



Agenda

Meeting: **Overview and Scrutiny Committee**
Date: **7 March 2019**
Time: **7.00 pm**
Place: **Council Chamber - Civic Centre, Folkestone**

To: **All members of the Overview and Scrutiny Committee**

The committee will consider the matters, listed below, at the date, time and place shown above. The meeting will be open to the press and public.

Members of the committee, who wish to have information on any matter arising on the agenda, which is not fully covered in these papers, are requested to give notice, prior to the meeting, to the Chairman or appropriate officer.

This meeting will be webcast live to the council's website at <https://folkestone-hythe.public-i.tv/core/portal/home>. Although unlikely, no guarantee can be made that Members of the public in attendance will not appear in the webcast footage. It is therefore recommended that anyone with an objection to being filmed does not enter the council chamber.

1. **Apologies for Absence**
2. **Declarations of Interest**

Members of the committee should declare any interests which fall under the following categories*:

- a) disclosable pecuniary interests (DPI);
- b) other significant interests (OSI);
- c) voluntary announcements of other interests.

Queries about the agenda? Need a different format?

Contact: Kate Clark – Tel: 01303 853267
Email: committee@folkestone-hythe.gov.uk or download from our
website
www.folkestone-hythe.gov.uk

3. **Call-in of Decision number 18/076 - Informal Consultation on Proposals to Extend controlled parking zones F & G (Pages 3 - 52)**

To consider a call in of the decision made by the Cabinet Member, Councillor Mrs Berry, on 19 February 2019 in respect of report number C/18/76.

The Committee may come to one of the following conclusions:

- a) That the challenge to the decision should be taken no further and the decision may be implemented;
- b) That the decision is contrary to the Budget or Policy Framework and should therefore be referred to the Council. In such a case, the Overview and Scrutiny Committee must set out its reasoning for the Council to consider;
- c) That the matter should be referred back to the decision-taker, for reconsideration. In such a case, the Overview and Scrutiny Committee must set out its reasoning for the decision-taker to consider.

*Explanations as to different levels of interest

(a) A member with a disclosable pecuniary interest (DPI) must declare the nature as well as the existence of any such interest and the agenda item(s) to which it relates must be stated. A member who declares a DPI in relation to any item must leave the meeting for that item (unless a relevant dispensation has been granted).

(b) A member with an other significant interest (OSI) under the local code of conduct relating to items on this agenda must declare the nature as well as the existence of any such interest and the agenda item(s) to which it relates must be stated. A member who declares an OSI in relation to any item will need to remove him/herself to the public gallery before the debate and not vote on that item (unless a relevant dispensation has been granted). However, prior to leaving, the member may address the meeting in the same way that a member of the public may do so.

(c) Members may make voluntary announcements of other interests which are not required to be disclosed under (a) and (b). These are announcements made for transparency reasons alone, such as:

- membership of outside bodies that have made representations on agenda items, or
- where a member knows a person involved, but does not have a close association with that person, or
- where an item would affect the well-being of a member, relative, close associate, employer, etc. but not his/her financial position.

Voluntary announcements do not prevent the member from participating or voting on the relevant item

To: Susan Priest, Head of Paid Service

From: Councillor Peter Gane

19th February 2019

Dear Susan Priest.

1. I am writing to Call In Report Number C/18/76 - 'Informal Consultation on Proposals to Extend Controlled Parking Zones F & G' published on 19th February 2019.

2. In relation to criteria (a) to (g) of the Call-In procedures, I would like to submit the following points.

The reasons for the Call In are:

- It is clear from the informal consultation that has taken place, that in the Zone F extension area, only 45.1% of respondents supported the introduction of the extension whereas 47.5% opposed it. Amongst local businesses in the area there was no support and 75% opposed the extension. This is based on a 35.3% response to the consultation, which will probably be higher than the turnout at the forthcoming local elections in May within the ward.
- Despite there being no overwhelming majority in favour of the extension of the Zone F CPZ, residents will see it being introduced for part of the area. In contrast, in Zone G, with the clear exception of Harbour Way, there was 74% of household respondents and 33% of local businesses in favour within Zone G. This figure increases to over 80% in favour if Harbour Way responses are excluded from the final figures. Therefore, there is clear support for the CPZ extension in Zone G, albeit on a lower response level of 26.6% of all consultees and we fully support the introduction.
- The final recommendations for the extension of Zone F are not fully supported by all roads within the Zone F Consultation area and some of these have now being excluded from the proposed extension, namely Black Bull Road, Albert Road, Edward Road, Bonsor Road and all roads west of Black bull Road within the proposal. However, in one of the largest roads within the proposed extension, Garden Road, there was only 39% in favour yet they will be included within the proposed extension.

- Other roads included such as Walton Road did not demonstrate majority support in favour of extending the scheme yet are included in the proposed extension which will have an impact on staff working at Mundella Primary School who currently park there during the day when parking is not a problem as there are no parking facilities at the school, a point raised with the local councillors by the Headteacher. Other roads to now be included in the scheme based on the proposed decision made only had very marginal support, e.g. one or two additional households as a maximum in support with the exception of Watkin Road with 64% in favour and Jesmond Street with 67% in favour.
- Based on this evidence, and with the clear will of the whole Zone F extension consultation area being opposed, it is inconceivable that the proposals in their current format based on the decision that has been made, can be supported.
- Finally, in the Council minutes of 19th September 2018, the Cabinet Member for Transport gave a reply in Questions to Councillors about Zone F CPZ and the 2 Permits per household rule that "following a recent desktop study, and on-site surveys, which revealed many of the roads in this zone have capacity, additional permits are now being sold to residents". If there is spare capacity, one questions why firstly, an extension to the CPZ is required, secondly, why is the scheme now reverting back to 2 permits per household and what happens to those who have additional permits for Zone F, and lastly, has the policy now been amended without any further consultation on the matter.
- The proposed Zone F extension may require significantly amendment such as only including Watkin Road as a natural addition adjacent to the current Zone F CPZ and the proposals to extend it further could be further reviewed in 12-18 months' time if so required. Unfortunately, Jesmond Street, the only other street with a large majority of residents in favour of the scheme, cannot really be included in isolation as it does not border the existing scheme and this would need to be considered further.

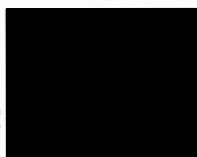
3. It does not relate to a decision taken in accordance with the urgency procedures as laid out in the Council's Constitution.

4. It would be good to hear further from The Head of Commercial and Technical Services, the Transportation Manager, the Cabinet Member for Transport and Commercial and any other interested parties that may wish to make representation including the District Council Ward Councillors.

5. I wish to ask further questions relating to the points that have been raised and to explore further options for postponing or amending the proposed decision.

6. In relation to the criteria (h) to (m) of the Call In procedure, under items (i), there is not a clear majority in favour of extending the Zone F CPZ as outlined in the decision made according to the informal consultation. That a review would be more appropriate or further consultation using alternative techniques such as face to face interviews. Under (j) it does not demonstrate a clear majority in favour of extending the Zone F CPZ scheme within the consultation area and under (k) there is not a clear majority in favour of extending the Zone F CPZ as outlined in the decision made according to the informal consultation.

Signed:



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To: Susan Priest, Head of Paid Service

From: Councillor Russell Tillson

19th February 2019

Dear Susan Priest.

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- Despite there being no overwhelming majority in favour of the extension of the Zone F CPZ, residents will see it being introduced for part of the area. In contrast, in Zone G, with the clear exception of Harbour Way, there was 74% of household respondents and 33% of local businesses in favour within Zone G. This figure increases to over 80% in favour if Harbour Way responses are excluded from the final figures. Therefore, there is clear support for the CPZ extension in Zone G, albeit on a lower response level of 26.6% of all consultees and we fully support the introduction.
- The final recommendations for the extension of Zone F are not fully supported by all roads within the Zone F Consultation area and some of these have now being excluded from the proposed extension, namely Black Bull Road, Albert Road, Edward Road, Bonsor Road and all roads west of Black bull Road within the proposal. However, in one of the largest roads within the proposed extension, Garden Road, there was only 39% in favour yet they will be included within the proposed extension.

- Other roads included such as Walton Road did not demonstrate majority support in favour of extending the scheme yet are included in the proposed extension which will have an impact on staff working at Mundella Primary School who currently park there during the day when parking is not a problem as there are no parking facilities at the school, a point raised with the local councillors by the Headteacher. Other roads to now be included in the scheme based on the proposed decision made only had very marginal support, e.g. one or two additional households as a maximum in support with the exception of Watkin Road with 64% in favour and Jesmond Street with 67% in favour.
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To: Susan Priest, Head of Paid Service

From: Councillor Mrs Claire Jeffrey

19th February 2019

Dear Susan Priest.

1. I am writing to Call In Report Number C/18/76 - 'Informal Consultation on Proposals to Extend Controlled Parking Zones F & G' published on 19th February 2019.

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- Despite there being no overwhelming majority in favour of the extension of the Zone F CPZ, residents will see it being introduced for part of the area. In contrast, in Zone G, with the clear exception of Harbour Way, there was 74% of household respondents and 33% of local businesses in favour within Zone G. This figure increases to over 80% in favour if Harbour Way responses are excluded from the final figures. Therefore, there is clear support for the CPZ extension in Zone G, albeit on a lower response level of 26.6% of all consultees and we fully support the introduction.
- The final recommendations for the extension of Zone F are not fully supported by all roads within the Zone F Consultation area and some of these have now being excluded from the proposed extension, namely Black Bull Road, Albert Road, Edward Road, Bonsor Road and all roads west of Black bull Road within the proposal. However, in one of the largest roads within the proposed extension, Garden Road, there was only 39% in favour yet they will be included within the proposed extension.

