

SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 9
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Meeting Date	Monday 21 st June 2021
Report Title	Proposed Parking Amendments – The Street, Oare
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Community
Head of Service	Martyn Cassell, Head of Commissioning, Environment and Leisure
Lead Officer	Brett O'Connell (SBC), Engineer
Classification	Open

Recommendations	Members are asked to note the contents of the report and recommend that the proposed restrictions and bus stop clearway in The Street, Oare be abandoned due to the low response rate and objections received.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of a recent informal consultation undertaken on proposals to install parking restrictions and a bus stop clearway at The Street, Oare, following a request from a local resident.

2. Background

- 2.1 The proposals consist of a bus stop clearway on the southwest side of The Street, from the existing double yellow lines on the junction of Western Link, and a section of restrictions limiting parking to a maximum of three hours, with no return with one hour, between the hours of 8am and 6pm Monday to Friday. The consultation was undertaken in February/March 2021 and included residents in the nearby area, and a plan showing the proposed restrictions can be seen in Annex A. Please note, the consultation plan showed a proposed area of single yellow lines, this was an error and should have showed parking bays instead to accommodate the three-hour waiting limit. The error has no bearing on the consulted proposed restrictions as they would remain as stated, the only change being the physical lining on site.

3. Issue for Decision

- 3.1 It had been reported that vehicles park at this location for long periods of time, reducing short term parking for residents that want to access the local businesses and leisure activities. It had also been reported that all day parking by employees of a company in the nearby trading estate was a regular occurrence, even though the company appears to have its own car park. It is therefore presumed that many of the parked vehicles were overflow from that car park. The proposed bus stop clearway

will improve access for buses as it had been reported that vehicles park here forcing passengers to step out into the road to access the service. KCC have been consulted and have agreed installation of the bus stop clearway if the proposed parking restrictions are installed.

3.3 Of the 149 properties consulted, we received **17** responses, producing a response rate of just 11%. **9** of these responses supported the proposals and **8** objected. Some consultees were concerned that the restrictions would push the parking problems further into the residential area of Oare. Also, it will restrict parking for residents that have to park here due to a lack of parking availability outside their property. Comments from the consultees are included in Annex B. Any reference to property addresses or personal details has been blocked out or deleted for data protection purposes.

4. Recommendation

4.1 Members are asked to note the contents of the report and recommend that the proposed restrictions and bus stop clearway in The Street, Oare be abandoned due to the low response rate and objections received.

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 Lining and Signing and Bus Stop Clearway
Legal and Statutory	Drafting of Traffic Regulation Order, Formal Consultation 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	The proposed restrictions could have positive health implications by improving access on and off buses by those residents who rely on the bus service, and also by improving access to the nearby open spaces for recreational activities by removing long term daytime parking. Potential negative health implications could be experienced through increased stress by those residents further

	along The Street who may experience an increase in parking vehicles due to displacement.
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6. Appendices

- 6.1 Annex A – Plan of Proposed Restrictions
- Annex B – Consultees Comments

7. Background Papers

- 7.1 None