

This Report will be made public on 6 November 2019

Report Number **C/19/43**

To: Cabinet Member for Transport and Commercial
Status: Non key
Responsible Officer: Andy Blaszkowicz, Assistant Director
Cabinet Member: Cllr David Godfrey

SUBJECT: Report on the analysis of public consultation for a possible controlled parking zone in the area around Clifton Crescent in Folkestone.

SUMMARY: This report sets out the results of the recent informal consultation for a proposed controlled parking zone (CPZ) in the area around Clifton Crescent in Folkestone as shown in appendix 1. There is parking congestion in this area and the council had received an application and a petition from residents requesting for parking controls to be introduced. The consultation was designed to seek the views of residents and businesses within the local area about possible changes to the current parking arrangements.

RECOMMENDATIONS:

1. To receive and note report C/19/43.
2. That subject to statutory consultation on a draft Traffic Regulation Order (TRO), parking controls consisting of permit holders only parking are introduced in all roads as shown in appendix 1.
3. That subject to statutory consultation on a draft TRO, pay & display only parking bays are introduced along a section of The Leas (between Clifton Crescent and Clifton Gardens) to provide short-stay parking for non-permit holders.
4. That subject to statutory consultation, the number of coach parking bays along The Leas (between Clifton Crescent and Clifton Gardens) be reduced from four to two to reflect the wishes of residents and the nearby hotel, and that the spaces be converted to pay & display bays for visitors.
5. That officers report back to the Cabinet Member for Transport if there are any objections to a proposed draft TRO.
6. That the hours of operation of the CPZ be 8am-8pm, Monday-Sunday (including bank holidays), based on the responses to question 5.
7. That each household be restricted to two resident permits based on responses received to question 7 and 8.
8. That the fees for permits reflect those agreed by Cabinet in the current fees and charges schedule.

9. That the number of residents' visitors' permits per household be restricted to 50 in any year but this limit be extended in exceptional circumstances.
10. That the proposed pay & display charges along The Leas reflect current charges in the adjacent Zone A1 agreed by Cabinet in the current fees and charges schedule but the maximum waiting time be extended to five hours.
11. That the eligibility criteria for permits be:
 - I. Resident permit
 - a) The applicant's usual place of residence should be in the CPZ
 - b) The vehicle is either a passenger vehicle or a goods vehicle of a height less than 3.2 metres (10ft 6ins) and length less than 6.5 metres (21ft 4ins) a gross weight not exceeding 5 tonnes.
 - II. Resident visitor permits
 - a) Applicant's usual place of residence should be in the CPZ
 - III. Business permit
 - a) The business operates from an address within the CPZ
 - b) The vehicle is essential for the efficient operation of the business
 - IV. Hotel Guest Permit
 - a) Hotels or B&Bs should be registered within the CPZ

1. BACKGROUND

- 1.1 In February this year, the council received an application and a petition for parking controls to be introduced in the area around Clifton Crescent as shown in appendix 1.
- 1.2 In March 2019, the application was assessed together with others received and it scored the second highest number of points. In keeping with the agreed protocol, the area was prioritised for a possible parking scheme this financial year.

2. CONSULTATION

- 2.1 The consultation took the form of a letter and a questionnaire posted to 416 properties within the proposed area on the 26th September 2019. Respondents were asked to return completed questionnaires by the 21st October 2019.
- 2.2 The number of returned questionnaires was 137. This equates to a 33% response rate, which is significantly higher than rates for similar parking consultations. Response rates for this type of consultation across the country are typically between 15% and 25%.

3. DETAILED ANALYSIS OF THE QUESTIONS ASKED

- 3.1 The area is mainly residential so the majority of the questionnaires returned were from residents. There were four responses from businesses. In order to comply with the Data Protection Act, responses are not recorded against individual properties. The raw data for each question can be found in Appendix 2.
- 3.2 The key objectives of the consultation were to establish whether the residents and businesses experienced genuine parking problems as indicated on the original application, and to gauge if there is widespread support for the introduction of parking controls in the area. The responses from residents to each of these questions are shown in the table below.

Q1. Do you experience parking problems in your road?			
	Yes	No	
Responses	75%	25%	
Q2. Are you in favour of parking controls in your road?			
	Yes	No	No preference
Responses	68%	27%	4%

- 3.3 A full breakdown of responses by road is shown in appendix 2. A majority of respondents indicated support for parking controls in every road.
- 3.4 Three of the four hotel businesses consulted in the area did not support the proposals. One of the objectors stated they have been forced to offer very low budget accommodation for holiday use with rooms offered at £17 per

night. They state that controlled parking will be unattractive to their prospective guests.

The Burlington Hotel also did not support the proposal stating the area is only busy on some weekends and occasionally in the summer.

The View Hotel indicated support for the proposal but asked for consideration to be given to the coach bays on The Leas, which they highlighted were rarely being used.