- Other roads included such as Walton Road did not demonstrate majority support in favour of extending the scheme yet are included in the proposed extension which will have an impact on staff working at Mundella Primary School who currently park there during the day when parking is not a problem as there are no parking facilities at the school, a point raised with the local councillors by the Headteacher. Other roads to now be included in the scheme based on the proposed decision made only had very marginal support, e.g. one or two additional households as a maximum in support with the exception of Watkin Road with 64% in favour and Jesmond Street with 67% in favour.
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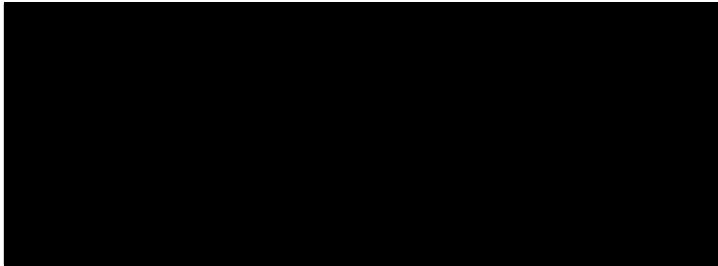
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To: Susan Priest, Head of Paid Service

From: Councillor Michael Lyons

19th February 2019

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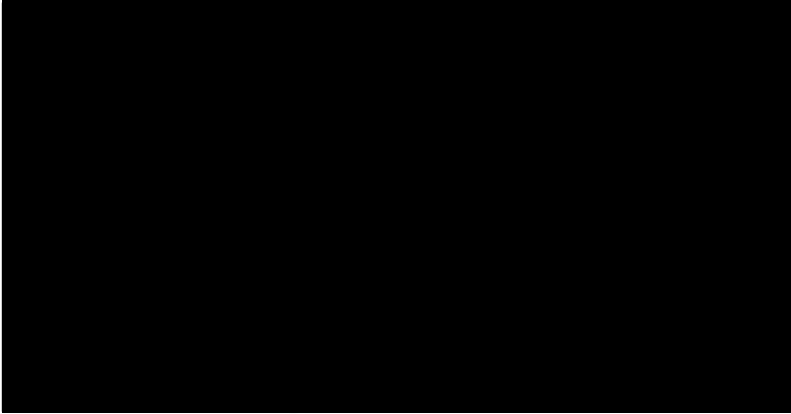
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To: Susan Priest, Head of Paid Service

From: Councillor Clive Goddard

19th February 2019

Dear Susan Priest.

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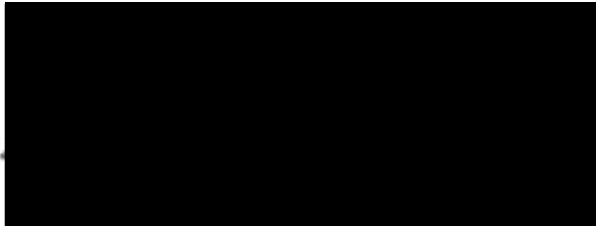
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Decision taken by: Councillor Mrs Ann Berry, Cabinet Member for Transport and Commercial

Subject: **INFORMAL CONSULTATION ON PROPOSALS TO EXTEND CONTROLLED PARKING ZONES F & G.**

Key decision: No

Date decision taken: 19 February 2019

The proposal is to extend the F & G Controlled Parking Zones (CPZ) as shown in appendix 1. This report puts forward the findings of the informal consultation for the proposed extensions, and makes recommendations that reflect the responses received.

DECISION:

1. To receive and note Report C/18/76.
2. That for the proposed zone F extension, parking controls are not progressed in the section Black Bull Road, and all roads to the east of it as there is little or no overall support for the introduction of restrictions in these roads.
3. That subject to statutory consultations, parking controls are progressed in roads west of Black Bull Road, except in Albert Road, Edward Road, and Bonsor Road where respondents have indicated no support for restrictions.
4. That for zone G proposed extension, subject to statutory consultations, parking controls are progressed in all but Harbour Way, where a majority of respondents did not support the proposed restrictions.
5. That the hours of operation for the permit restrictions replicate existing zones F & G.
6. That in roads where shared use parking is proposed, non-permit holders be allowed free limited waiting for one or two hours.
7. That each household be restricted to two resident permits.
8. That the number of residents' visitors' permits per household be limited to 50 in any year but this limit be extended in exceptional circumstances.
9. That residents and businesses with more than one car be entitled to buy a shared permit for the number of vehicles registered to them.
10. That the fees for permits and eligibility criteria replicate current arrangements for existing scheme as follows:

Residents' Permit	£30 per year
Additional resident permit	£30 per year
Shared Resident permit	£30 per year
Resident Visitor permit	£5.20 per 5 sessions
Business permit	£60 per year
Replacement lost or stolen permit	£5.20
Special permit (Health & care workers)	Free

Eligibility criteria:

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

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

- 11. That a proposed amendment traffic regulation order be advertised as soon as possible for the implementation of the recommended parking controls, and that the Transportation Manager reports back to the Cabinet Member if there are any objections.
- 12. That a full review of the parking in the extended areas, and the roads that have been excluded, be carried out 12 months after implementation.

Reasons for decision:

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

- a) There are genuine long-term parking problems in the roads recommended for parking controls.
- b) The responses received indicate a majority of respondents in the roads recommended, are in favour of parking controls to be introduced.

Alternative Options (if any)

None

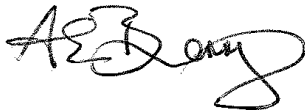
Declarations or personal/prejudicial Interests:

None

Background Documents:

None

The decision set out above (as amended if applicable) was made by me and I confirm that I have no personal or prejudicial interest in the matter.



Signed:

Date: 19 February 2019

**Councillor Mrs Ann Berry
Cabinet Member for Transport and Commercial**

FOR OFFICE USE ONLY

Call-In and Implementation:

Call-In deadline: 5pm on Tuesday 26 February 2019

Implementation: Wednesday 27 February 2019

FOR OFFICE USE ONLY

Decision Called-in: Yes	No
If the decision is not called-in by the above deadline, it will be implemented on the date shown.	
Call-in	
Date of Review	
Outcome of Call-in: Refer Back	Refer to Council
	Implement

Authorisation to Implement Decision: _____

Chief Executive/Director

Date: _____

This Report will be made public on 11 February 2019



Report Number **C/18/76**

To: Cabinet Member for Transport and Commercial
Date: 11 February 2019
Status: Non- Key Decision
Head of Service: Andy Blaszkwicz, Head of Commercial and Technical Services
Cabinet Member: Councillor Ann Berry, Transport and Commercial

SUBJECT: INFORMAL CONSULTATION ON PROPOSALS TO EXTEND CONTROLLED PARKING ZONES F & G.

SUMMARY: The proposal is to extend the F & G Controlled Parking Zones (CPZ) as shown in appendix 1. This report puts forward the findings of the informal consultation for the proposed extensions, and makes recommendations that reflect the responses received.

REASONS FOR RECOMMENDATIONS:

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

- a) There are genuine long-term parking problems in the roads recommended for parking controls.
- b) The responses received indicate a majority of respondents in the roads recommended, are in favour of parking controls to be introduced.

RECOMMENDATIONS:

1. To receive and note Report C/18/76.
2. That for the proposed zone F extension, parking controls are not progressed in the section Black Bull Road, and all roads to the east of it as there is little or no overall support for the introduction of restrictions in these roads.
3. That subject to statutory consultations, parking controls are progressed in roads west of Black Bull Road, except in Albert Road, Edward Road, and Bonsor Road where respondents have indicated no support for restrictions.
4. That for zone G proposed extension, subject to statutory consultations, parking controls are progressed in all but Harbour Way, where a majority of respondents did not support the proposed restrictions.
5. That the hours of operation for the permit restrictions replicate existing zones F & G.

6. That in roads where shared use parking is proposed, non-permit holders be allowed free limited waiting for one or two hours.
7. That each household be restricted to two resident permits.
8. That the number of residents' visitors' permits per household be limited to 50 in any year but this limit be extended in exceptional circumstances.
9. That residents and businesses with more than one car be entitled to buy a shared permit for the number of vehicles registered to them.
10. That the fees for permits and eligibility criteria replicate current arrangements for existing scheme as follows:

Residents' Permit	£30 per year
Additional resident permit	£30 per year
Shared Resident permit	£30 per year
Resident Visitor permit	£5.20 per 5 sessions
Business permit	£60 per year
Replacement lost or stolen permit	£5.20
Special permit (Health & care workers)	Free

Eligibility criteria:

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

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

11. That a proposed amendment traffic regulation order be advertised as soon as possible for the implementation of the recommended parking controls, and that the Transportation Manager reports back to the Cabinet Member if there are any objections.
12. That a full review of the parking in the extended areas, and the roads that have been excluded, be carried out 12 months after implementation.

