

SWALE JOINT TRANSPORTATION BOARD

Meeting Date	Monday 18 th December 2017
Report Title	Consultation on Changes to Existing Waiting Restriction Times – Sittingbourne Residents' Parking Scheme
Cabinet Member	Cllr Alan Horton
SMT Lead	Martyn Cassell
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of the report, and the overall low response rate to the consultation, and recommend that Officers do not proceed with any changes to the existing 1 hour waiting limit of the Sittingbourne Residents' Parking Scheme, but that the comments around enforcement are forwarded to the appropriate team.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides a summary of the responses received to the recent consultation on waiting times within the current 1 hour limited waiting area of the Sittingbourne Residents' Parking Scheme, following the submission of a petition from residents of Ufton Lane to the Joint Transportation Board.

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 stated that parking problems are caused by non-permit holders having unfair access to the current Parking Scheme and at their meeting on 26 June 2017, Members of the Swale Joint Transportation Board recommended that two consultations take place, one with residents situated in the current two hour waiting limit of Ufton Lane and one with residents situated in the current one hour waiting limit of the current Residents' Parking Scheme. This report provides details of the consultation for the current one hour waiting limit area of the Scheme.

3. Issue for Decision

- 3.1 Members of the Swale JTB recommended that this consultation was undertaken to gauge interest on amending the existing one hour waiting limit to 30 minutes, and a copy of the consultation material can be found in Annex A. A plan of the consultation area can be found in Annex B.
- 3.2 The informal consultation with residents took place between 6th and 20th October 2017. A total of 339 consultation leaflets were sent out to residents in the one hour waiting limit area of the current Scheme, and 59 responses were received. This produced an overall response rate of 17%. An additional 2 responses were received which did not express a preference to either waiting limit. The results of the consultation have been split into roads to ascertain whether some areas supported a particular waiting limit.
- 3.3 A table summarising the results of the consultation can be found in Annex C. The table details the number of leaflets sent out to each road, the number of responses received as a number and as a percentage, and the number and percentage of responses received either supporting a reduction of the current waiting time to 30 minutes or leaving the current one hour restriction. The table also shows the number of responses for each option as a percentage of the total number of properties in each road.
- 3.4 Various comments were received through the consultation, and a copy of all of the responses and comments received can be found in Annex D. In summary of the comments, seven responses stated that a greater level of enforcement was required, (although another response stated that the existing restrictions work and are vigorously enforced). Another seven comments stated that reducing the current waiting times would have an adverse effect on visitors and would result in increased costs for residents who would have to purchase additional vouchers. Comments were received around the operating times of the Scheme, with four responders asking for the Scheme to operate 24 hours a day, 7 days a week. Two responders suggested extending the operating times to 8pm, two suggested 8am – 10pm and one suggested extending the operating times to 7pm, whilst another suggested extending the times to include Sundays 10am – 5pm.
- 3.5 Other feedback received included permits should be free, there are no parking spaces available, zones should be smaller, individual bays should be marked out and the existing waiting limit of 1 hour should be increased to 2 hours. Some businesses in the area felt that the existing 1 hour restriction was good for visiting clients and consultants and that there was insufficient parking nearby especially with the Spirit of Sittingbourne works, and one community group felt that a 30 minute limit would impact on the service they can provide to the area. One responder suggested reducing public car park charges and introducing free parking on Sundays, whilst another suggested the introduction of free parking for 20-30 minutes in car parks. Two comments were received that there are too many cars for the small area of the Scheme and that there were more residents than spaces.

3.6 Generally, response rates were relatively low, with the exception of the 6 properties within the 1 hour waiting limit in Addington Road who all responded, four in favour of the current 1 hour limit and two supporting a 30 minute limit. The overall feedback received was almost the same for both waiting options, with 51% of responders supporting a 30 minute waiting limit and 49% supporting the current 1 hour restriction. These responses represent 8.8% of properties consulted supporting a 30 minute limit and 8.6% supporting the current 1 hour restriction.

4. Recommendation

4.1 Members are asked to note the contents of the report, and the overall low response rate to the consultation, and recommend that Officers do not proceed with any changes to the existing 1 hour waiting limit of the Sittingbourne Residents' Parking Scheme, but that the comments around enforcement are forwarded to the appropriate team.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Resource for increased enforcement of the Scheme.
Legal and Statutory	None at this stage.
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.

6. Appendices

6.1 Annex A – Copy of Consultation Document
 Annex B – Details of Consultation Area
 Annex C – Summary of Responses Received from Each Road/Area
 Annex D – Details of Comments and Responses Received

7. **Background Papers**

7.1 None