

| <b>SWALE JOINT TRANSPORTATION BOARD</b> |  |
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| <b>Meeting Date</b>                     | 8 <sup>th</sup> December 2025  |
| <b>Report Title</b>                     | Formal Objections to Traffic Regulation Order – Swale Amendment 23 2025  |
| <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>                     | Mike Knowles, Seafront & Engineering Manager (SBC)   |
| <b>Classification</b>                   | <b>Open</b>  |
| <b>Recommendations</b>                  | <p>Members are asked to note the formal objections received during the consultation period for the Traffic Regulation Order and recommend that:-</p> <ol style="list-style-type: none"> <li>1. The disabled persons' parking bay in Orchard View, Teynham, is formalised as proposed in the Traffic Regulation Order.</li> </ol> |

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

- 1.1 This report provides details of formal objections received following the advertising of our latest Traffic Regulation Order, Swale Amendment 23 2025.

## **2 Background**

- 2.1 The Traffic Regulation Order covers various amendments to on-street waiting restrictions in Swale, and a plan of the disabled persons' parking bay which received formal objections can be found in Annex A. Details of the formal objections can be found in Annex B.
- 2.2 The formal consultation for the Traffic Regulation Order took place between 26<sup>th</sup> September 2025 and 17<sup>th</sup> October 2025. During the consultation, a total of 2 formal objections were received, both from the same premises.

## **3 Proposals**

- Disabled Persons' Parking Bay – 54 Orchard View, Teynham
- 3.1 The Traffic Regulation Order included the formalising of an existing disabled persons' parking bay in Orchard View, Teynham, to allow enforcement of the bay to take place. Two objections were received to the proposals, stating that the

applicant for the bay does not live in the property for the majority of the year, and that the bay is unused for 10-11 months.

- 3.2 When the original application was received for the disabled bay, an informal consultation was undertaken with those properties in the vicinity of the proposed bay. During this informal consultation, objections were raised regarding the width of the road and concerns that the proposed bay was to be sited opposite a driveway entrance. Following a meeting with Kent County Council, it was agreed that the bay would be re-located slightly to minimise any access issues, and that the situation would be monitored once the bay was installed.
- 3.3 In response to the objections raised during this formal Traffic Regulation Order consultation, there is no proof that the applicant lives away from the stated address, and we can confirm that they meet the required KCC criteria for a bay application. However, we will monitor the situation and should it become apparent that the bay is not in use for most of the year we will re-consider the application with the option of removing the bay.

## **4 Alternative Options Considered**

- 4.1 An alternative option to formalising the disabled persons' parking bay is to leave the bay as advisory only, but this would not allow any enforcement to take place on those vehicles parking in the bay without a valid blue badge, and this option is therefore not considered to be viable. In addition to this, the latest guidance from Kent County Council is that all new disabled bays installed should be formalised to provide consistency and allow effective enforcement.

## **5 Consultation Undertaken or Proposed**

- 5.1 The formal consultation for the Traffic Regulation Order, Swale Amendment 23 2025, took place between 26<sup>th</sup> September 2025 and 17<sup>th</sup> October 2025.

## **6 Implications**

| <b>Issue</b>                     | <b>Implications</b>  |
|----------------------------------|--|
| Corporate Plan                   | Improving Community Safety through safer Highways.   |
| Financial, Resource and Property | Cost and resource to progress Traffic Regulation Order through Sealing stage with Kent County Council. Cost of installing signage to formalise disabled persons' parking bays. |

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| Legal, Statutory and Procurement                             | Traffic Regulation Order to be Sealed by Kent County Council.   |
| Crime and Disorder   | None identified at this stage.  |
| Environment and Climate/Ecological Emergency                 | None identified at this stage.  |
| Health and Wellbeing   | The formalising of the disabled persons' parking bays will ensure they are available for any blue badge holders and will allow enforcement of the bays. This will impact on other residents within the roads who will not be able to use the bays for parking, but will ensure that those residents who require the bays due to health issues are able to use them. |
| 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

Annex A – Plans of Proposal Receiving Objections

Annex B – Details of Formal Objections

## 8 Background Papers

None