

<b>SWALE JOINT TRANSPORTATION BOARD</b>	
<b>Meeting Date</b>	26 <sup>th</sup> June 2023
<b>Report Title</b>	Formal Objection – Traffic Regulation Order Swale Amendment 44 2023
<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>	1. Members are asked to note the formal objection and indication of support to the recently advertised Traffic Regulation Order and recommend that the proposed double yellow lines in Recreation Way, Sittingbourne, <b><u>either</u></b> be progressed <b><u>or</u></b> abandoned.

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

- 1.1 This report provides a summary of the formal objection and indication of support received following the advertising of our latest Traffic Regulation Order, Swale Amendment 44 2023.

## **2 Background**

- 2.1 A previous Traffic Regulation Order, Swale Amendment 39 2022, was drafted and formally consulted on back in September 2022, and included proposed double yellow lines in Recreation Way, Sittingbourne.
- 2.2 The Traffic Order was prepared on behalf of the County Member who was looking to fund the proposals through the County Member Grant. Two formal objections and one comment were received in relation to the proposals, and these were reported to the Swale Joint Transportation Board in December 2022, where Members recommended that the proposals should be revised in light of the objections and an informal consultation undertaken with residents prior to drafting a second Traffic Regulation Order.
- 2.3 Revised proposals were subsequently prepared, extending the previously proposed restrictions, and an informal consultation took place with residents in January 2023. As there were no objections raised to the revised proposals, a Traffic Regulation Order, Swale Amendment 44 2023, was prepared and the

formal consultation ran from 14<sup>th</sup> April 2023 to 5<sup>th</sup> May 2023. One formal objection and one indication of support was received.

### **3 Proposals**

- 3.1 A plan of the proposed waiting restrictions for Recreation Way, Sittingbourne, can be found in Annex A. The proposals consist of installing double yellow lines on both sides of the road on the northerly approach to the roundabout near 75 Recreation Way, and around the roundabout.

### **4 Alternative Options Considered and Rejected**

- 4.1 The original proposals which were included in the first Traffic Regulation Order consisted of double yellow lines just around the corner in the vicinity of 62 Recreation Way. One formal objection received stated that the introduction of such restrictions on one side of the road would displace the parked vehicles onto the opposite side of the road, and would therefore be ineffective in solving the problem of parked vehicles close to the roundabout. Another objection stated that parked vehicles were not an issue on this corner, but were far more of an issue opposite, around the roundabout.

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

- 5.1 As detailed above, a formal consultation on the original proposals was undertaken as part of the Traffic Regulation Order Swale Amendment 39 in September 2022. Following a revision to these proposals as a result of comments received, an informal consultation took place with residents in January 2023, and a formal consultation on the latest proposals, included in Traffic Regulation Order Swale Amendment 44 2023, was undertaken between 14<sup>th</sup> April 2023 and 5<sup>th</sup> May 2023, during which time one formal objection and one indication of support was received. A copy of these comments can be found in Annex B.
- 5.2 The formal objector had previously submitted an objection to the original Traffic Regulation Order, Swale Amendment 39 2022, and for completeness we have included the contents of this original objection in Annex B.
- 5.3 County Member Comments: The County Member has provided the following comments in relation to the formal objection received. In addition to this, he has also provided an aerial image, in Annex C, to highlight the issue of parked vehicles: *"As a result of a number of complaints from local residents, the possibility of parking restrictions opposite 75 and 77 Recreation Way and in front of 62 Recreation Way was put forward. Residents' complaints were that the parked vehicles opposite 75 and 77 forced them onto the wrong side of the road*

*when approaching a blind bend and then being faced with a parked vehicle in front of 62, forcing them onto the wrong side of the road on that blind corner. On putting forward the original plan for parking restrictions on that side of Recreation Way, some residents quite reasonably pointed out that the vehicles would simply park on the other side of the road or around the traffic island. Taking into account the number of vehicles being parked by the occupiers of 73 Recreation Way, whose property faces the traffic island, it was thought sensible to expand the restrictions to both corners and around the traffic island itself. As regards comments about other traffic islands in Recreation Way, most do not have the same issue with visibility as this one which, as a resident mentioned, is a 90 degree turn. There is a problem further down Recreation Way which is currently being investigated. The resident of 62 Recreation Way has two garages to the rear of his property with drives in front of the garages and a dropkerb spanning the two drives, so in total there is the possibility to accommodate five vehicles. As to the safety of children, Recreation Way is the main thoroughfare through the estate. Children should not be playing on a main road, particularly near to or on a traffic island, unless road is closed. There is a play area in Eadred Way just a few hundred yards from this area."*

- 5.4 Ward Member Comments: One of the Ward Members has provided the following comments on the proposals: *"This has been a problem for a long while I totally agree with the report. I use the roundabout regularly and sometimes there are vans and cars parked on roundabout. So I agree with yellow lines"*. The Ward Member has also supplied a couple of photographs of the area, which can be found in Annex D.

## 6 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost and resource for installing Lines on site. Cost of £55 for Kent County Council to arrange Sealing of Traffic Regulation Order. County Member will be contributing to these costs through KCC County Member Grant scheme.
Legal, Statutory and Procurement	Sealing of Traffic Regulation Order 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	Driver stress could be reduced by removing parked vehicles in the vicinity of the roundabout, improving vehicle movements. However, the removal of vehicles which could act as natural traffic calming could result in an increase in traffic speeds through this section of the estate. Vehicles currently parking in the areas proposed for waiting restrictions would be displaced into adjoining area, which could create issues.
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 – Plan of Proposed Waiting Restrictions – Recreation Way, Sittingbourne.
- Annex B – Copy of Formal Objection and Indication of Support Received.
- Annex C – Aerial Image of Parked Vehicles – Recreation Way, Sittingbourne.
- Annex D – Photographs of Area.

## 8 Background Papers

None