install a single yellow line in the lay-by on the south side of the A2 between Nos.152 and 172 High Street, Newington. It has been reported that residents are experiencing problems with vehicles advertised for sale being left in this lay-by, and the single yellow line with a one hour restriction between 10am and 11am Monday to Friday is proposed to tackle long term parking whilst minimising inconvenience to other road users.

- 3.3 The consultation plans were sent to 13 properties in the area, and a total of 4 responses were received, all supporting the proposals. Together with this support a couple of the residents included additional comments, one saying they were not sure that yellow lines would help and another requesting the times of the restrictions to be between 10am and 4pm. We would not recommend extending the 1 hour proposed restriction as this would have a greater impact on other motorists wishing to use the lay-by, and this 1 hour restriction matches those in similar lay-bys in the Sittingbourne area. A verbal response from the Parish Council will be reported at the JTB meeting as at the time of writing this report the Parish Council have not met to discuss the proposals.

- 3.4 In view of the responses received at the time of writing this report it is recommended that the proposed restrictions are included in the next Traffic Regulation Order for installation.

#### **3.5 High Street, Eastchurch**

Following a request from Eastchurch Parish Council, a consultation took place to install single yellow lines on either side of Eastchurch High Street near the western junction of Rowetts Way. It has been reported that residents are experiencing problems with vehicles advertised for sale being left at this location due to its visibility to traffic travelling along Rowetts Way, and the single yellow lines with a one hour restriction between 10am and 11am 7 days a week are proposed to tackle

long term parking whilst minimising inconvenience to residents and other road users.

- 3.6 The consultation plans were sent to 6 properties in the area, and just one response was received, supporting the proposal. A comment was included that full support was given to the scheme as long as it does not push the offending vehicles further up the High Street outside the proposed restrictions. Whilst any new restrictions can potentially displace parked vehicles to nearby areas, there would be less benefit in parking cars for sale further along High Street as they would be less visible from Rowetts Way. At the time of writing this report the Parish Council have not met to discuss these proposals, and their response will therefore be reported verbally at the JTB meeting.
- 3.7 In view of the responses received at the time of writing this report it is recommended that the proposed restrictions are included in the next Traffic Regulation Order for installation.

3.8 **Cranbrook Drive/Tunstall Road, Sittingbourne – Second Consultation**

A previous consultation took place with residents in the vicinity of the Cranbrook Drive/Tunstall Road junction to install double yellow lines following a request from Tunstall Parish Council and a couple of residents in the area. Concerns were previously raised that vehicles parking close to the junction are forcing motorists over the centre of the carriageway in Cranbrook Drive where they are meeting vehicles travelling in the opposite direction. A copy of the original consultation material can be found in Annex C. Of the 19 letters sent out in the first consultation, 13 responses were received, 8 supporting the proposals and 5 objecting.

- 3.9 Following the comments raised during the first consultation, the proposals were revised to reduce the length of double yellow lining in Cranbrook Drive, as shown in Annex A. The same 19 properties were consulted, and this time we received 10 responses, 6 supporting the revised proposals and 4 objecting. Despite the reduction in the proposed length of the restrictions the percentage of supporting and objecting responses has changed very little.
- 3.10 Kent County Council have confirmed that there have been no personal injury crashes at this location in the last three years and would therefore not consider the installation of any corner protection measures, i.e double yellow lines. In view of this, and taking into account the marginal majority support for any restrictions in the area and concerns raised over displacing parked vehicles further down Cranbrook Drive creating further problems, it is recommended that the proposals are not progressed.

3.11 **Belvedere Road, Faversham**

Following various local newspaper articles and a discussion regarding parking in Belvedere Road at the Faversham Local Engagement Forum a consultation has taken place with residents to gain their views as to whether any form of parking restriction should be introduced. The questions asked in this initial consultation are based on previous concerns raised by some residents around the fact that

Belvedere Road is the only road in the area not included in a Residents' Parking Scheme, and also around reported problems with access into private garages and along the recently adopted Belvedere Road due to parked vehicles creating obstruction issues. The results of this initial consultation can be found in Annex D.

- 3.12 Consultation leaflets were sent to 95 properties in the area, and we received a total of 40 responses either by post or e-mail, giving a 42% return. Of the 40 responses, 12 supported the introduction of a Residents Parking Scheme and 15 objected. 33 of the responses supported short sections of double yellow lines to assist movement of vehicles and 5 objected. 10 of the responses suggested other waiting restrictions and 8 objected to the introduction of any form of waiting restriction in Belvedere Road.
- 3.13 The consultation has generated a wide range of detailed comments and suggestions and Officers will need to study these to determine any common issues raised. This will form the basis of further consultation on any detailed proposals for Belvedere Road, and the results of any consultations will be reported back to the Joint Transportation Board for further consideration.

## 5 Implications

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Costs associated with Traffic Regulation Order, and necessary signing and lining.
Legal and Statutory	Traffic Regulation Orders to be made.
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.

## **6 Appendices**

6.1 The following documents are to be published with this report and form part of the report

- Annex A – Copy of consultation material
- Annex B – Copy of the consultation comments
- Annex C – Copy of original consultation material – Cranbrook Dr/Tunstall Road
- Annex D – Results of Initial Consultation – Belvedere Road, Faversham

## **7 Background Papers**

7.1 None.