

SWALE JOINT TRANSPORTATION BOARD	
Meeting Date	3 rd March 2025
Report Title	Formal Objection to Traffic Regulation Order – Swale Amendment 11 2025
EMT Lead	Emma Wiggins, Director of Regeneration and Neighbourhoods
Head of Service	Martyn Cassell, Head of Environment and Leisure
Lead Officer	Mike Knowles, Seafront & Engineering Manager (SBC)
Classification	Open
Recommendations	Members are asked to note the formal objection received during the consultation period for the Traffic Regulation Order and recommend that:- 1. The two disabled persons' parking bays in Strode Crescent, Sheerness, be removed and the double yellow lines be extended as detailed in the advertised Traffic Order

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 11 2025.

2 Background

- 2.1 The Traffic Regulation Order covers various amendments to on-street waiting restrictions in Swale, and plans of the proposals which received the formal objection can be found in Annex A. Details of the formal objection received can be found in Annex B.
- 2.2 The formal consultation for the Traffic Regulation Order took place between 10th January 2025 and 31st January 2025. During the consultation, 1 formal objection was received.

3 Proposals

Proposed Removal of Two Existing Disabled Bays & Extension to Double Yellow Lines, Strode Crescent, Sheerness

- 3.1 Following a request from the local Kent Police Officer for Sheerness highlighting parking issues outside of the Church in Strode Crescent, Sheerness, and a similar e-mail from a member of the public, an informal consultation took place with residents on proposals to remove the two existing disabled persons' parking bays and extend the existing double yellow lines.
- 3.2 Of the 101 residents consulted, a total of two responses were received, both objecting to the proposals, and these were reported to the Swale Joint Transportation Board at their meeting in October 2024 where Members recommended that the proposals should be progressed through a Traffic Regulation Order. It was also recommended that the option of installing a dashed white line along the footway to indicate to vehicles that they may park partially on the footway be explored, but as this would require the footway to be re-constructed to prevent damage to underground utility services this was not considered to be a viable option. It was also recommended to consider consulting with residents on extending the existing double yellow lines on the opposite side of Strode Crescent, but investigations into the current Traffic Order confirmed that the existing lining is already 9 metres in length and extending the lining further would result in a further reduction in on-street parking capacity so this has not been pursued at this time, but can be considered following changes to the existing restrictions as proposed in the current Order.

Councillor and Town Council Comments

- 3.3 One of the Ward Members has stated that *"the main problem here is a huge vehicle that is parked on the corner of Trinity Road and Strode Crescent on the side that Oyster Terrace is. They are there daily, and it is a huge angle to turn into blind. The reason the double yellows need extending there to begin with is due to the huge vehicle being on such a narrow road. Most days they are encroaching on the double yellows making it really difficult to cross as I cannot see if there are any cars coming down Trinity Road who might turn in"*.

4 Alternative Options Considered

- 4.1 An alternative option which was considered prior to the initial informal consultation was to leave the two disabled persons' parking bays in place and install double yellow lines on the opposite side of the road. However, the on-street parking for residents in the Strode Crescent area is already limited and it was felt that any proposals to install double yellow lines opposite the bays would generate a large number of objections.
- 4.2 The other option would be to leave the current parking restrictions as they are, but with the report from the Police that the road regularly becomes obstructed

when vehicles park in the disabled persons' bays this is not considered to be an option.

5 Consultation Undertaken or Proposed

- 5.1 Prior to the drafting of the Traffic Regulation Order, an informal consultation took place with residents on the proposals, and the results were reported to the Swale Joint Transportation Board at their October 2024 meeting. The formal consultation for the Traffic Regulation Order took place between 10th January 2025 and 31st January 2025.

6 Implications

Issue	Implications
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 removing existing disabled bays and associated signing, and extending double yellow lines.
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	Whilst the removal of the two existing disabled persons' parking bays could negatively impact on current users of the bays, they would still be permitted to park on the proposed double yellow lines for up to 3 hours. The revised restrictions would also ensure that vehicles such as emergency vehicles could safely access Strode Crescent, improving the health and wellbeing of those residents in the area.
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 Proposals Receiving Objection

Annex B – Details of Formal Objection

8 Background Papers

None