

INFORMAL CONSULTATION - PARKING PROPOSALS - GRANGE CLOSE, EDENBRIDGE

Sevenoaks Joint Transportation Board - 8 March 2017

Report of Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of the results of an informal consultation in respect of parking proposals for Grange Close, Edenbridge

This report supports the Key Aim of

- Safe Communities (by improving road and safety)
- Sustainable Economy (by improving travel arrangements and reducing congestion)

Portfolio Holder Cllr. Matthew Dickins

Contact Officer Jeremy Clark, Ext. 7323

Recommendation to Sevenoaks Joint Transportation Board: That

- (a) the Board considers the results of the informal consultation in respect of parking proposals for Grange Close, Edenbridge and the Officers' comments/recommendations given in Appendix 1; and
 - (b) Officers be asked to undertake a statutory consultation in respect of making a traffic regulation order to cover the parking proposals for Grange Close, Edenbridge.
-

Reason for recommendation:

The recommendations are aimed at providing better management of the public highway, in line with current legislation and the Highway Code

Introduction and Background

- 1 In early 2016, a petition was received from residents of Grange Close, Edenbridge, expressing concerns about problems caused by inconsiderately parked vehicles, many of which belong to non-residents, including commuters using the nearby railway station, and requesting action to address these parking issues.

- 2 In response to the petition, an informal consultation was undertaken with residents in November/December to find out their views on parking proposals aimed at improving the parking situation.
- 3 The parking proposals are shown on the plan in Appendix 1, and consisted of the following:

<i>New Double Yellow Lines in Key Locations in Grange Close (shown in red on plan)</i>	
(i)	<i>In the turning head at the western end (outside nos. 16-18)</i>
(ii)	<i>Opposite the junction (outside nos. 13-15)</i>
(iii)	<i>On both sides of the bend (outside and opposite no.7)</i>
(iv)	<i>In the turning head at the eastern end (at rear of no.7)</i>

<i>New Single Yellow Lines on the North Side of Grange Close operating for 1 hour in the afternoons (e.g.3-4 pm) from Monday-Friday (shown in blue on plan)</i>	
(v)	<i>Outside nos. 18-21</i>
(vi)	<i>Outside nos. 1-6</i>

<i>New Single Yellow Lines on the South Side of Grange Close operating for 1 hour in the mornings (e.g.9-10 am) from Monday-Friday (shown in magenta on plan)</i>	
(vii)	<i>Outside the former bowling green site</i>
(viii)	<i>Outside nos. 8-13</i>
(ix)	<i>Adjacent to no. 7</i>

- 4 A total of 19 responses were received to the informal consultation from residents, a summary of which is also given in Appendix 1, together with Officers' comments/recommendations.
- 5 It should be noted that Kent County Council has already introduced some temporary parking restrictions in the western arm in Grange Close outside nos. 14-21, to facilitate access for construction traffic to the new housing development on the former bowling green adjacent to no.15.
- 6 The traffic regulation order covering the temporary parking restrictions came into force in September 2016, and continues for 12 months, or until the construction work is completed, whichever is the earlier.
- 7 Hence, if the Joint Transportation Board were to approve the recommendation of this report, the aim would be to report the outcome of the formal (statutory) consultation to the next meeting in June 2017, for a decision. This would then enable the current parking proposals to be introduced to coincide with the

completion of the housing development, should after consideration of any representations received, the decision be taken to proceed.

Options

8 The options for the parking proposals in the informal consultation are to:

- (a) Abandon some or all of the proposals
- (b) Modify some or all of the proposals and progress the modified proposals to a formal (statutory) consultation
- (c) Progress some or all of the proposals to a formal (statutory) consultation

Key Implications

Financial

The costs incurred in implementing the proposals will vary depending on the Board's decision, but if all the proposals are taken forward, the total cost would be in the region of £3,000. This cost would be met by the District Council from its parking account operated under the agency agreement with the County Council.

Legal Implications

A traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 (RTRA 1984) to cover the proposed on- and off-street parking changes.

Section 1 of the RTRA 1984 states that a TRO may only be made for the following purposes:

- avoiding danger to persons or traffic (including for anti-terrorist purposes);
- preventing damage to the road or to buildings nearby (including for anti-terrorist purposes);
- facilitating the passage of traffic;
- preventing use by unsuitable traffic;
- preserving the character of a road especially suitable for walking or horse riding;
- preserving or improving amenities of the area through which the road runs; and
- for any of the purposes specified in paragraphs (a) to (c) of the Environment Act 1995 (air quality).

To meet one or more of the above, a TRO may prohibit, restrict or regulate the use of a road or any part of the width of a road by vehicular traffic of any class. It may have effect at all times or at specified periods or times. Specific classes of traffic may be excepted.

Before making a TRO, a formal (statutory) consultation procedure must be followed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Any formal objections received during this statutory consultation would be reported to the Sevenoaks Joint Transportation Board for a decision to be made on whether to make the TRO as proposed, to vary it (by reduction) or to abandon it.

Equality Assessment

The decisions recommended in this report have a remote or low relevance to the substance of the Equalities Act. There is no perceived impact on end users.

Risk Assessment Statement

There are no additional risks identified that are outside those already covered within the standard Risk Assessment for carrying out parking enforcement on the Public Highway.

Appendices:

Appendix 1

Grange Road, Edenbridge - Parking Proposals
Informal Consultation Responses and Officers'
Comments/Recommendations

Background Papers:

The Equality Act 2010

www.legislation.gov.uk/ukpga/2010/15

The Traffic Signs Regulations and General
Directions 2016

www.legislation.gov.uk/uksi/2016/362

The Highways Act 1980, as amended.

www.legislation.gov.uk/ukpga/1980/66

The Road Traffic Act 1988, as amended.

www.legislation.gov.uk/ukpga/1988/52

The Road Traffic Regulation Act 1984, as
amended.

www.legislation.gov.uk/ukpga/1984/27

The Traffic Management Act 2004, as amended.

www.legislation.gov.uk/ukpga/2004/18

The Highway Code.

www.gov.uk/browse/driving/highway-code

Richard Wilson

Chief Officer, Environmental and Operational Services