

SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 13 th January 2020
Report Title	Proposed Loading Ban – The Mall/Nelson Street, Faversham – Update Report
Cabinet Member	Cllr Tim Valentine
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of the report and recommend that Officers either proceed with the installation of the loading ban at a revised length of 10 metres on the north side of the Nelson Street junction in The Mall, between 8am and 6pm, or implement the loading ban at the same revised length, but with loading permitted between 10am-11am and 4pm-5pm.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides an update on the proposed loading/unloading ban in The Mall/Nelson Street in Faversham, following the previous JTB recommendation from the June 2019 meeting.

2. Background

- 2.1 A Traffic Regulation Order, Swale Amendment 1, was drafted for various proposed amendments to on-street waiting restrictions in Swale, including a proposed loading ban for the junction of The Mall and Nelson Street in Faversham. One formal objection was received, which was reported to the Swale Joint Transportation Board in June, and a recommendation was made that *“the proposed loading/unloading ban on the junction of The Mall/Nelson Street, Faversham, be progressed but with the installation of a loading bay in The Mall or double yellow lines across the side entrance to the business, in Nelson Street, depending on the preferred option from the nearby business”*.

3. Issue for Decision

- 3.1 Following the recommendation from the June 2019 meeting, Officers contacted the business owners on the corner of The Mall and Nelson Street to discuss the options available and to agree the preferred action. A number of e-mail communications continued on this subject to determine whether the business would prefer the installation of a loading bay in The Mall, or double yellow lines across the entrance at the side of the property in Nelson Street.
- 3.2 During the course of these communications, Kent County Council came forward with proposals to install a kerb buildout in The Mall, and requested a revision to the existing on-street waiting restrictions to accommodate this work. Through discussions with Kent County Council, we were advised that they would not support the installation of a formal loading bay on the eastern side of The Mall as they felt this would affect traffic flows on the main route. The only option for the provision of a loading bay would therefore be on the western side of The Mall, which would be impractical for the business on the opposite side of the road.
- 3.3 This left us with the option of double yellow lines to be installed in Nelson Street. The business advised that their side access, off Nelson Street, had been decommissioned for some time and was no longer functional, and as a result the provision of double yellow lines in Nelson Street would serve no purpose for gaining access to the premises.
- 3.4 Officers have therefore considered what other options would be available, and have suggested reducing the proposed loading ban in The Mall, north of the Nelson Street junction, to a length of 10 metres from the junction. This would ensure that the junction is kept clear of parked vehicles whilst allowing the business to load and unload in close proximity to the front of the premises.
- 3.5 Business Comments: The antique business located on the corner of Nelson Street and The Mall, which objected to the original Traffic Regulation Order for the proposed loading ban, has been invited to comment on the suggested revisions, and has submitted the following response:-
- 3.6 *"I am somewhat baffled and wonder how many complaints the Ward Member actually received regarding this, as I am suspecting this antagonistic reaction is coming from a small handful of residents in Nelson Street who didn't take kindly to us asking them not to park in front of the side entrance when we first acquired the shop premises. They have obviously taken it upon themselves to retaliate against us, but how many are there, one, two perhaps? Is it something the Ward Member would be obliged to divulge?
I know also that a nearby resident is for reasons unknown very unfriendly, despite the fact he also uses the front of 39 and 39a for his own benefit, as shown on just 2 of many occasions - see photos attached - Tesco home deliveries, and a plumbers visit lasting over 20 minutes.
I do believe everyone should carry out their daily lives and routines as painlessly as possible, and to that purpose we have never been opposed or shown any kind of*

aggression or opposition to anybody stopping and doing their jobs, couriers and pub deliveries alike, but for Goodness sake, let us do our jobs too.

Perhaps a window in the morning after everyone's left for work, say between 10 and 11am, and a window in the early evening, before everyone gets back from work, say between 4 and 5pm would help us to take care of our loading and unloading needs, as well as the ban not starting before 8.30am and lifted on Saturdays and Sundays.

This would greatly help and make us feel we are not the enemies in the camp! No wonder shops in towns like ours are disappearing fast, and the High Streets are dying, isn't it about time we had a bit of back up from the town councils?

10 metres is an awfully long way when you're carrying a solid Georgian mahogany linen press and is not acceptable, in fact almost insulting, and certainly uncaring and thoughtless."

- 3.7 County & Ward Members Comments: The Ward Member who had originally requested restrictions at this location supports the proposal to reduce the length of the loading ban. He has also provided the following statement in response to the comments from the local business:-

- 3.8 *"The origin of the proposal for a loading ban is a safety issue, due to vehicles parking and blocking the pavement, causing pedestrians to step into the road, and drivers emerging from Nelson Street not having a clear view. I would like the JTB to make the final decision as to whether the restriction is taken to 10m, or whether the JTB feels it is reasonable to allow two windows for unloading 10-11am and 4-5pm. Only recently I have seen 'the' white transit van parked over the pavement, with no obvious loading or unloading taking place. I am happy for my comments to be shared with the JTB and the photos of the pavement parking, of which I have a fair few."*

4. Recommendation

- 4.1 Members are asked to note the contents of the report and recommend that Officers **either** proceed with the installation of the loading ban at a revised length of 10 metres on the north side of the Nelson Street junction in The Mall, between 8am and 6pm, **or** implement the loading ban at the same revised length, but with loading permitted between 10am-11am and 4pm-5pm

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Drafting and Advertising Traffic Regulation Order, Installing Loading Ban markings and signage.
Legal and Statutory	Preparation of Traffic Regulation Order, including 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.

6. Appendices

- 6.1 Annex A – Copy of Original Draft Traffic Regulation Order
- Annex B – Plan of Suggested Reduced Length Loading Ban

7. Background Papers

- 7.1 None