

SWALE JOINT TRANSPORTATION BOARD	
Meeting Date	27 th February 2023
Report Title	Proposed Parking Bays – Forbes Road, Faversham – Update Report
EMT Lead	Emma Wiggins, Director of Regeneration and Neighbourhoods
Head of Service	Martyn Cassell, Head of Environment and Leisure
Lead Officer	Mike Knowles, Seafront & Engineering Manager (SBC)
Classification	Open
Recommendations	1. Members are asked to note the results of the swept path analysis contained in this report and recommend that the previously proposed on-street parking bays and associated double yellow lines in Forbes Road, Faversham, be abandoned.

1 Purpose of Report and Executive Summary

- 1.1 This report provides an update to the previous submission to the Swale Joint Transportation Board at their meeting in December 2022, on proposed parking bays in Forbes Road, Faversham, requested by the Ward Member.

2 Background

- 2.1 An informal consultation took place with residents between 5th and 28th October 2022 on the proposed installation of three sections of parking bays in Forbes Road, Faversham. The proposals were requested by the Ward Member, and consisted of replacing some sections of single yellow line with residents' permit bays.

3 Proposals

- 3.1 Of the 35 residents consulted a total of 20 responses were received, 9 supporting the proposals and 11 objecting. The results of the consultation can be found in Annex B. At their meeting in December 2022, Members of the Swale Joint Transportation Board considered the results of the informal consultation and recommended that the proposed installation of the new residents' parking bays and accompanying double yellow lines be investigated further through liaison with Kent County Council Officers and a possible further informal consultation.

- 3.2 Following this recommendation, Officers at Swale contacted Kent County Council's Road Safety Engineering Project Manager to investigate the proposals further. Whilst there is usually a cost involved in undertaking this detailed analysis, the KCC Officer kindly offered to assist the Borough Council without charge in this instance, and we would like to document our thanks in this report to the KCC Officer for his kind assistance.
- 3.3 A swept path analysis was undertaken in both directions of Forbes Road by KCC using their specialist design software. This tracking was based on a pantechicon and large articulated vehicle negotiating the route with the proposed parking bays in place.
- 3.4 Details of the swept path analysis results can be found in Annex A. Whilst the copied plans have lost some text detail in their transfer into this report, the swept path routes can still be examined.
- 3.5 During the informal consultation, a number of concerns were raised by residents around the impact of the proposed parking bays on traffic movements along Forbes Road, particularly during peak times when it has been reported that traffic backs up from the junction of the A2 London Road and The Mall. Comments received included concern that the parking bays would create a bottleneck resulting in an increase in stationary vehicles and subsequent air pollution. Following the swept path analysis, the Highway Officer at Kent County Council has raised similar concerns around vehicle movement, as there would be conflict with some larger vehicles travelling in opposite directions negotiating parked vehicles located in the new bays.

4 Alternative Options Considered and Rejected

- 4.1 It was noted that it could be possible to consider progressing the installation of the proposed parking bay on the west side of Forbes Road, opposite Nos.30 to 33, but the proposed bay would be reduced in length by around one parking space to ensure vehicular access to the rear of the property on the corner of Forbes Road and Athelstan Road remains unimpeded.
- 4.2 However, this would only provide around 18 metres of on-street parking which could be considered disproportionate to the cost of completing the Traffic Regulation Order and on-site signing and lining installations. In addition to this, the Kent County Council Officer has expressed some concern that vehicles parked in this bay could suffer damage to wing mirrors due to the narrow nature of the carriageway and the passing traffic

5 Consultation Undertaken or Proposed

- 5.1 As detailed above, a previous informal consultation has been undertaken with residents on the proposed parking bays.

- 5.2 Ward Member Comments: One of the Ward Members has provided the following comments: *“I am very disappointed with this decision by KCC highways who in my opinion are yet again prioritising motor vehicles above the safety of pedestrians as it does not promote Active Travel. KCC took the bold decision to approve a Town Wide 20mph limit for Faversham, however with residents raising concern at the speed of traffic on Forbes Road, this decision does nothing to contribute to any speed reduction. Therefore I remain concerned with the speed of traffic on Forbes Road particularly as it approaches downhill towards the poorly designed zebra crossing where pedestrians can be hidden behind the beacon pole. I urge KCC to respond to my concerns.”*
- 5.3 Faversham Town Council Comments: The Town Council have provided the following comments following their recent meeting: *“It was resolved to Support the proposal subject to KCC, Public Transport Companies and Emergency Services confirming they are happy with the proposal.”*

6 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost and Resource for Drafting Traffic Regulation Order, including Formal Consultation. Cost and resource for installing Lines and Signs on site. Cost of £55 for Kent County Council to arrange Sealing of Traffic Regulation Order.
Legal, Statutory and Procurement	Formal Consultation of Traffic Regulation Order, and Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None identified at this stage.
Environment and Climate/Ecological Emergency	Potential reduction in air quality if proposed parking bays restrict vehicle movements, leading to an increase in stationary vehicles.
Health and Wellbeing	The wellbeing of residents could be improved through increased on-street parking capacity and a natural reduction in traffic speeds. However, several disabled residents have expressed concern that they will no longer be able to park outside of their properties which could impact on their wellbeing and mobility. Whilst these residents could apply for a disabled persons’ parking bay, this would be subject to the layout of the new parking bays, their eligibility to meet the KCC criteria for bay applications and the maximum permitted disabled bay classification of 5% of total on-street parking capacity. Any addition congestion and impediment of vehicle movements could also result in a negative impact on drivers’ mental wellbeing through incidents of road rage.

Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Privacy and Data Protection	None identified at this stage.

7 Appendices

- 7.1 The following documents are to be published with this report and form part of the report:
- Annex A – Results of Swept Path Analysis
 - Annex B – Results of Informal Consultation

8 Background Papers

None