

This Report will be made public on 26 March 2018

Folkestone

Hythe & Romney Marsh
Shepway District Council



Report Number

C/17/94

To: Cabinet
Date: 28 March 2018
Status: Non-Key Decision
Head of Service: Andy Blaszkowicz, Head of Commercial and Technical Services
Cabinet Member: Councillor A. Berry, Cabinet Member for Transport and Commercial

SUBJECT: Parking Scheme update for Princes Parade, Hythe.

SUMMARY: This report summarises the actions taken by officers following the Cabinet Member decision to proceed with the scheme. It notes public concern over the positioning of the parking machines and considers options and external health and safety advice to mitigate and minimise any potential risk.

REASONS FOR RECOMMENDATIONS:

Cabinet is asked to agree the recommendations set out below because:

- a) There has been public concern over the location of the parking meters and officers have considered the perceived risk and considered options to minimise the risks prior to the scheme opening.

RECOMMENDATIONS:

- a) To receive and note Report C/17/94.
- b) That members consider the options put forward and instruct Officers to proceed with Option 3. Relocate the parking machines to the south side promenade (other side of seawall), cut 4 new access points in seawall to allow better access to the promenade and construct perspex shrouds to protect parking machines from sea spray, salt and the weather.

1. BACKGROUND

- 1.1 Officer recommendation in the July Cabinet report was for parking to be positioned on the north side of the road. The Cabinet report also clearly stated that the machines needed to be located on the North side pavement as they cannot be installed on the south-side seawall.
- 1.2 On 19th July 2017 Cabinet considered report C/17/19, Parking Proposals for Princes Parade, Hythe and Sandgate Esplanade. Cabinet resolved that a statutory consultation be undertaken for pay and display spaces along the south side (seaward side) of Princes Parade.
- 1.3 66 responses to the consultation were submitted and considered. Only one comment was submitted raising a concern about parking on the south side and the speed limit of the road. No other Health & Safety matters were raised about the proposed scheme at that point.
- 1.4 The scheme was designed in accordance with the Road Traffic Act 1984, the TRO was submitted to KCC. SDC Cabinet Member for Transport and Commercial, after discussions with Officers and other Cabinet Members, decided to progress with scheme. The TRO was sealed by KCC 8th January 2018 authorising us to progress the scheme.
- 1.5 In March 2018 installation of lines, signs and machines commenced. The parking bays were marked on the south side (seaward side) and the parking machines were installed on the north side pavement. Since the start of visible works, concerns have been raised by members of the public concerning the health and safety implications of having to cross the road to buy a ticket.
- 1.6 Following the concerns raised, Officers have taken advice and have considered options to minimise and mitigate any potential risk.

2. SAFETY MEASURES ALREADY IMPLEMENTED

- 2.1 Minimum width of regulated bay is 1.8m. We have marked the bays at 2.1m to allow extra room for exiting vehicles.
- 2.2 We have approached KCC about reducing the speed limit for the road from 40mph to 30mph twice now. These requests have been declined. The SDC Transportation Manager will continue to pursue this.
- 2.3 All access points to the beach through the seawall have a 10m gap left where no parking is permitted. These gaps will provide areas where people can safely access the beach.
- 2.4 The Council is heavily promoting parking payment by phone. Signs are being installed along the length of the Parade so people can see the contact details without exiting their vehicles.

3. OPTIONS

3.1 There are three options to consider moving forward, these are:

1. Leave the scheme as it is currently, parking bays on south side, parking machines on North side pavement.
2. Move the parking bays to the north side where the parking machines are currently located.
3. Relocate the parking machines to the south side promenade (other side of seawall), cut 4 new access points in seawall to allow better access to promenade and construct Perspex shrouds to protect parking machines from sea spray / salt / weather.

3.2 Officers have commissioned independent health and safety advice to consider the implications of each option in detail. (See report attached as Appendix 1).

