

SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 9 th September 2013
Report Title	Formal Objections to Traffic Regulation Order Amendment 7B
Portfolio Holder	Cllr David Simmons
SMT Lead	Brian Planner
Head of Service	Brian Planner
Lead Officer	Mike Knowles
Classification	Open

Recommendations	<p>Members are asked to consider the formal objections made to the advertised Traffic Regulation Order Amendment 7B and recommend:-</p> <p>a) that the proposed waiting restrictions be progressed at Queenborough Road cul-de-sac – double yellow lines.</p> <p>b) that the proposed amendments to the existing 20 minute waiting restrictions in East Street, Sittingbourne be abandoned or further informal consultation takes place on a possible 20 minute and 1 hour restriction split.</p>
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Purpose of Report and Executive Summary

- 1.1 This report provides a summary of formal objections received to the recently advertised Traffic Regulation Order Amendment 7B, covering various proposals on the Isle of Sheppey and Sittingbourne.

2 Background

- 2.1 Following requests from residents and businesses in various areas of the Borough, consultations took place on proposed amendments to existing waiting restrictions. A Traffic Regulation Order was then prepared and advertised in accordance with the statutory requirements to allow for any formal objections to the made to the proposals.
- 2.2 During the statutory consultation period, one formal objection was received for the extension to the existing double yellow lines in Queenborough Road cul-de-sac in Halfway on the Isle of Sheppey, and two objections were received from businesses in relation to the proposed amendment of the existing 20 minute waiting limit to 1 hour, in East Street, Sittingbourne. A letter has also been received after the closing

date of the formal consultation from another business in East Street requesting a 45 minute waiting limit if a 1 hour restriction is not an option. Copies of the objections can be found in Annex A, and a copy of the later letter can be found in Annex B.

3 Issue for Decision

3.1 Queenborough Road cul-de-sac, Halfway

A request from a resident was received to investigate the possibility of installing parking restrictions in part of the cul-de-sac due to access problems.

It had been reported that since a disabled parking bay was installed vehicles were parking directly opposite the bay on a bend in the cul-de-sac, therefore causing problems with access as that area of the road is quite narrow. It is reported that the vehicles parking there are residents from the main Queenborough Road. The blue badge holder that parks in the bay has been asked to move their vehicle several times by the ambulance that picks up elderly residents, as they cannot gain access due to vehicles parking on the bend.

At the informal consultation stage, 9 supported the proposals and 5 objected, and consultees included residents in the cul-de-sac and part of the main Queenborough Road in the near vicinity to the cul-de-sac. The results of this consultation were reported to the JTB in December 2012 when it was recommended that the proposals proceed.

One formal objection has been received during the formal consultation for the Traffic Regulation Order, and in view of the problems reported it is recommended that the double yellow lines be extended as per the consultation and Traffic Order, to improve access and vehicle movements in the cul-de-sac.

3.2 East Street, Sittingbourne

A request was received from businesses in East Street for the existing 20 minute waiting limit to be extended to one hour. It was reported that the 20 minute limit was insufficient to allow some customers to visit establishments such as hairdressers and cafes. Proposals were included in the latest Traffic Regulation Order to amend the existing 20 minute waiting limit to 1 hour.

Two objections were received from businesses in East Street, both stating that customers will have nowhere to park for quick visits to their premises if the restrictions are increased to a 1 hour parking limit. In addition to these objections, a further letter was received after the formal consultation period stating that 20 minutes is insufficient for customers eating at their establishment and requested that if a 1 hour limit is not possible a compromise of 45 minutes is considered.

It is obvious that different categories of business will benefit from different waiting limits, but to introduce mixed restrictions along East Street could cause confusion to motorists and issues for enforcement. The suggested options are therefore to leave the existing 20 minute restriction unchanged, or to carry out further informal consultation with businesses on the introduction of a clearly defined split between 20 minute restrictions at the western end of the road (nearest the town centre) and 1 hour restrictions at the eastern end. There is a

traffic calming platform which is ideally located to enable this split in restrictions to be clearly defined.

4 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Costs associated with Traffic Regulation Order, and necessary lining and signing.
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.

5 Appendices

- 5.1 The following documents are to be published with this report and form part of the report
- Annex A – Copy of Formal Objections Received
 - Annex B – Letter Requesting 45 Minute Waiting Limit in East Street

6 Background Papers

- 6.1 None.