Another objector, Clifton Hotel states the proposal will damage local tourism business and make it difficult to compete with hotels in other towns. This hotel sits in Zone A1 so already benefits from a parking scheme that provides discounted parking permits for their guests to park on shared-use bays within the zone. This proposal includes similar heavily discounted hotel guest permits (£2 per 24 hours) for hoteliers to purchase for their visitors.

- 3.5 In view of the strong support for the parking proposals from local residents, and the established provision for hoteliers, it is therefore recommended that subject to statutory consultation, the scheme is progressed. Officers will report back to the Cabinet Member for Transport if there are any objections to the TRO.
- 3.6 Question 5 asked respondents to indicate the times and days they would prefer the CPZ to operate. The majority of respondents indicated Monday-Sunday, 8am-8pm. It is therefore recommended that the proposed operational hours be, all days, 8am-8pm (including public and bank holidays).
- 3.7 Question 6 asked respondents to indicate their preferred restriction i.e. permits holders only parking or shared-use (permit & limited waiting). The majority of respondents indicated support for permit holders only parking. It is therefore recommended that the draft TRO include proposals for permit holders only parking in all roads shown in appendix 1. These controls will allow parking for residents and their visitors, businesses, and hotel guests.
- 3.8 In light of the proposed permit restrictions, it is recommended that subject to statutory consultation, pay & display only bays are introduced in the section of The Leas between Clifton Crescent and Clifton Gardens with charges similar to zone A1 i.e. £1.20 per hour. It is further recommended that the maximum waiting period be five hours instead of the three in Zone A1. This will enable short-stay parking for non-permit holders, and a reasonable vehicle churn.
- 3.9 Question 7 asked respondents if they would support a limit on the number of permits per household. A clear majority of households supported a limit and indicated they would prefer this limit to be two permits per household. It is therefore recommended that the number of residents' permits be restricted to two per household. It is also recommended that residents' visitor permits be restricted to 50 per household each year but residents be allowed to go over this limit in exceptional circumstances.

4. ANALYSIS OF ADDITIONAL COMMENTS

- 4.1 The questionnaires gave respondents the opportunity to make additional comments about the proposals. The comments received were quite varied with many either reiterating the need for parking controls in the area or restating their opposition for parking controls to be introduced.
- 4.2 Many residents commented on parking difficulties at night and suggested the operational hours be 24 hours.
- 4.3 Another common theme from residents and The View Hotel was about the low usage of the coach bays at the section of The Leas (between Clifton Crescent and Clifton Gardens). They state that these bays could be made available for general use.

Officers Comments

- 4.4 The council does not provide a 24 hour enforcement service so restricting parking at nights will be futile. However, experience has shown that even though the operational hours proposed will not include nights, the parking problems will be alleviated as long-term parking by non-permit holders will be prevented.
- 4.5 In view of the comments received about the coach parking bays on The Leas, it is recommended that two of the four coach spaces are converted to pay & display bays for visitors to the area. This would provide extra spaces for around six cars. There are a further three coach spaces in Sandgate Road, which are not used to capacity. Coach drivers can make use of those spaces if needed.

5. FINANCIAL IMPLICATIONS

- 5.1 The costs of introducing the new controls will be around £9k and this can met from existing budgets. The costs include expenditure for new road markings, signing, a pay & display machine and TRO work.
- 5.2 Enforcement of the new CPZ would not need the Civil Enforcement Officers to deviate from their current patrol routes and could be absorbed within existing resources. The proportion of time spent at each road would be adjusted accordingly. Additional administrative work will be absorbed within existing resources.
- 5.3 As the controls will be mainly permit parking and only a small section of the scheme will be pay & display, income generation is anticipated to be very low. It is therefore prudent not to allow for additional income in the budget at this stage.

6. LEGAL/FINANCIAL AND OTHER CONTROLS/POLICY MATTERS

6.1 Legal Officer's Comments (NE)

Kent County Council ("KCC"), as the traffic authority, has power to make Traffic Regulation Orders ("TRO") under the Road Traffic Regulation Act 1984 sections 1 and 2. Any TRO proposed by FHDC 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.

6.2 Finance Officer's Comments (ST)

As detailed in section 5 – Financial Implications, the anticipated costs associated with this new controlled parking zone of £9k can be met from the existing budgets in 'On-Street Parking' and it is agreed that at this point in time it would be unwise to factor in any additional income derived from this scheme.

6.3 Diversities and Equalities Implications (FM)

There are no diversity or equality implications directly affected by this report. The exemptions for blue badge holders on pay & display, yellow lines and permit spaces will continue to apply.

7. CONTACT OFFICERS AND BACKGROUND DOCUMENTS

Councillors with any questions arising out of this report should contact the following 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: Plan of Proposed new CPZ

Appendix 2: Spreadsheet showing the full results of the consultation