3.3 Officers have considered all of the cost implications which are included in the report.

4. SUMMARY OF OPTIONS

4.1 Option1: Leave the scheme as it is currently, parking bays on south side, parking machines on North side pavement. Officers will continue to pursue KCC to have the speed limit reduced to 30mph. There are no further cost implications to leaving the scheme as it currently is. The health and safety implications of option 1 are detailed in the report attached as appendix 1.

4.2 Option 2: Move the parking bays to the north side where the parking machines are currently located. Officers will continue to pursue KCC to have the speed limit reduced to 30mph. There will be an additional cost of £11k to line the parking bays on the north side and remove the bays on the south side. The health and safety implications of option 2 are detailed in the report attached as appendix 1.

4.3 Option 3: Relocate the parking machines to the south side promenade (other side of seawall), cut 4 new access points in seawall to allow better access to promenade and construct perspex shrouds to protect parking machines from sea spray / salt / weather. Officers will continue to pursue KCC to have the speed limit reduced to 30mph. There will be an additional cost of around £10k plus internal labour to relocate the machines, purchase the perspex shrouds, cut the new access points in the seawall and make minor amendments to the signs. The health and safety implications of option 3 are detailed in the report attached as appendix 1.

5. SUMMARY OF HEALTH AND SAFETY REPORT

5.1 The external consultants considered the road safety issues and identified hazards for each of the options. The report also considered personal injury collision history data for the 36 month period ending 30/11/2017. There were 5 personal injury collisions during this period none of which involved pedestrians.

- 5.1 The external report by Invvu Construction Consultants and Bruce Woodhams Associates concludes that Option 3 is the most suitable arrangement.
- 5.2 The report concludes *'Having carefully considered the evidence that has been made available option 3 seems to have the greatest merit. Much of the existing situation remains unchanged and it appears that the visiting public is able to cope safely with this situation. The repositioning of the "pay-and display" ticket machines to the beach side of the carriageway avoids the need for any increase in pedestrian crossing movements across Princes Parade and the proposed increase in the number of gaps in the sea wall will give more opportunities for pedestrians to more easily access the promenade and the beach area with all the attendant safety benefits of not being exposed to the live traffic for longer than necessary.'*

6. FINANCIAL IMPLICATIONS

- 6.1 Any additional costs incurred at this stage will be funded from income generated by the scheme.

7.0 CONCLUSIONS AND SUMMARY

- 7.1 Having looked at the three available options and considered the independent health and safety advice, option 3 of moving the pay and display machines to the south side promenade and cutting 4 new access points in the seawall is the safest option, minimising any potential risk to the public.
- 7.2 It is advised that if option 3 is approved by Cabinet the works will take approximately three weeks to complete so the scheme can open on 1st May 2018.

8. RISK MANAGEMENT ISSUES

- 8.1 The risks associated with this scheme were considered in the previous Cabinet report C/17/19. Health and safety risks are considered in consultant's report attached at Appendix 1.

9. LEGAL/FINANCIAL AND OTHER CONTROLS/POLICY MATTERS

9.1 Legal Officer's Comments (DK)

Subject to the Council complying with the Road Traffic Regulation Act 1984 and to relevant SDC officers liaising with Kent CC upon the proposals, there are no legal implications arising directly out of this report.

9.2 Finance Officer's Comments (SB)

All the financial implications are covered in the body of the report. Additional funding required to implement option 3 will be met from income generated by the scheme.

9.3 Diversities and Equalities Implications (SS)

There are no negative implications arising from this report, particularly in relation to holders of disabled badges. The existing concessions in car parks will continue to apply.

10. CONTACT OFFICERS AND BACKGROUND DOCUMENTS

Councillors with any questions arising out of this report should contact the following officer prior to the meeting

Officer: Andy Blaszkowicz, Head of Commercial and Technical Services
Telephone: 01303 853684
E-mail: Andy.blaszkowicz@shepway.gov.uk

The following background documents have been relied upon in the preparation of this report:

None

Appendices:

Appendix 1 – Road Safety Assessment, Princes Parade, Hythe.