1. BACKGROUND & INTRODUCTION

- 1.1 Controlled Parking Zones F & G were introduced in 2018 and 2017 respectively. Since the introduction of the parking controls, officers have received a number of representations, petitions and applications for parking controls to be introduced in neighbouring streets.
- 1.2 Officers carried out assessments, which confirmed that there are genuine long-term parking problems in many of the roads shown in appendix 1. The two study areas scored the highest number of points, and were selected to be prioritised for possible parking controls in the 2019/20 financial year. However, many residents expressed acute parking problems so a decision was made to start the consultation earlier.
- 1.3 There were a few roads adjacent to busy roads that were not heavily parked when surveyed e.g. Fernbank Crescent and Linden Crescent. However, the decision was made to also consult residents in these roads as parking could easily displace into these roads if parking controls are introduced in the busy roads.

2. PUBLIC CONSULTATION

- 2.1 The informal consultations took place between the 2nd January and 21st January 2019. A total of 1738 consultation packs were posted to all addresses within the two study areas. A copy of the consultation document is shown as appendix 2.

3. RESPONSE TO THE PUBLIC CONSULTATION

- 3.1 A total of 536 questionnaires were returned. This equates to a 31% response rate which is good for this type of consultation. Response rates for parking consultations across the country are typically between 15% and 25%.
- 3.2 It is important to remember that the process that is undertaken is not a referendum about parking, but the consideration of specific parking issues for residents and businesses in specific streets. Households and businesses have the option to participate in the consultation, and fill in and return the questionnaire or not engage with the consultation process. Officers have assumed that residents who did not respond to the consultation have 'no opinion' about the parking proposals.

4. LEVEL OF SUPPORT FOR PARKING CONTROLS

Zone F Proposed Extension

- 4.1 The questionnaire asked respondents if they would like their road included in the proposed controlled parking zone extension. The area is mainly residential. The handful of businesses that responded, did not support the proposal. Appendix 3 provides a full breakdown of the responses.
- 4.2 Residents of the proposed section of Black Bull Road, and all roads to the east (with the exception of Ernwell Road), did not support the proposed parking controls. It is therefore recommended that parking controls are not

progressed in any of these roads. Officers will continue to monitor parking in these roads and make suitable recommendations after a year.

- 4.3 Respondents in roads to the west of Black Bull Road (with the exception of Albert Road, Edward Road, and Bonsor Road) have indicated support for parking controls. The responses from Garden Road and Walton Road when considered with the responses to question 2 were indeterminate. However, a high number respondents indicated 'no opinion'. It is therefore recommended that with the exception of Albert Road, Edward Road and Bonsor Road, subject to statutory consultations, parking controls are progressed in all roads west of Black Bull Road.

Zone G Proposed Extension

- 4.4 There was strong support for the proposed Zone G extension with 74% of respondents stating yes to this proposal. However, closer examination of the responses by road have shown that a majority of respondents in Harbour Way would not like their road to be included. When asked whether they would support the parking controls if introduced in adjacent roads, the vast majority (76%) stated they would still prefer their road to be excluded. Further analysis of the responses from the top and bottom section of Harbour Way also reveal a majority of respondents in both sections, are against the proposal.
- 4.5 Zone G proposed extended area is also mainly residential. Responses were received from some of the few businesses in the area. A majority indicated they did not support the proposals but the reasons for this are unclear.
- 4.6 As the majority of respondents in the entire study area are in favour of the proposals, it is therefore recommended that subject to statutory consultations, parking controls are progressed in all but Harbour Way. Officers will continue to monitor parking in Harbour Way and make further recommendations at a later date.
- 4.7 The proposed restrictions include limited waiting for non-permit holders so customers visiting businesses in the area will still be able to park without charge.

5. ANALYSIS OF ADDITIONAL COMMENTS FROM RESIDENTS

- 5.1 The questionnaires gave respondents the opportunity to make additional comments about the proposals. Many residents reiterated their preference for parking controls and how it would benefit them. Others stated the problems occur outside the proposed operational hours, and that this scheme will do little to address them. There were also a few comments about the costs of permits with some residents indicating they will not be able to afford them, whilst others stated they would 'gladly pay to be able to park close to their homes'. Some residents also commented on matters not relating to parking e.g. pot holes, bins, planning issues etc.

Officers Comments

- 5.2 The council is currently not able to provide a 24 hour enforcement regime due to the significant costs for such operations. Also, problems at night occur in areas where some households own more than one vehicle, off-street parking is limited, and there is not enough space for the number of cars. What a CPZ will do is prevent commuter and long-stay parking and so

increase the number of spaces for residents and businesses during the hours of operation.

- 5.3 The cost of a resident permit (£30 per annum) is one of the lowest in the county. The scheme will cost money to set-up, run and enforce. The charges for permits will go towards these costs.

6. CONCLUSION

- 6.1 In conclusion, there was a good level of response to the consultation with the response rate well above the normal level for this type of consultation. Overall, respondents within the majority of the roads did support the extension of the CPZ into their roads, hence the recommendation to progress the parking controls in a limited number of roads.
- 6.2 Parking Services will continue to monitor the parking situation in both study areas. A further review will be conducted after a year, which will include the roads that have been excluded, and the analysis reported to Cabinet Member for Transport. This review will be also be used to gauge residents overall satisfaction, and seek views on whether they would like to see any changes made to the CPZs and level of enforcement.

7. FINANCIAL IMPLICATIONS

- 7.1 The costs of introducing the new on-street parking controls will be around £6000. This can met from existing budgets. The costs include expenditure for new road markings, signing, and TRO work.
- 7.2 Enforcement of the extended 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. A staffing request has been made to assist with the additional administrative work.
- 7.3 Income generation from the scheme is anticipated to be very low as there are no 'pay & display' facilities with this scheme. It is therefore prudent not to allow for additional income in the budget at this stage.

8. LEGAL/FINANCIAL AND OTHER CONTROLS/POLICY MATTERS

8.1 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.

8.2 Finance Officer's Comments (RH)

The financial implications have been addressed and costed by the author of this report in section 7.

8.3 Diversities and Equalities Implications (FM)

There are no negative implications arising from this report, particularly in relation to holders of disabled parking badges, as the existing disabled parking bays will remain. The normal exemptions for blue badge holders would apply on yellow lines. Vehicles displaying a disabled person's badge would be permitted to park in permit holder and share-use bays without displaying a permit.

9. CONTACT OFFICERS AND BACKGROUND DOCUMENTS

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

Report Author, Frederick Miller- Transportation Manager

Telephone: 01303 853207. Email: frederick.miller@folkestone-hythe.gov.uk

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

None

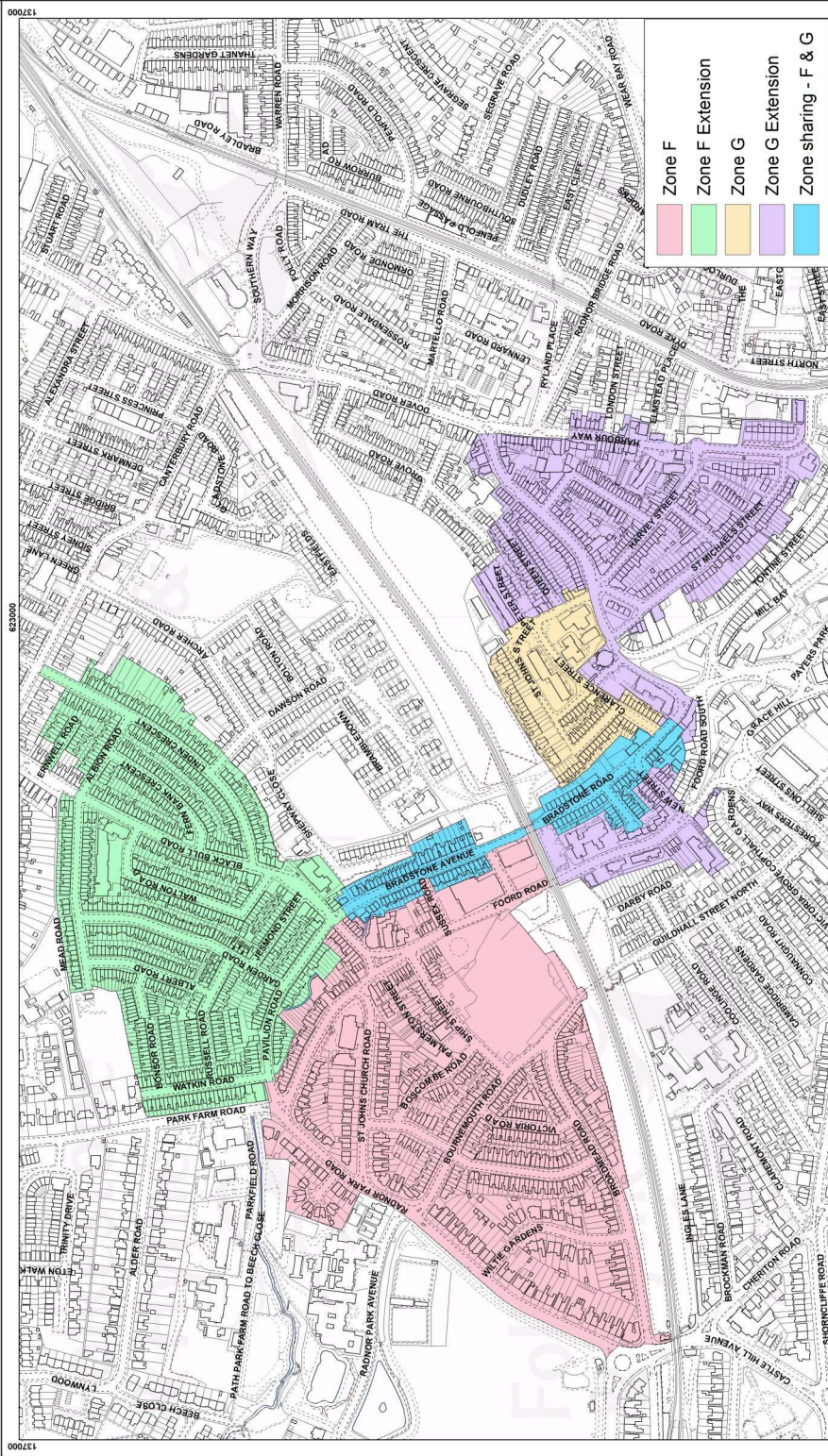
Appendices:

Appendix 1 – Plan showing the proposed CPZ extension

Appendix 2 - Consultation document

Appendix 3 - Spreadsheet showing breakdown of responses by road

Parking Zones F & G Extension Proposals



Contains Ordnance Survey data
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 Shepway District Council 100019677 - 2018



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Direct Dial: 01303 853660
Email: tro.consultation@folkestone-hythe.gov.uk
Date: 2nd January 2019

Dear Resident/Business,

Proposed Extension to Controlled Parking Zone (F)

Folkestone & Hythe District Council introduced a Controlled Parking Zone (CPZ) in parts of East Folkestone recently. The scheme has removed the long-term commuter and office-worker parking from residential roads within the CPZ, and has helped considerably to improve road safety by protecting sight lines and property accesses.

Since the scheme was introduced, a number of residents outside the CPZ have also raised issues about long-term parking problems and obstructive parking. These residents have requested similar parking controls to be introduced in their roads. To gauge the support for such controls, the Council's Cabinet Member for Transport has therefore agreed to consult you on CPZ proposals for your street, which would be an extension of the existing zone F as shown on the enclosed map.

As a resident or business of this area, you are requested to indicate on the enclosed questionnaire whether you would like your road to be included in the CPZ.

We would urge you to complete the enclosed questionnaire, even if you do not own a vehicle, as parking could affect your visitors and we would like the views of enough people to obtain an accurate and conclusive result. Please return the completed questionnaire by **21st January 2019**. The final decision rests with the Cabinet Member for Transport.

A brief summary of how the CPZ will operate in your road is provided below:

- All kerbside space will be controlled during the operational hours indicated on the signs. The operational times for the existing CPZ are all days (excluding bank holidays), 8am-6pm, and it is proposed to retain these hours.
- Yellow lines will be introduced at junctions, bends and pinch points where parking is not allowed.
- 'Shared use' or 'permit holders only' parking are being proposed in all roads. Non-permit holders will be permitted to park for a limited period of one hour in 'shared-use' bays.
- The holder of a resident or business permit will be allowed to park in the 'shared use' bays during the operational hours with no time limit.

Residents may purchase visitor permits for their visitors. Permit charges are shown in the table below.

- The CPZ is intended to protect parking for local residents during the scheme's operational hours, but cannot guarantee a parking space close to your property.
- By law, Blue Badge holders are allowed to park their vehicle without the need for a permit provided that a valid disabled persons' badge is displayed.

How will the permits work?

If you own a car or a van and plan to park on the street during the operational hours of the proposed parking zone, you will need a permit. Similarly, you will need to buy visitor permits if people visit you by car and you want them to be able to park in a parking space near to your home. If you do not need to park on-street, you will not need a permit.

Resident Permits - Permits will be issued only to residents whose vehicles are registered at the address within the proposed zone. Residents will be entitled to up to two permits per household.

Resident Visitor Permits - Residents will be able to purchase visitor permits for their visitors online. It is not necessary to hold a resident permit to purchase visitor permits. The number of visitor permits residents could purchase will be limited to 50 a year to prevent abuse such as sales to non-residents. However, this number can be increased in exceptional circumstances.

Business Permits - Businesses based within the CPZ may purchase permits for vehicles essential to the operation of the business (e.g. delivery vehicles). They will not be issued for the purpose of commuting to work.

Health and Care Workers Permits - Residents are eligible to apply for a Special Permit if they receive regular visits from care or other support service organisations, for example, home helps, carers. This permit is free.

Tradesperson's Permits - Builders and other tradespersons can use residents' visitor permits to allow vehicles to park close to their client's homes while work is being carried out. Tradesmen can also buy parking waivers directly from the council.

Blue Badge Holders - The normal exemptions for blue badge holders would apply on yellow lines. Vehicles displaying a disabled person's blue badge would be permitted to park in shared use and permit holder spaces without displaying a permit.

Shared Permit - If you have off-street parking for one vehicle, and your household/business has more than one vehicle, it may be possible to be issued with a shared permit that will cover other vehicles. The permit will cover the registration numbers of the vehicles but will allow only one vehicle to park on-street at any one time during the hours of control.

Controlled Parking Zone Permit Charge

Type of permit	Cost
Resident permit	£30 per year
Additional Resident permit	£30 per year
Shared Resident permit	£30 per year
Business permit	£60 per year
Replacement permit	£5.20
Special permit (Health and Care Workers)	Free
Resident Visitor permits (Maximum 50 permits)	£5.20 per 5 sessions

If you require any further information on the proposals, please email tro.consultation@folkestone-hythe.gov.uk

Yours faithfully,

Frederick Miller
Transportation Manager

FREQUENTLY ASKED QUESTIONS

Q. Why must I buy a permit to park in my own road?

A. The new parking scheme will make it easier for you to park, but the scheme will cost money to set up, run and enforce. Therefore a small charge needs to be made to cover the running costs of the proposed system.

Q. I pay Council Tax and road tax, why do I have to pay for a parking permit as well?

A. Council tax and road tax contribute towards services that are available to the entire population such as education, social services and highway maintenance. Controlled parking schemes only affect a small area. By law, the costs need to be met by the scheme itself through sales of permits.

Q. I am a business owner. Are my staff allowed a business parking permit?

A. No. The business permit aims to make parking easier for rate-paying business owners who require a vehicle for operational reasons. It is not meant to provide subsidised parking for employees.

Q. Will owning a parking permit guarantee me a space outside my home?

A. No. A controlled parking scheme on the public highway cannot reserve specific spaces for individual users and therefore we cannot guarantee a particular parking space. However, by preventing long-stay parking by non-residents in your area, a CPZ makes it much more likely that residents are able to find parking spaces near to their homes.

Q. Will the scheme make it easier to park at night?

A. No. Problems at night occur in areas where some households own more than one vehicle, off-street parking is limited, and there is not enough space for the number of cars. What a CPZ will do is prevent commuter and long-stay parking and so increase the number of spaces for residents and businesses during the hours of operation.

Q. I have a crossover (a driveway crossing the pavement) and at the moment I park over it. Will I still be able to do this?

A. Yes. Unlike some councils, Folkestone & Hythe has designed its scheme so that you can continue to do so with a valid parking permit.

Q. Can my visitors park in the controlled parking zone?

A. You will be able to buy resident's visitor permits online to enable your visitors to park in the 'permit holders only' or 'shared use' spaces. Visitors will also be able to park without a permit in 'shared use' bays for up to the maximum period indicated on the signs.

Q. What about tradesmen, engineers or builders working at my home?

A. A maintenance engineer or builder undertaking a call would be able to use a resident's visitor permit to park in a 'permit holders only' or 'shared use' space. Special arrangements may be possible when long-term building works are being undertaken.

Q. What about deliveries?

A. Provided no obstruction is caused, legitimate delivery vehicles will be able to park without a permit for as long as necessary in permit spaces or on yellow lines while loading or unloading provided there are no loading restrictions in place at that location.

Q. We don't have a parking problem so why include my road?

A. If we introduced a parking scheme to a busy road, many people will park further out -perhaps in your road if they can park there for free. So it may be in your interest to be part of the zone rather than just sit outside it - but of course, this is a matter for you to consider.

Q. Yellow lines give us less room to park. Why have them?

A. We will only install yellow lines where parked vehicles would cause danger or obstruct other motorists or pedestrians using the highway. We put yellow lines only where they are absolutely necessary.

Q. Do we have to have signs, posts and lines?

A. To enable a CPZ to be enforced, it is necessary to install road markings and signs in some roads. However, we are very conscious of the appearance of the street scene so we try to keep signage to an absolute minimum. We also try to locate signs in places that minimise the visual impact from properties

Q. What about outside the hours of operation?

A. Outside the operational hours of the zone, no restrictions apply and parking in permit areas is not controlled or restricted. Single yellow line controls will not apply either, so you may park your vehicle on them subject to the Highway Code. The only exception is where double yellow lines exist, which prevent parking at all times.

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Please complete the questionnaire and return it by post in the prepaid envelope (no stamp is required) to reach us by the **21 January 2019**. Your views are important to us!

Address:.....
.....
..... Post Code:.....

Q1 Are you a:

Resident Business

Q2 Would you like to see your road included in the proposed CPZ extension?

Yes No preference
 No

Only answer Q3 if you said ‘no’ to Q2

Q3 If parking controls were introduced in the road next to yours, would you then want your road to be included?

Yes No preference
 No

Q4 Do you own or keep a vehicle at your residence?

Yes
 No

If yes, how many are kept and used at your residence by you and any other occupants?
.....

