

SWALE JOINT TRANSPORTATION BOARD**Agenda Item: 9**

Meeting Date	Monday 26 th June 2017
Report Title	Petition – Ufton Lane, Sittingbourne
Cabinet Member	Cllr Alan Horton
SMT Lead	Martyn Cassell
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	<p>Members are asked to note the contents of the report and recommend that Officers</p> <ol style="list-style-type: none">1) proceed with an informal consultation with residents located within the 2 hour waiting limit of Ufton Lane on proposals to amend the waiting limit to 30 minutes2) extend the informal consultation area to include all residents located within the 1 hour waiting limit areas of the Residents Parking Scheme to gauge support for changing the waiting limit to 30 minutes.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides an update to the petition submitted to the Swale Joint Transportation Board in March 2017 by residents of Ufton Lane, Sittingbourne.

2. Background

- 2.1 A petition containing 34 signatures was presented to the Swale Joint Transportation Board by residents of Ufton Lane in Sittingbourne. The petition states that parking problems are caused by non-permit holders having unfair access to the current Parking Scheme and asks for three particular issues to be explored. A site meeting took place with the resident who generated the petition, the Ward Member for the area and a representative from Parking Operations, and these points were discussed. These are detailed and explored in more detail below:-

3. Issue for Decision

A reduction in the time that non-permit holders can wait, possibly to 30 minutes

- 3.1 The current waiting restriction in Ufton Lane for non-permit holders is two hours with no return within two hours. This is consistent with other roads within the Residents' Parking Scheme, with the exception of William Street, Addington Road and Park and Albany Road north of Addington Road, which have a one hour restriction with no return within one hour.
- 3.2 Discussions took place around the request to reduce the permitted waiting time to 30 minutes for non-permit holders. It was suggested by officers that a reduction to one hour may be more appropriate to maintain some continuity within the Scheme, but the Ward Member suggested that 30 minutes would be more beneficial to residents, who are currently experiencing problems with local businesses, and other non-permit holders, parking in Ufton Lane and regularly moving their vehicles to avoid fixed penalty notices.
- 3.3 The Ward Member felt that the proposed changes should be extended to those properties currently within the one hour waiting limit with a view to reducing the whole zone, and Ufton Lane north of Addington Road, to a 30 minute waiting limit for non-permit holders. This would tackle the issue of non-permit holders parking within the Scheme and regularly returning to move their vehicles.
- 3.4 There are approximately 40 properties located in the section of Ufton Lane between the junctions of West Street and Addington Road, who would need to be consulted on any proposed changes, and around 18 properties located in Anselm Close would also need to be consulted as they also fall within the current two hour waiting zone. Although Nativity Close is covered by a single yellow line restriction as opposed to Residents Parking bays, residents are still eligible to purchase permits and the approximately 25 properties should therefore be included in the consultation.
- 3.5 To include the current one hour waiting area would mean extending the consultation to approximately 330 additional properties, which together with the 83 properties mentioned above would require a considerable consultation with over 400 properties. Such a consultation will require a considerable resource, and Members are asked to take this into consideration when making their recommendation.

Taxis being restricted to designated parking areas

- 3.6 Residents have reported persistent issues with taxis from a nearby operator parking within the Scheme area in Ufton Lane and Anselm Close. Discussions have taken place with the Planning Enforcement Team which has confirmed that it does not have powers to address this issue. Unfortunately, if the vehicles are taxed and insured they have the same rights as any other road users and can park within the Scheme for the currently permitted two hours.

- 3.7 Swale's Parking Manager has stated that despite regular visits to the Ufton Lane area by Civil Enforcement Officers, it has proved difficult to control the on-street parking by vehicles associated with the taxi company as they are regularly moved within the permitted waiting period. He has also stated that a reduction to the waiting time to 30 minutes may not remedy the situation with taxi parking for this reason.
- 3.8 The Cabinet Member has approached the taxi operator following a number of complaints from local residents and has agreed a concession with the company to park their vehicles in the nearby pay and display Cockleshell Walk Car Park, and it is hoped that this will improve the situation for the residents of Ufton Lane and Anselm Close.

Why non-residents, possibly employed in Ufton Lane, appear to have been issued with parking permits

- 3.9 The Traffic Regulation Order covering the Residents' Parking Scheme states that businesses located within the Scheme area may purchase a maximum of two permits. As the permits cover a zone as opposed to a particular road, residents from neighbouring roads within the Scheme are eligible to park in Ufton Lane and vice versa. This maximises the opportunity for permit holders to find spaces within the Scheme even if their road is parked to full capacity.

4. Recommendation

- 4.1 Members are asked to note the contents of the report and recommend that Officers
- 1) proceed with an informal consultation with residents located within the 2 hour waiting limit of Ufton Lane on proposals to amend the waiting limit to 30 minutes
 - 2) extend the informal consultation area to include all residents located within the 1 hour waiting limit areas of the Residents Parking Scheme to gauge support for changing the waiting limit to 30 minutes.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Resource for consultation.
Legal and Statutory	None at this stage.
Crime and Disorder	None at this stage.
Risk Management	None identified at this stage.

and Health and Safety	
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.

6. Appendices

6.1 Annex A – Plan of Current Scheme Waiting Restrictions

7. Background Papers

7.1 None