

<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item: 8</b>
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<b>Meeting Date</b>	Monday 21 <sup>st</sup> June 2021
<b>Report Title</b>	Informal Consultation Results – Possible Removal of One-Hour Waiting Restriction – Grovehurst Road, Sittingbourne.
<b>Cabinet Member</b>	Cllr Richard Palmer, Cabinet Member for Community
<b>Head of Service</b>	Martyn Cassell, Head of Commissioning, Environment and Leisure
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the results of the recent informal consultation and recommend that the existing one-hour parking restriction between 10am and 11am in Grovehurst Road <b>either</b> be removed <b>or</b> left in place.
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## **1. Purpose of Report and Executive Summary**

- 1.1 This report provides details of a recent informal consultation with residents in a section of Grovehurst Road, Sittingbourne, on the possible removal of an existing one-hour waiting restriction outside of their properties. The request for changes to the parking restrictions have come from a resident of one of the properties, who has stated that residents are being inconvenienced by the restrictions which were originally introduced to assist them.

## **2. Background**

- 2.1 Copies of the informal consultation material sent to residents can be found in Annex A and the responses received can be found in Annex B.

## **3. Issue for Decision**

- 3.1 Back in 2010, a one-hour waiting restriction was added to the existing single yellow line on the west side of Grovehurst Road in the vicinity of Blue Houses. The existing single yellow line consisted of an HGV parking restriction, in force overnight and at weekends, but residents were experiencing issues with vehicles advertised for sale being parked in the layby for long periods of time. Following an informal consultation at the time, it was agreed that a one-hour parking restriction between the hours of

10am and 11am Monday to Friday would be introduced to prevent all day parking, and a Traffic Regulation Order was subsequently completed and came into effect in September 2010.

- 3.2 A resident who moved into one of the properties after this date has now requested that the one-hour restriction be removed, and that an alternative solution is found to the long-term parking by non-residents. The resident has approached the Ward Member and has also written to the local MP regarding this issue. It has been reported that because of the existing one-hour restriction and regular issuing of parking fines, residents are forced to park in neighbouring roads where it is alleged damage has been caused to vehicles and car owners have suffered verbal abuse. The resident who has been campaigning for a change to the restrictions has advised us that they suffer health issues but are not eligible to apply for a blue badge.
- 3.3 An informal consultation has taken place with residents on the possible removal of the one-hour restriction from the single yellow line. Of the 7 properties consulted, 5 responses were received, 2 objecting to the proposals, 1 commenting, and 2 supporting the proposals. Four of the five responses have stated that permit parking is the preferred option.
- 3.4 Residents have previously requested some form of exemption permit to allow them to park on the single yellow line during the one-hour restriction without receiving parking fines but having discussed this with the Parking Manager it has been concluded that we are not legally permitted to issue such permits under the Traffic Regulation Order and the associated Acts.
- 3.5 Some residents have also requested that this section of road becomes permit parking only, with the residents in these properties being eligible to purchase permits, and this has been echoed in responses received during the informal consultation.
- 3.6 Previous requests to introduce resident parking schemes in isolated roads and areas of similar size have always been declined, as residents' parking schemes are not designed to manage parking in these cases. It is important to consider that residents' parking schemes are designed for large densely populated areas mainly in town centre locations where limited road space creates high demand, with no other options available to local residents. Their primary purpose is to tackle issues relating to commuter and town centre visitor parking, which do not apply in this case. Such schemes place a financial burden and restriction on local residents and therefore should only be used as a last resort. Should permit parking be granted in Grovehurst Road, this decision will establish a new threshold benchmark, which will allow many similar examples to succeed which will place considerable administrative and financial burden on the council in managing and enforcing schemes in isolated areas. It is therefore strongly advised not to introduce a resident parking scheme at this location.
- 3.7 Having discussed the issue of enforcement against vehicles being advertised for sale, our Enforcement Officer and Warden Supervisor within the Environmental Services Team has advised that legislation has not changed and that the previous

issue was individuals advertising cars for sale, as the legislation only covers two or more vehicles being sold by the same person. She added that whilst the number of reports of vehicles advertised for sale has dropped the issue may return if the one-hour restriction is removed from Grovehurst Road.

3.8 Ward Member Comments. The Ward Member has provided the following comments in relation to the issue: - *"I have exchanged a number of emails with 2 residents of the Blue Houses on this matter. I got involved some months ago when Kier construction traffic was blocking the whole of that parking area whilst they were working on the Mill pipeline. I have a lot of sympathy with the 4 residents who are between a rock and a hard place. They have no alternative for parking other than adding to existing problems in surrounding streets some distance from their houses. The obvious answer is to establish permits. I don't quite understand the comment from the Parking manager ".....we are not legally permitted to issue such permits under the Traffic Regulation Order and the associated Acts.". I presume this relates to a single yellow line. I disagree with the statement "Should permit parking be granted in Grovehurst Road, this decision will establish a new threshold benchmark, which will allow many similar examples to succeed which will place considerable administrative and financial burden on the council in managing and enforcing schemes in isolated areas." This not an isolated area. The layby is on a very busy main arterial road that serves as the main route from the north of Sittingbourne and Swale Way into the northern side of Sittingbourne and its "large densely populated" environs (and soon to become even more densely populated). I do not see that it creates a precedent for ".....resident parking schemes in isolated roads.....". As I have said, this is absolutely not an isolated road. If it is not possible to install parking permit bays, and the hourly restrictions are removed, can I ask what can be done to stop commercial activities taking place on the layby i.e. sale of cars. I believe that the current signs stop commercial trucks and vans parking there?"*

## 4. Recommendation

4.1 Members are asked to note the results of the recent informal consultation and recommend that the existing one-hour parking restriction between 10am and 11am in Grovehurst Road **either** be removed **or** left in place.

## 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Preparing & Advertising Traffic Regulation Order, Cost of Amending Lines and Signs on site.
Legal and	Following Traffic Regulation Order process.

Statutory	
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.
Health Implications	It has been reported that the existing one-hour restriction impacts on the mental health of residents by creating stress associated with finding alternative parking arrangements during this hour and experiencing confrontation with residents of nearby roads. The removal of the one-hour restriction would allow residents to park here at all times therefore reducing this stress, but by removing the restrictions there is the risk that vehicles advertised for sale will return to the area creating a different stress for residents. The removal of the one-hour restriction will mean those residents with mobility issues or young families will be able to park closer to their properties without the need to re-locate their vehicles during this hour.

## 6. Appendices

- 6.1 Annex A – Copy of Consultation Material and Plan of Proposals  
Annex B – Results of Informal Consultation

## 7. Background Papers

- 7.1 None