

<b>SWALE JOINT TRANSPORTATION BOARD</b>	
<b>Meeting Date</b>	4 <sup>th</sup> March 2024
<b>Report Title</b>	Formal Objection – Traffic Regulation Order Swale Amendment 50 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>	Members are asked to note the formal objection received to the Traffic Regulation Order and recommend that the proposed revised design of double and single yellow lines be progressed.

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

- 1.1 This report provides details of a formal objection received following the advertising of our latest Traffic Regulation Order, Swale Amendment 50 2023.

## **2 Background**

- 2.1 Following a request from the developer of the Redgrove Avenue estate in Sittingbourne, a Traffic Regulation Order was initially drafted for double yellow lines to be installed around the estate as shown in Annex A. The proposals consisted of double yellow lines along the full length of the west, and north-western side of Redgrove Avenue, and corner protection on the junctions of Jubilee Street, Haddon Close, Lywood Drive and Bowater Close.
- 2.2 The Order, funded by the developer, was requested to tackle issues with commuters parking along the road, obstructing the safe passage of vehicles. The Order was formally consulted between 10<sup>th</sup> November 2023 and 1<sup>st</sup> December 2023. During the consultation a total of 3 formal objections were received and one indication of support, and details of these responses can be found in Annex B.

### **3 Proposals**

- 3.1 Following receipt of the 3 formal objections, discussions took place with the developer to consider a revision to the original proposals. After discussion, an alternative proposal was prepared, replacing the double yellow lines with a single yellow line, with timed restrictions between 10am and 11am Monday to Friday, with double yellow lines remaining around the junctions. Plans of the revised proposals can be found in Annex C.
- 3.2 The alternative proposals were presented to the three original objectors, two of which agreed to withdraw their objections based on the revised restrictions. One formal objection therefore remains, and the latest response from this objector is detailed below:
- 3.3 *“I think that will definitely help with the commuters parking along the road [referencing the change from double yellow lines to single yellow lines]. My only concern I’d like to raise about this proposal is I work shifts \*\*\*\* so will some times be on nights and sleeping during the day so will be unable to move my car between 10-11am and my wife works from home \*\*\*\* and quite often is in back to back \*\*\*\* appointments so would also be unavailable to move whichever one of our cars is parked on the single yellow line. Is there anything we can put in our cars, almost like a permit, that just says we are residents and to not issue a parking ticket? If this is an issue for our household I can’t imagine we’re the only ones who this would affect. If this can be agreed I would be 100% happy with the proposal.”*
- 3.4 A response was sent to the objector explaining that we are not legally permitted to exclude individuals from waiting restrictions and that these would apply to residents as well as other road users.

### **4 Alternative Options Considered**

- 4.1 The alternative option of single and double yellow lines strikes a balance between the needs of residents with more than one vehicle to be able to park on street, whilst alleviating all day commuter parking by introducing a one hour daytime restriction.
- 4.2 Whilst acknowledging that the introduction of any waiting restrictions will invariably cause some inconvenience depending on personal circumstances, the combination of single and double yellow lines appears to be the most appropriate compromise in this situation, and the developer who requested the Traffic Order has agreed with this approach.

## 5 Consultation Undertaken or Proposed

- 5.1 As detailed above, a formal consultation on the proposals was undertaken as part of the Traffic Regulation Order Swale Amendment 50, and this ran from 10<sup>th</sup> November 2023 to 1<sup>st</sup> December 2023. Post-consultation discussions also took place with the formal objectors as well as the developer funding the Traffic Regulation Order.

## 6 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost and resource for installing Lines and Signs on site will be met by the developer. Cost of £50 for Kent County Council to arrange Sealing of Traffic Regulation Order. The applicant would be charged for the Traffic Order in accordance with the Council's Fixed Fees and Charges.
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	Residents' stress could be increased by the need to move vehicles parked on the single yellow line between 10am and 11am Monday to Friday, but the wellbeing of residents should be improved by the removal of the current all-day parking in the area by commuters, maximising on-street parking capacity for 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	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 – Plans of Original Proposals
- Annex B – Copy of Formal Objections/Support received
- Annex C – Plans of Revised Proposals

## **8 Background Papers**

None