Please add any further comments you wish to make regarding parking:
.....
.....
.....

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ANALYSIS OF INFORMAL PUBLIC CONSULTATIONS- ZONE F & G PROPOSED EXTENSIONS

CONSULTATION RESPONSE RATE

	NUMBER DESPATCHED	NUMBER OF RETURNED QUESTIONNAIRES		TOTAL NUMBER OF RETURNED QUESTIONNAIRES	RESPONSE RATE (Percent)
		Residents	Businesses		
Zone F	853	297	4	301	35.29
Zone G	885	226	9	235	26.55
	1738	523	13	536	31
Letters received	1				
Emails received	5				

ZONE F

Q2: Would you like to see your road included in the proposed CPZ extension?

ROAD NAME	NUMBER OF RESPONSES	RESIDENTS		% IN		% NOT IN	
		YES	NO	FAVOUR	NO PREF	FAVOUR	NO PREF
Albert Road	19	4	15	21	79	0	0
Albion Road	9	4	4	44	44	11	11
Allendale Street	9	5	3	56	33	11	11
Black Bull Road	34	11	19	32	56	12	12
Bonsor Road	9	4	5	44	56	0	0
Edward Road	6	1	4	17	67	17	17
Ernwell Road	10	7	2	70	20	10	10
Fernbank Crescent	22	8	12	36	55	9	9
Garden Road	31	12	13	39	42	19	19
Jesmond Street	12	8	3	67	25	8	8
Linden Crescent	40	17	22	43	55	3	3
Mead Road	17	9	7	53	41	6	6
Pavilion Road	11	6	4	55	36	9	9
Russell Road	14	8	5	57	36	7	7
Walton Road	26	12	13	46	50	4	4
Watkin Road	28	18	10	64	36	0	0
TOTAL	297	134	141	45	47	7	7

Same question as above-businesses

ROAD NAME	NUMBER OF RESPONSES	RESIDENTS		% IN		% NOT IN	
		YES	NO	FAVOUR	NO PREF	FAVOUR	NO PREF
Albert Road	1	1	0	100	0	0	0
Albion Road	3	2	1	67	33	0	0
Allendale Street							
Black Bull Road							
Bonsor Road							
Edward Road							
Ernwell Road							
Fernbank Crescent							
Garden Road							
Jesmond Street							
Linden Crescent							
Mead Road							
Pavilion Road	1	1	0	100	0	0	0
Russell Road							
Walton Road							
Watkin Road							
TOTAL	4	0	3	0	75	25	25

ZONE G

Q2: Would you like to see your road included in the proposed CPZ extension?

ROAD NAME	NUMBER OF RESPONSES	RESIDENTS		% IN		% NOT IN	
		YES	NO	FAVOUR	NO PREF	FAVOUR	NO PREF
Bradstone Road	30	29	1	97	3	0	0
Bradstone New Rd	7	6	1	86	0	14	14
Cambridge Terrace	4	3	1	75	25	0	0
Charlotte Street	18	17	1	94	6	0	0
Dover Road	28	21	7	75	25	0	0
Foord Road	16	8	1	50	6	44	44
Harbour Way	33	12	17	36	52	12	12
Harvey Street	19	13	6	68	32	0	0
Harvey Place	2	2	0	100	0	0	0
Margaret Street	1	1	0	100	0	0	0
New Street	4	4	0	100	0	0	0
Peter Street	10	9	1	90	10	0	0
Queen Street	15	8	7	53	47	0	0
St Michael's Street	39	34	4	87	10	3	3
TOTAL	226	167	46	74	20	6	6

Same question as above-businesses

ROAD NAME	NUMBER OF RESPONSES	RESIDENTS		% IN		% NOT IN	
		YES	NO	FAVOUR	NO PREF	FAVOUR	NO PREF
Bradstone Road	1	1	0	100	0	0	0
Bradstone New Rd							
Cambridge Terrace	2	2	0	100	0	0	0
Charlotte Street	4	3	1	75	25	0	0
Dover Road							
Foord Road							
Harbour Way							
Harvey Street	1	1	0	100	0	0	0
Harvey Place							
Margaret Street							
New Street							
Peter Street							
Queen Street	1	1	0	100	0	0	0
St Michael's Street							
TOTAL	9	3	5	33	56	11	11

ZONE F

Q3. If parking controls were introduced in the road next to yours, would you then want your road to be included? Residents

ROAD NAME	NUMBER OF RESPONSES		% IN		% NOT IN		WITH NO PREF
	YES	NO	FAVOUR	NO PREF	FAVOUR	NO PREF	
Albert Road	14	12	14	14	86	0	0
Albion Road	6	2	67	33	33	0	0
Allendale Street	5	1	60	20	20	0	0
Black Bull Road	23	11	48	48	4	4	4
Bonsor Road	7	4	29	57	14	14	14
Edward Road	5	2	40	40	20	20	20
Erwell Road	3	2	33	67	0	0	0
Fernbank Crescent	14	4	29	57	14	14	14
Garden Road	21	9	43	43	14	14	14
Jessmond Street	6	2	33	33	33	33	33
Linden Crescent	25	5	20	80	0	0	0
Mead Road	12	6	50	42	8	8	8
Pavilion Road	4	2	50	50	0	0	0
Russell Road	8	5	63	38	0	0	0
Walton Road	17	2	12	71	18	18	18
Watkin Road	10	5	50	50	0	0	0
TOTAL	180	85	100	15	36	56	8

Same question as above-businesses

ROAD NAME	NUMBER OF RESPONSES		% IN		% NOT IN		WITH NO PREF
	YES	NO	FAVOUR	NO PREF	FAVOUR	NO PREF	
Albert Road							
Albion Road							
Allendale Street							
Black Bull Road	3	2	0	67	33	33	33
Bonsor Road							
Edward Road							
Erwell Road							
Fernbank Crescent							
Garden Road							
Jesmond Street							
Linden Crescent							
Mead Road							
Pavilion Road	1	1	0	100	0	0	0
Russell Road							
Walton Road							
Watkin Road							
TOTAL	4	0	3	1	0	75	25

ZONE G

Q3. If parking controls were introduced in the road next to yours, would you then want your road to be included? Residents

ROAD NAME	NUMBER OF RESPONSES		% IN		% NOT IN		WITH NO PREF
	YES	NO	FAVOUR	NO PREF	FAVOUR	NO PREF	
Bradstone Road	8	2	75	25	0	0	0
Bradstone New Rd	2	1	50	0	50	50	50
Cambridge Terrace	3	3	100	0	0	0	0
Charlotte Street	5	4	80	20	0	0	0
Dover Road	15	10	67	27	7	7	7
Foord Road	6	2	33	17	50	50	50
Harbour Way	17	4	24	76	0	0	0
Harvey Street	9	3	33	67	0	0	0
Harvey Place							
Margaret Street	1	1	0	100	0	0	0
New Street	1	1	0	0	100	100	100
Peter Street	5	4	80	20	0	0	0
Queen Street	9	5	56	44	0	0	0
St Michael's Street	11	8	73	27	0	0	0
TOTAL	92	50	54	6	39	7	

Same question as above-businesses

ROAD NAME	NUMBER OF RESPONSES		% IN		% NOT IN		WITH NO PREF
	YES	NO	FAVOUR	NO PREF	FAVOUR	NO PREF	
Bradstone Road							
Bradstone New Rd							
Cambridge Terrace							
Charlotte Street	2	2	0	100	0	0	0
Dover Road							
Foord Road	3	3	0	100	0	0	0
Harbour Way							
Harvey Street							
Harvey Place							
Margaret Street							
New Street							
Peter Street							
Queen Street							
St Michael's Street							
TOTAL	5	0	0	0	100	0	

ZONE F				
Q4. DO YOU OWN OR KEEP A VEHICLE- RESIDENTS				
ROAD NAME	NUMBER OF RESPONSES	YES	NO	HOW MANY
Albert Road	19	17	2	26
Alblon Road	9	8	1	12
Allendale Street	9	8	1	12
Black Bull Road	32	32		43
Bonsor Road	9	8	1	10
Edward Road	5	5		5
Erwell Road	10	7	3	10
Fernbank Crescent	22	20	2	31
Garden Road	31	25	6	35
Jesmond Street	12	11	1	15
Linden Street	39	31	8	42
Mead Road	17	14	3	17
Pavillon Road	11	8	3	12
Russell Road	13	11	2	18
Walton Road	25	23	2	32
Watkin Road	28	26	2	35
TOTAL	291	254	37	355
SAME QUESTION AS ABOVE- BUSINESSES				
ROAD NAME	NUMBER OF RESPONSES	YES	NO	HOW MANY
Albert Road				
Alblon Road				
Allendale Street				
Black Bull Road	3		3	
Bonsor Road				
Edward Road				
Erwell Road				
Fernbank Crescent				
Garden Road				
Jesmond Street				
Linden Street				
Mead Road				
Pavillon Road	1	1		15
Russell Road				
Walton Road				
Watkin Road				
TOTAL	4	1	3	15

ZONE G				
Q4. DO YOU OWN OR KEEP A VEHICLE- RESIDENTS				
ROAD NAME	NUMBER OF RESPONSES	YES	NO	HOW MANY
Bradstone Road	26	21	5	28
Bradstone New Rd	7	6	1	8
Cambridge Terrace	3	3		4
Charlotte Street	18	13	5	17
Dover Road	28	23	5	28
Foord Road	16	7	9	6
Harbour Way	33	27	6	45
Harvey Street	18	16	2	20
Harvey Place	2	2		2
Margaret Street	4	3	1	4
New Street	4	2	2	2
Peter Street	9	7	2	9
Queen Street	15	11	4	15
St Michael's Street	39	34	5	48
TOTAL	222	175	47	236
SAME QUESTION AS ABOVE- BUSINESSES				
ROAD NAME	NUMBER OF RESPONSES	YES	NO	HOW MANY
Bradstone Road				
Bradstone New Rd				
Cambridge Terrace				
Charlotte Street	2	1	1	2
Dover Road	3		3	
Foord Road				
Harbour Way				
Harvey Place				
Harvey Street	1	1		2
Margaret Street				
New Street				
Peter Street				
Queen Street	1		1	0
St Michael's Street				
TOTAL	7	2	5	4

Further comments

Harvey Street - No problem here

Harvey Street - Yes parking is a problem but too many plans for houses converted into flats increases the number of cars. I think having to pay for a permit and not being guaranteed a parking spot is madness and unfair!!

