

This Report will be made public on 21 June 2018



Report Number **C/18/14**

To: Cabinet Member for Transport and Commercial
Date: 21 June 2018
Status: Non-Key Decision
Head of Service: Andy Blaszkowicz, Head of Commercial and Technical Services

Cabinet Member: Councillor Ann Berry, Cabinet Member for Transport and Commercial

SUBJECT: THE KENT COUNTY COUNCIL (THE DISTRICT OF FOLKESTONE & HYTHE) (SANDGATE EAST PARKING ZONE) (AMENDMENT 2) ORDER 2018. CONSIDERATION OF OBJECTIONS.

SUMMARY: This report considers the objections received in respect of the proposed Amendment Traffic Regulation Order (TRO) for the conversion of shared use spaces to limited waiting only bays in a section of Sandgate High Street.

REASONS FOR RECOMMENDATIONS:

The Cabinet Member for Transport and Commercial is asked to agree the recommendations set out below because this proposal will:

- a) Increase the turnover of spaces
- b) Assist in managing and reconciling the competing demands for parking spaces in Sandgate High Street

RECOMMENDATIONS:

- a) To receive and note Report C/18/14.
- b) Not to uphold the objections to the proposed amendment TRO
- c) That the TRO be made as advertised

1. BACKGROUND

- 1.1. Sandgate High Street was included in the extended Sandgate CPZ in December 2017. All parking spaces were made shared use i.e. permit holders or 2 hour limited waiting.
- 1.2 In a meeting held on the 15th May 2018 with Sandgate Parish Council and local businesses, concerns were raised about the lack of vehicle turnover in Sandgate High Street. It was suggested and agreed by the Cabinet Member for Transport that officers should seek to amend the TRO to convert the spaces between Nos. 88 and 102 to limited waiting bays only.

2. FORMAL CONSULTATION

- 2.1 The proposal was advertised in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The 'Notice of Intention' (appendix 1) was sent to all stakeholders and advertised in the Kent Messenger papers on week ending 25th May 2018. Copies of this notice were erected on lamp columns in the immediate vicinity.
- 2.2 The closing date for responses was the 18th June 2018.

3. CONSULTATION FEEDBACK & COMMENTS

- 3.1 Kent Police responded stating they had no specific observations but would expect the restrictions to comply with the regulations, and that the council ensures resources are in place to enforce them.
- 3.2 The council received two objections from local residents. A summary of the reasons provided for the objections have been listed below. Full details are shown in appendix 2.
 - I. This proposal will force the few residents that own cars to make longer and potentially unsafe trips. The parking pressures come from local businesses and they need to help themselves by limiting the time spent on these bays.
 - II. Parking is already difficult for residents within this part of the village and removal of parking here is just going to cause more issues. There is already a car park where visitors can park. The wishes of residents should be put first.

Officers comments

- 3.3 The proposal is to restrict around a dozen spaces to 2 hours limited waiting only. All-day permit holders parking is available in all of the other spaces in the high street and in adjacent roads within the CPZ. Permit holders will also be allowed to use Wilberforce Road car park.
- 3.4 The proposed restriction will ensure there is satisfactory turnover of these spaces, which will in turn make it possible for motorists to be able to park close to the shops for a limited period.

4 CONCLUSION AND RECOMMENDATIONS

- 4.1 Officers believe that the proposal will help balance the competing needs for spaces in the high street. It is therefore recommended that:
- a) The objections are not upheld and that the Order is made as advertised
 - b) The new parking restriction is introduced as soon as the Order is made, and the prescribed signs are erected to communicate this.

5. FINANCIAL IMPLICATIONS

- 5.1 The costs of introducing the change will be very minimal (around £100), and can be met from the existing budget.

6. LEGAL/FINANCIAL AND OTHER CONTROLS/POLICY MATTERS

6.1 Legal Officer's Comments (DK)

Traffic Regulation Orders ("TROs") include but are not limited to residents' parking bays. Kent County Council ("KCC"), as the highways authority, has power to make TROs under sections 1 and 2 of the Road Traffic Regulation Act 1984. Any TROs proposed by SDC must be approved and made by KCC in order to be valid. Once the TRO has been made, a notice must be published confirming the making of the TRO and its effect and before it comes into force, the Council must ensure that traffic signs are placed on or near the road which provide adequate information about the effect of the TRO.

6.2 Finance Officer's Comments (RH)

The financial implications are covered in the body of the report.

6.3 Diversities and Equalities Implications (FM)

There are no diversity or equality implications directly affected by this report.

7. CONTACT OFFICERS AND BACKGROUND DOCUMENTS

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

Officer: Frederick Miller, Transportation Manager
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The following background documents have been relied upon in the preparation of this report:

None

Appendices:

Appendix 1 – Proposal Notice

Appendix 2- Comments and objections