

<b>SWALE JOINT TRANSPORTATION BOARD</b>	
<b>Meeting Date</b>	7 <sup>th</sup> October 2024
<b>Report Title</b>	Informal Consultation Results – Proposed Removal of Disabled Persons’ Parking Bays and Installation of Double Yellow Lines, Strode Crescent, Sheerness
<b>EMT Lead</b>	Emma Wiggins, Director of Regeneration and Neighbourhoods
<b>Head of Service</b>	Martyn Cassell, Head of Environment and Leisure
<b>Lead Officer</b>	Brett O’Connell, Engineer (SBC)
<b>Classification</b>	<b>Open</b>
<b>Recommendations</b>	Members are asked to note the results of the recent informal consultation with residents and recommend that the disabled bays be removed, and a double yellow line be installed.

## **1 Purpose of Report and Executive Summary**

- 1.1 This report provides details of a recent informal consultation undertaken with properties and residents in Strode Crescent, Sheerness, on the possible removal of the two existing disabled persons’ parking bays outside Strode Crescent Baptist Church and installation of double yellow lines.

## **2 Background**

- 2.1 An e-mail was received by Swale’s Parking Operations Team from the local Kent Police Officer for Sheerness highlighting parking issues outside of the Church in Strode Crescent, Sheerness. An e-mail was also received from a resident highlighting similar issues as well as a separate issue which has been removed from the text to avoid confusion. Details of both e-mails can be found in Annex A.
- 2.2 Due to the limited width of the carriageway in Strode Crescent and an apparent increase in on-street parking by larger vehicles, vehicles parked within the disabled persons’ bays outside of the Church can cause an obstruction because of vehicles now parking opposite the bays. In some cases, the bay users are parking partially on the footway to maintain some clear carriageway, but this is then causing a footway obstruction for pedestrians, in particular pushchair and wheelchair users.

- 2.3 The issues have been discussed with the Church who understandably wish to maintain parking for blue badge holders attending ceremonies and services, but there is also a need to strike a balance to ensure the road remains unobstructed for emergency vehicles and other larger vehicles such as refuse freighters.

### **3 Proposals**

- 2.4 Following consideration of the limited options available in an area where on-street parking capacity is already an issue, a proposal was prepared to remove the two existing disabled persons' parking bays and replace them with a section of double yellow lines. This would still allow blue badge holders to park for up to 3 hours providing they were not causing an obstruction, whilst helping to maintain access along Strode Crescent.
- 2.5 A copy of the informal consultation material can be found in Annex B, and the results of the consultation can be found in Annex D. Of the 101 residents consulted, a total of 2 responses were received, 0 supporting the proposals and 2 objecting. During the consultation period, it was highlighted by a resident that Blue Badge holders can park on double yellow lines for up to 3 hours, not 2 hours as stated on the consultation letter. This was an administration error and was resolved with a letter sent to the consultees informing them of the correct information. A copy of this letter can be found in Annex C.
- 2.6 Whilst 2 objections were received during the informal consultation, with no indications of support, this is considered a low percentage of objections based on the 101 residents consulted, and the recommendation in this report is therefore for the bays to be removed and double yellow lines installed.

### **4 Alternative Options Considered**

- 4.1 An alternative option which was considered prior to the informal consultation was to leave the two disabled persons' parking bays in place and install double yellow lines on the opposite side of the road. However, as previously stated, on-street parking for residents in the Strode Crescent area is already limited and it was felt that an informal consultation, or formal consultation at the Traffic Regulation Order stage, to install double yellow lines opposite the bays would generate a large number of objections.

### **5 Consultation Undertaken or Proposed**

- 5.1 As detailed above, an informal consultation has been undertaken with residents and properties in the area. Should Members of the Swale Joint Transportation

Board recommend to proceed with the removal of the bays and installation of double yellow lines, a formal consultation would be undertaken in accordance with the Traffic Regulation Order procedure. Any formal objections received would be reported back to the Board to consider at a later meeting.

## 6 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost and resource for drafting Traffic Regulation Order which will include a formal consultation.
Legal, Statutory and Procurement	None identified at informal consultation stage.
Crime and Disorder	None identified at this stage.
Environment and Climate/Ecological Emergency	None identified at this stage.
Health and Wellbeing	Allowing the continued use of the Disabled Persons' Parking Bays and parking on the opposite side of the road could result in obstruction of the safe passage of vehicles along Strode Crescent, including access by emergency vehicles which could impact on the health and wellbeing of residents.
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	The removal of the two existing disabled persons' parking bays and replacement with double yellow lines would result in blue badge holders being limited to a 3 hour parking limit whereas they can currently park for an unrestricted period of time in the bays.
Privacy and Data Protection	None identified at this stage.

## **7 Appendices**

Annex A – Copies of E-mails from Kent Police and Resident

Annex B – Copy of Informal Consultation Material

Annex C – Copy of Revised Consultation Letter

Annex D – Results of Informal Consultation

## **8 Background Papers**

None