Margaret Street - Would make parking very difficult for my family and friends who visit

New Street - No comment

Bradstone Road - I would be glad to see this as people park and then go to work. Limiting spaces.

Bradstone Road - It would stop a lot of misery in the street for all who live here and can't get parking.

Bradstone Road - This is a query raised in the past which I think would be brilliant as outside my house is parking for 1 hour only, yet I look across the road to Clarence Street with plenty of space which I cannot use. With the skate park to open soon, I think this is very important to provide for local residents.

Bradstone Road - Very pleased that controlled parking zone will be extended to Bradstone Road as we experience nowadays massive problems to find a space for our car. Constantly our road is fully parked even though only few people own cars. We live here and have no space for our car. Closest road which is Bradstone Avenue is included in CPZ already which means that the residents can't park there either.

Bradstone Road - I have lived in my home for 48 yrs in this road, never been so noisy, up and down all day looking for parking. Leaving on large Jeep outside for 3 weeks while he went away. People leave work vans here then drive off in other cars. Park across corners on path, in the drive of Quaker Court from 6-6pm it becomes unbearable at times. Deliveries don't know it is a dead end road. Fire engines get it wrong. Dustmen have a awful job on bin days. No room to manoeuvre.

Bradstone Road - It's more likely for us to not have an available parking space in our road than it is to have an available one.

Bradstone Road - I am wheelchair bound and rely on family members and my carer to collect me in their cars to take me shopping/ hospital appointments. My carer comes daily to attend to my needs. I am concerned that Quaker Court car park will become full of cars that do not live in the building, as it will be used by people who work in Town.

Bradstone Road - Helping the people who live here.

Bradstone New Road - I would welcome any CPZ on my road and those surrounding.

Bradstone New Road - My only concern is visitor parking, but I hope that will become clear in due course.

Bradstone New Road - Maybe one day I can afford my own car, could I get a parking space then.

Foord Road - Will this force cars into residential parking bays. Include them in the plan. "I'll pay"

Foord Road - Albert Costain Court has private parking. It has eight spaces for residents and visitors. I hope that non residents will not try to park in our private parking if Foord Road becomes permits only. I hope it will make Foord Road less

Foord Road - My only concerns are that the residents car park will be used by non residents, and where are cars going to park if they are using the sunflower house.

Foord Road - I would gladly pay to get parked near my address.

Foord Road - The parking in Bradstone Road, Bradstone New Road is horrendous especially on the corners. Please see diagram overleaf. to a. Parking at Stephen Court is awkward because non residents park there only 6 spaces. Emergency vehicles would be unable to access premises due to bad parking.

Peter Street - We need controlled parking zone because next to us is the permitted zone everywhere. People who do not have resident permit all the time parking cars on Peter Street. When I back to home after work its never space for me. I have to park my car next to the garage, blocking entrance to garage.

Peter Street - We pay obscene amounts to live in an area which is not nice. Why should we pay more money to park a car that we need for work.

Peter Street - A sign of the car park. Non resident cars should be removed. Needs to be clearer that the car park on Peter Street is a resident parking only. No-one can see the sign that is already there at the back. Non resident cars should be

Charlotte Street - Parking in our street is frequently rendered impossible by virtue of customers to the 3 local garages parking often for days in the street.

Charlotte Street - Too many cars parked from two garages.

Charlotte Street - Suffers from a family's large number of cars belonging to 5 garages (3 in Charlotte Street) 2 in Dover Road. Using the Street to park commercially. Some have been there for months and this happens often. We also have cars sometimes often parked on the non parking side of the road. Street - Suffers from a family's large number of cars belonging to 5 garages (3 in Charlotte Street) 2 in Dover Road. Using the Street to park commercially. Some have been there for months and this happens often. We also have cars sometimes often parked on the non parking side of the road.

St. Michael's Street - One space is for my wife, we have a lot of trouble with parking for a long time, so we would be very pleased to have residential parking. Thank you.

St Michael's Street - Thanks for thinking of this solution, we were about to contact you in regards to this subject as we are struggling to find a parking space because of the non-resident parking. Thank you.

St. Michael's Street - I feel parking on this road is incredibly difficult, and welcome this proposal.

St Michael's Street - Thanks for thinking of this solution, we were about to contact you in regards to this subject as we are struggling to find a St Thank you.

St. Michael's Street - Thank you for considering the people who live in this area. Paking has been a nightmare.

St Michael's Street - I have one car and I can never park in my road.

St Michael's Street - I would be very happy to have parking restrictions in my road. If I move my car after 8am, I normally have to drive around on my return, and usually have to park 2 or 3 streets away.

St Michael's Street - I have fibromyalgia and cannot walk very far. I can't not carry shopping and most of the time I am having to

with, and causes much pain. I don't use my car very often but I do need it for appointments. Sometimes I may not use my car for 3-4 days because I have to rest. I am disabled but not enough to get a blue badge. I would like to get a permit b'St

Michael's Street - I have fibromyalgia and cannot walk very far. I can't not carry shopping and most of the time I am having to park in Harbour Way, Margaret Street St Michael's Street - 'St Michael's Street - I have fibromyalgia and cannot walk very far. I

can't not carry shopping and most of the time I am having to park in Harbour Way, Margaret Street St Michael's Street -

St Michael's Street - I utterly reject this proposal. Your bad management of parking up town has caused this knock on effect. It's a Stealth Tax which will not help the parking. There are more cars here than spaces as you well know. This does not help us just gives you money we can't afford.

St Michael's Street - I think it's a disgrace to have permit parking. The local residents only some can be very lazy. Some of them think of it as a privilege to have permit parking. I as a person pay road tax. I think all Street Roads should be free of permit parking. Another Stealth Tax on working people. Also there are people who do not go on line, how do you help these people who do not have on line access. For years people of this great local area have coped very well with the parking, don't forget its only a small minority who think it as a privilege. No permit parking. Also you need to make a residence meeting.

St Michael's Street - We are happy with the current situation. If also allows family to easily visit at no cost to us.

St Michael's Street - I have a garage so will not be purchasing a permit.

St Michael's Street - If you are disabled or a young person you cannot use the foot paths because vehicles parking on the pavement and on corners making it difficult to use and cross the road.

St Michael's Street - At last this road always has had terrible parking, please add this road to G Zone.

St Michael's Street - This is a great idea. Our road is clogged up by Tontine Street workers all day.

Dover Road - We have off Street Parking

Dover Road - Our patients and Staff already struggle to park, while either attending appointments or accessing our site for work, any further restrictions would only add to the limited parking in this area.

Dover Road - Because of the parking problems on our Street we have been unable to have a car. If permits were enforced we could consider it an option.

Dover Road - I have a carer 3 times a week who has trouble parking. Plus when we go shopping I walk with a rollator and there is never anywhere close to stop and unload me, my walker and shopping.

Dover Road - My partner works away during the week. His car is not registered to this address so how could I get him a resident permit. I think if the house was only 1 car, it should be able to get a resident permit, regardless of the cars address.

Dover Road - About time.

Dover Road - Permits need to be one as the garage take up all the parking spaces leaving residents nowhere to park.

Dover Road - Parking is a nightmare in Dover Road, due to everyone parking there cause it's free long term parking.

Dover Road - Great, please get on with it as it's a nightmare parking here.

Dover Road - One of the vehicles is a company work van, so my Company will have to get a permit.

Dover Road - What happens to businesses who park at least 6 cars in the road on a daily basis.

Dover Road - My partner works away during the week. His car is not registered to this address so how could I get him a resident permit. I think if the house was only 1 car, it should be able to get a resident permit, regardless of the cars address.

Dover Road - Parking has been a nightmare, since we do not fall within a particular zone. My wife is poorly and cannot walk long distances, hence I am all for the proposed extension to controlled parking Zone G.

Harbour Way - May I just say, I think that just one side of the Durlocks from St Peter's Church, up to Radnor Bridge should have yellow lines all the way up on one side. My carer lives there. When he takes me to his home it is a job to park. It's so narrow for two way traffic. Peter Douglas aged 83. Thank you.

Harbour Way - There are problems with parking near our car park entrance which means that there is no room for emergency vehicles to access to our courtyard.

Mead Road - Will not make a difference unless it's controlled 24hrs a day. We will be paying money for nothing because we do not have a problem parking during the day, just at night when the cars from other streets park in ours. We don't get commuters either. I think it's a real waste of time I'm afraid. Your forcing us into this!!

