

Community Committee	
Meeting Date	1 March 2023
Report Title	Trinity Road Car Park, Sheerness – Residents’ Permits
EMT Lead	Emma Wiggins, Director of Regeneration and Neighbourhoods
Head of Service	Martyn Cassell, Head of Environment and Leisure
Lead Officer	Martyn Cassell, Head of Environment and Leisure
Classification	Open
Recommendations	<ol style="list-style-type: none"> 1. Members are asked to agree that those residents who lived in the affected properties at the time of the highway works, should be eligible for a parking permit in the Trinity Road Car Park at all times and on all day of the week.

1 Purpose of Report and Executive Summary

- 1.1 The report provides details of a recent investigation into the eligibility of residents of Trinity Road, Sheerness, for concession for permits in Trinity Road Car Park, and suggests the formalisation of the current arrangements.

2 Background

- 2.1 Millennium Way, Sheerness, was constructed back in 2000, and residents who had previously enjoyed the convenience of on-street parking outside of their properties but who were no longer able to do so due to parking restrictions introduced in conjunction with the new road, were given a concession for eligibility for parking permits in the nearby Trinity Road Car Park.
- 2.2 Recently, some of these residents have stated that they have received penalty charges when parked in this car park despite displaying their permits, and investigations have therefore taken place into this matter, the results of which are discussed below.

3 Proposals

- 3.1 Some residents have advised us that the permits which they are eligible for under the concession apply at all times and on all days. However, there is no evidence to suggest that this is the case, with the earliest documented off-street Traffic Regulation Order, dated 2011, clearly stating that these permits are only valid from 5pm to 9am on weekdays, and at weekends/bank holidays. The permit is also mentioned in the annual fees and charges report which details the weeknight and weekend concession.

- 3.2 Discussions have taken place with relevant Councillors and it has been suggested that those residents who have lived in the affected properties since 2000 (when the highway works were completed) should be granted a concession for a permit to park in the Trinity Road Car Park at all times and on all days. Given it is only relevant to a small number of people that would decline over time, it is suggested the agreement would be outside of the normal Traffic Regulation Order process, and would be a Councillor agreed concession, in writing, to those residents eligible. The eligibility for permits would not be transferrable to any new residents that have moved into the area after 2000 and would not be transferable when the property is sold or rented.
- 3.3 Officers will write to all of those currently in receipt of the permit and determine how many would be eligible for the revised concession. Evidence of ownership of the property in terms of sales documents or land registry documents will be required. This will not be available to properties not currently in possession of a permit. The terms and conditions of the new permit will be made clear to ensure that the concession obligation is not transferable and numbers will therefore decline over time as people receiving it move away. Those that moved to the area after 2000 would still be able apply for the current permit level for weeknights and weekdays, as per the fees and charges and traffic order.
- 3.4 The permit cost has remained unchanged at £20 per quarter since its introduction in 2000. The suggestion is to increase this annually in line with inflation, starting with a proposed amendment to at least £22.50 per quarter moving forward from 1st April 2023. This change is included in the fees and charges document currently going through approval.

4 Alternative Options Considered and Rejected

- 4.1 The alternative to the proposed formalising of arrangements would be to enforce the permits as detailed in the Traffic Regulation Order. Having discussed this with Members, it was concluded that this would negatively impact on those residents affected, and the relatively small number of eligible residents using the car park would not adversely affect overall parking capacity in the car park. It was therefore concluded that this was not the recommended option.
- 4.2 A further alternative is to grant the concession for a limited time period, rather than wait for property owners to move away. This could be for 7 or 10 years and will have granted a 30+ year concession if the latter time period is taken.

5 Consultation Undertaken or Proposed

- 5.1 Residents attended the Sheppey Area committee to explain the situation. Officers have discussed the proposals with their spokesperson. All eligible residents will be written to formally following the decision.
- 5.2 As detailed above, consultation has taken place with various relevant Councillors.

6 Implications

Issue	Implications
Corporate Plan	Renewing local democracy and making the council fit for the future.
Financial, Resource and Property	With no proposed amendment to the current off-street Traffic Regulation Order, there will be no costs associated with the proposed formalising of arrangements. Moving forward, it is proposed to review the current charge of £20 per quarter starting at £22.50 per quarter from 1 st April 2023 and then with an annual increase in line with inflation.
Legal, Statutory and Procurement	This would be a Councillor agreed concession with no proposed changes to the legal Traffic Regulation Order.
Crime and Disorder	None identified.
Environment and Climate/Ecological Emergency	None identified.
Health and Wellbeing	The proposals to extend the permits to cover all days and all times should improve facilities for residents that were impacted by the road works scheme, many of which are more senior in years and rely on nearby parking facilities for their independence, which will have a positive impact on their health and wellbeing.
Safeguarding of Children, Young People and Vulnerable Adults	None identified.
Risk Management and Health and Safety	None identified.
Equality and Diversity	It could be argued that all residents of Trinity Road should be granted the amended permit status. However, the scheme was only ever designed to compensate those that lived there at the time. Residents moving into the area after the highway works will have purchased or rented the property knowing the on-street parking situation.
Privacy and Data Protection	None identified.

7 Appendices

7.1 None

8 Background Papers

8.1 None