Mead Road - It would be better if the residents in Mead Road were the only ones able to park there as it gets filled up with cars from all the other roads in the area. Plus the school field at the other end causes havoc in Summer. The permits should

Mead Road - The station is not that near to us that commuters park here. Nor are there offices nearby with staff using the road. I frequently drive up and down Mead Road and adjoining roads within the proposed Zone F extension, and they always have free parking spaces during the day. Even if there were a problem, I cannot see why there would need to impose such tight restrictions (and why weekends?) or why it has been done so in the recently created Zone F (pink colour) If it was decided that commuters and office staff are causing parking problems and need discouraging, then simply restricting non-resident parking between 9am - 11am Monday - Friday would have achieved this and minimised the impact and consequent difficulties for residents. In relation to Visitor Permits, a lot of people have friends and family visit regularly (with car) with very little notice and who usually stay longer than the allowed hour. As residents would not know in advance how many they would need each year, are they expected to have to keep going on-line or visit your offices to obtain 1 or bunches of 5 Visitor Permits and pay in order to see their visitors? There are a number of old people in this road who would be unable to do this. Plus 50 Permits per year is less than 1 per week. There is also an overspill issue, unless you are going to zone the whole of Folkestone, you will always have this issue. Does not matter how far out you go, the last zoned road will probably always spill out into the nearest un-zoned road, purely because you are asking people to pay when they have not before. Returning to the whole point of the scheme, it appears a sledgehammer to crack a nut. If the objective is to prevent parking by commuters/office workers, restricting between 9am - 11am Monday - Friday would cover this. It would be a more focused

Garden Road - This would benefit all residents due to lack of parking all through the day and due to the transition and the

Garden Road - I have a garage at the end of my house, so I come off the road onto a dropped pavement into my garage. Do I need a permit? Will the CPZ stop cars/vans parking in front of my garage?

Garden Road - Would like to see numerous work vehicles removed from the road so allowing us to park in the road.

Black Bull Road - Parking round our area is a big issue with Mandella School and parents parking on double yellow to lines, which blocks the view whilst attempting to pull out of Watkin Road into Black Bull Road whilst their cars are parked on the

Black Bull Road - If I pay for parking outside my house, I work 7-7, 9-9 and 11-11, so anyone that wants to park that has no permit can park in our permit space overnight from 6pm free and I have paid for a space that I cannot get. How does that benefit me. I agree to pay for a permit if this would at least assure me I could park, but that is not an option for permit holders is it. So unless my days off x 2 I can find a parking space, what are the benefits for our area. It appears that you would like to receive extra money to offer us parking outside our house/street, but it will not benefit anyone who finishes work after 6pm.

The amount of business vans that take up our street is ridiculous, most don't live near but have a permit. I am confused and feel I will be forced to pay out twice for 2 vehicles and still not park. My husband is away all week so he will only be paying to

Black Bull Road - If I have a permit for my road and there are no spaces, can I use a space in the CPZ in a road nearby.

Allendale Street - Parking during the day is not an issue in our street.

Albert Road - I would greatly relish the idea of a CPZ and a restriction of work vehicles being parked overnight. Some park on pavements restricting pedestrians and people with pushchairs. These commercial vehicles are always parked all weekend.

Albert Road - Not able to park in my street hardly anywhere without paying out £30 per year, especially as residents where I live put their refuse bins out everyday to save parking for their cars!!

Allendale Street - Are the permits for any road with permit control zones.

Russell Road - We do not need permits if people learnt how to park with consideration for others - we do not need 3 feet

Russell Road - We would welcome it as we have had trouble parking since CPZ has been introduced in other roads.

Albert Road - The Roads are empty during the day. Albert Road is too far away for commuters to park in. We feel you will just be making problems in other roads near here if you make this road permit only. Cheriton has more problems with parking than

Albert Road - Many occasions I have returned home at 6.30pm after working a 12 hour shift and have been forced to park on double yellow lines. This has led me to receive parking fines which is not fair. I can't wait up after night shifts to wait for a

Albert Road - We don't have a parking problem in my road.

Albert Road - Cars blocking the pavement at the bottom of Albert Road are dangerous, making pedestrians walk in the road at the junction of Allendale Street and Russell Road.

Albert Road - My 2nd vehicle is a works vehicle and therefore cannot be parked outside my house as it is not registered to the property. My objections are that due to permit parking in other areas you have pushed vehicles into our area and this is the cause of the problem. Why should I pay for something you have created. Are you going to reduce the council tax as we are now paying extra for areas to be policed by more traffic wardens - creating more revenue for the council. We are now considering a move to another area. Also why cannot everyone paying for a permit, park in any permit parking area. This seems a farce to me. We still have the same number of cars etc and I will still be searching at night for a space.

Albert Road - We don't have any parking problems during the day time. It is hard to park after 5pm only. However, I do agree on double yellow lines on corners of the road for safety reasons. Ultimately the scheme would create more problems as there is a shortage of parking spaces in the evening.

Albert Road - Do not have problems at the moment. I object to paying £30 for something I don't have a problem with.

Edward Road - A CPZ would not make any difference as there are already too many private vehicles owned by people living in this area fighting for car parking spaces. There is no case of commuter/office workers parking in the proposed area. If a CPZ is granted I object to paying for a permit with no guaranteed parking.

Edward Road - Good - But the hours are wrong - these roads only fill after 6pm when workers return home with work vehicles etc. Also the frontage of these houses does not allow for 2 vehicles. Please think again - better still scrap it!

Edward Road - At present parking during the day is not a problem, the issue with parking is at night - Any double yellow lines would make it worse.

Pavillon Road (Business) - Vehicles are registered to the business at this address but are not parked all at once. There will be approximately 2 company cars at any one time. We also have approximately 11 employees who park nearby Monday -

Pavillon Road - I have previously commented that Pavilion Road already has too many vehicles and too few spaces so hopefully we residents of Pavillon Road will now be able to buy permits - if not, where else can we go.

Pavillon Road - This road is awful to park on! I have 1 child and I am heavily pregnant. It is impossible having to park many streets away and carry shopping home.

Pavillon Road - Very in favour of controlled parking but still wary of number of rented houses in Pavilion Road.

Pavillon Road - You have made it difficult already for people to park by extending the yellow lines in my road and surrounding roads, this is equivalent to 2 more car spaces. Now you want us to pay for permits when only a quarter of Pavillon Road is able to park. There used to be room for 16 cars, but now only 13 can legally park. There are 4 disabled drivers in my road, yet still can't park, when parked on yellow lines still get a ticket. This is just a money making scheme by you to get more money out of us. I am totally against this - funny to think that I have to pay to park outside my own house, yet not guaranteed a

Pavillon Road - Parking during the day is not a problem, it is after 6pm when there are no spaces so the parking scheme is a waste of money for myself and of no benefit.

Pavillon Road - I am elderly and live alone, It is essential that either of my sons and family members are able to park overnight on vi I welcome the opportunity to purchase visitor permits to enable them to park in nearby roads whenever it is

Pavillon Road - Daytime parking is not an issue, the issue is the evening and weekend parking. We have a 5 bedroom house with 3 cars but with only 2 permits allowed. Perhaps you need to evaluate the parking in Pavilion Road as there are only 14

Walton Road - What happens if I come home to park in my road and can not park due to cars parking without a permit in my

Walton Road - Other roads such as Black Bull Road are using our road at present as an overnight car park and those using the café are staying for extended periods causing problems for residents living in Walton Road. I think the proposed CPZ is a good idea and I would be happy to pay the yearly costs. Also many residents not only have at least 2 vehicles per household, and many an additional work vehicle parked overnight/weekend causing further parking issues.

Walton Road - I work varied hours on shifts and find it hard to park near to my house as there are too many cars in the road.

Walton Road - We think this is a brilliant idea!

Walton Road - I don't want to pay to park in my own road or to have to buy visitor permits. Parking is only a problem at night and during the school run.

Walton Road - Will badly affect local businesses and my visitors.

Walton Road - I cannot see that a charge to park in our road will help. Most problems caused by many families/houses running 2 or more cars. Often have to park elsewhere if parking zones in neighbouring roads - how far am I going to have to walk to get back to my house. Paying £30 yearly will not make this issue go away.

Walton Road - One of these cars is a mobility car so will I only need 2 permits.

Walton Road - It is very difficult to turn out of Walton Road because of the cars parked in Black Bull Road. I feel that in the interest of safety, the double yellow lines need to be extended further down Black Bull Road. I understand that parking is at a premium but due to several accidents that have occurred turning out of Walton Road, I feel that this needs to be looked at.

Walton Road - Would this include motorbikes? I strongly object to the residents of the new flats parking in Walton Road. The flat are causing enough problems as it is. It is your fault there is no parking for them.

Watkin Road - We have a child with disabilities and would welcome this but my parents come to stay from Southampton for 2 days to a week so how long can they use visitor permits for? Also do we ask for the permits for health worker/nurses or do

Watkin Road - Parking in this road is so bad that my husband keeps car at the office. Next door neighbour has 4 cars.

Building flats on the corner with Pavillon Road makes parking worse as they don't all park in their car park. Additionally, parents park here to pick up the kids from school. Commuters park here as well. We often have to carry shopping back from Russell Road. Cars which parked in roads under the parking restriction have been parking here instead.

Watkin Road - I was one of the residents requesting this action to make parking easier.

Watkin Road - I think CPZ would be a good idea. Hopefully it will sort out some of the daytime parking issues.

Watkin Road - I have a dropped kerb outside my gate. Will I be able to give access to my yard to allow visitors to park?

Watkin Road - Adding more parking costs is ridiculous. I work evenings and never get a parking space. This situation would not change - we cannot afford council tax costs, let alone adding more bills to our list. Leave parking as it is - stop adding

Watkin Road - Having recently moved to the area, I was surprised how difficult it is to park at certain times of the day.

Linden Crescent - The only people that park in Linden Crescent are the residents and their visitors. There is no need for Linden Crescent - I see no reason why zone F including the extension should be paid parking zones. There are no parking issues during the day with no business or employers in the vicinity.

Linden Crescent - Nice way to increase council tax through the back door!

Linden Crescent - What a ridiculous idea!! I believe the residents here would be in up roar, stop, just stop!!

Linden Crescent - I have regular visits from my family and they do own cars.

Albert Road - CASH COW! Parking should be free for everyone!

Albert Road - There is no need for restrictions to be put in place in the nearby roads as these are normally clear during the proposed time restrictions. No benefit would be made except to increase the profit to the council. I doubt the results of this questionnaire will be made public.

Albert Road - Commuter and long stay parking are very unlikely to be a problem in Albert Road. The problem is that most houses have at least 1 car and some also have a works van. Unfortunately the roads were not designed for the amount of traffic in use. It is unfortunate but that is just the way things are.

Alblon Road - £30 is a lot to pay for no benefit. Parking is only an issue in the evening when everyone returns home. Permits will not solve this as you still allow parking upto 2 hours anyway, so normal day time usage for schools etc will not be affected. There is no BENEFIT whatsoever!

Alblon Road - My problem with parking is only in the evening when your proposed CPZ applies. Why would I want to pay for something which would not help me in any way?

Alblon Road - Parking on corners so large vehicles cannot get round.

Ernwell Road - Today the 4 January, there are 10 vehicles parked in the road that are not residents. This is quite usual and sometimes I have to park in Downs Road.

Ernwell Road - CPZ should be 24 hours if possible.

Garden Road - The parking works brilliantly at present with the road exactly parked full by mid-evening and with plenty of spaces during the day. The parking permits would not benefit anyone during the day! and all cars parked at night are residents

Garden Road - This would mean an extra £60 per year with no guarantee of a parking space. We are not near the town or the station and feel it is irrelevant.

Garden Road - Due to other zones implemented, more cars are parking in these areas making it impossible for residents of the actual road being able to park.

Garden Road - At present I only have a small car which I can rarely park near my house. My daughter is moving in with me in the next couple of months and also has a car, therefore I will have 2 cars at my address. Two next door neighbours have 5 cars between them and are always able to park. There is also an ashford recovery truck parked in our road or on double yellow lines and takes up the space of 3 cars. It is unfair this is a residents road!!

Garden Road - How will we know when/if it starts? This road is very difficult for friends/relatives picking me up - or taxis. Drivers are so impatient and hardly give you a chance to get in or out of the car without hooting or revving up. I do not really understand the question, but I hope it improves the situation and also keeps the road safe for emergency vehicles - that is

Garden Road - Pavilion Road cars use this road. Jemett Street, Allendale Road and Garden Road have yellow lines so there is no point for a parking zone to help me have a parking space anywhere.

Garden Road - I think parking bays should be put in as people tend to leave massive gaps between cars not allowing cars to

Pavilion Road - Please can you remove the double yellow lines in front of the house and the few near it, and add parking

Bonsor Road - Please include a double yellow lined section at the end of the road for a turning circle.

Watkin Road - I am a BB holder and my daughter has a registered car for this to assist me.

Watkin Road - Whilst I appreciate the reasoning for introducing the CPZ in my road, I feel that it would not be beneficial to those who work shifts and require a parking space outside the proposed CPZ times.

Watkin Road - We do not use the road for parking as both of us are disabled and have a private car park.

Watkin Road - The reduction of commercial vehicles being parked and only a limit of 2 vehicles per household. Most of the time when I get home I cannot even park in my street or neighbouring streets.

Watkin Road - Will solve nothing!!! - Just another Tax!

Watkin Road - At this end of Watkin Road, we have a continual problem of people parking so poorly it takes up additional spaces for the residents. Could parking bays be painted so that people know how to park? We also have a big problem of people parking over corners and almost into the road, making turning very difficult.

evening - which will not be helped by your proposal. Introducing these restrictions will make it difficult for local businesses, such as local cafes - where will staff at the local school park? I think money would be better spent on increasing road safety - our road is difficult to pull out of, with poor visibility, especially when there are vehicles parked on the double yellow lines at the junction on Black Bull Road.

Garden Road - This road is not used by commuters going into London as it is too far away from the station. This is just another way of you making money out of residents.

Linden Crescent - I would like a resident visitors permit (no internet access) I think it is important that parking on the corner of roads is NOT permitted day or night.

Linden Crescent - As a resident and full time working, single parent, £30 is a lot of money.

Linden Crescent - Daytime parking during the proposed hours for the CPZ are not an issue. Competition for space typically only occurs at weekends and evenings.

Linden Crescent - This is an absolutely stupid idea, our road is basically fine all day, it is only busy when everyone comes home from work. Who ever thought of this needs to get off their bum and actually speak to people. Stop trying to make

Linden Crescent - There is not an issue with parking in this road between 8am - 6pm. There is always plenty of space.

Linden Crescent - There is no problem with town workers parking during the day - there are plenty of spaces. It's at night when people come home from work when there is sometimes a problem with parking. I think it's just an excuse to put the

Linden Crescent - During the day it is easy to park outside my house or along the road within a few spaces, so restricting the parking between 8am - 6pm will make no difference to my ability to park near my home. The problem arises after 6pm when workers come home - not enforced. 1 hour parking within certain bays is limiting to visitors and as such will have a negative effect on the quality of my life. Visitor Permits will be difficult for some residents to obtain, this is unfair as they will not be able to have visitors. You cannot even guarantee a parking space close to my house...so what is the point of me paying £30. A limit of 50 permits a year is ridiculous, how dare you restrict how often I have visitors. If Broadmead Road and surrounding areas are anything to go by, this road will stand empty with no one parking in them. What a waste of space. Whilst I do agree with yellow lines on corners so that

Linden Crescent - Please see my rambling letter attached. This is the perfect chance to make all our views listened to. As you will see we have completed the questionnaire you have sent us, and although we are in agreement for parking controls in our area we feel very strongly that we do have major concerns we which feel we should voice. Margaret Street is a very small street between two longer streets, we have lived here for over 20 years and during that time there have been many changes which have affected us unfortunately most of them are negative e.g. tiny little street, lots of flats being allowed, so dustbins everywhere. 1 - There is a small block of flats which were once for older people but are now being let to mixed ages so more cars. 2 - The Council have allowed at least 3 storey buildings to be made into flats with no thought which are nearly ready to the extra parking. 3 - A one family building on the corner of Margaret Street and Harvey Street is in the process of being converted into 4 flats which are nearly ready but they have no parking facilities - when they first started building work I asked them in all seriousness 'will that be for a car park' needless to say the workman laughed at me. 4 - Parking in Tontine Street was changed so that buses could go both ways so lots of the people who work in the businesses in Tontine Street have to park elsewhere many of them park here and in surrounding streets - surely it is up to the local Council to make sure there is parking for businesses - Folkestone needs more businesses? 5 - St Johns Street now has parking restrictions so people park here - St Johns Street is now just about empty every day. 6 A block of flats were built at the Dover Road end of Harvey Street with 3 pretend garages, how these were ever passed by the Council is a question many of the neighbours discuss! 7 - There is a monstrosity called a skate park being built at the bottom of Dover Road which we are led to believe will not have parking facilities perhaps you could reply to us and explain if this is true. 8 - I hope you can also confirm we will have a space if we buy a permit, we are pensioners now, and I have chronic arthritis, so being able to drive for me is a lifeline, I often have to park outside my area, and leave shopping in the car for my partner to collect because I can't carry it that far. 9 - What happens if my family, including grandchildren, come to stay for a week do they get a special permit. We do understand the problems with parking but do have to agree with the anonymous neighbour that the Local Council do not forward plan for parking other than to make the people of Folkestone pay more, they also allow too many flats to be built without thinking about the

Queen Street - Take, take, take. I would happily pay but I know my money will not go into repairing our roads. It's a pitch pot holes which have been repaired in the rain at the rate of 2 a year. Completely tarmac our road properly then I may consider your proposal. By me agreeing to this will then price all the residents in other streets to sign up, as people will just park anywhere they like. Our Council needs to look at cheaper and more accessible parking as a whole for the whole Town. Stop taking from the residents, it's bad enough with the expensive Council Tax or charge and the poor financial decisions you have made on our behalf on occasions. I do not drive so now everyone who comes to visit me will have to pay for the privilege - Not fair really. If you do go ahead with this proposal, please could I have a free permit for my guests. As I stated before I am not a driver nor a car owner. Please advise.

Queen Street - Would the street have parking on both sides as it does at present or go to the side? We have a lot of cars that park here and I for one do not use my car on a weekend as you cannot get parked when you get back. If it went to controlled parking I would give up my car as I see that the parking will go to just one side of the road and at present it is always busy with cars parked on both sides of the road, so where would the other cars go to? There are a lot of residents that