

This Report will be made public on 13 July 2018



Report Number

**C/18/24**

**To:** Cabinet Member for Transport and Commercial  
**Date:** 13 July 2018  
**Status:** Non-Key Decision  
**Head of Service:** Andy Blaszkowicz, Head of Commercial and Technical Services

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

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

**SUMMARY:** This report considers the objections received in respect of the proposed Traffic Regulation Order (TRO) for a controlled parking zone (CPZ) in East Folkestone.

**REASONS FOR RECOMMENDATIONS:**

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

- a) The majority of residents within the proposed zone have indicated they do experience parking difficulties and are in favour of parking controls.
- b) Parking controls will help to address the commuter/long-stay parking and traffic flow problems experienced by many of the local residents.

**RECOMMENDATIONS:**

- a) To receive and note Report C/18/24 .
- b) Not to uphold the objections to the TRO.
- c) That officers proceed with making the TRO as advertised.

- d) That parking in the new zone and adjacent roads be reviewed 12 months after implementation, or as soon as possible, in light of the comments received.**

## 1. BACKGROUND

- 1.1. In March/April this year, an informal consultation was carried out to gauge support for a possible controlled parking zone in the area shown in appendix 1. This consultation took the form of a letter and questionnaire. A majority of respondents indicated support for the introduction of parking controls in their road.
- 1.2. Following the informal consultation, a decision was made (report number C/18/05) to proceed with a formal consultation on a proposed TRO for all but Pavilion Road.

## 2. FORMAL CONSULTATION

- 2.1 The proposal was advertised in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The 'Notice of Intention' (appendix 2) was sent to all stakeholders and advertised in the Kent Messenger papers on the 8<sup>th</sup> June 2018. Copies of this notice were also erected on all lamp columns in the areas that will be affected.
- 2.2 The closing date for responses was the 29<sup>th</sup> June 2018.
- 2.3 19 objections to the TRO were received. It should be noted that many of the residents living within the zone had already made comments during the informal consultations so would not have seen the need to make further comments on this statutory consultation. The reasons for the objections have been summarised below. All emails/letters received are shown in appendix 3.
- 2.4 "The proposal will adversely affect users (both staff and patients) of the Royal Victoria Hospital in Radnor Park Avenue. The Trust already experiences chronic recruitment and staff attraction difficulties, and making the daily commute harder for this cohort of public servants is likely to have a detrimental effect on the service as a whole".

### Officers comments

Radnor Park Avenue is outside the proposed zone and there are no current plans to introduce restrictions in this road. The proposals will include shared use parking (permit holders and free limited waiting) in roads east of Radnor Park Avenue. Residents of these roads have made representations over the years about parking difficulties due to long stay/commuter parking. This proposal seeks to protect long-term parking for local residents, whilst also allowing non-permit holders free parking for a limited period (up to two hours in some roads).

The council offers season tickets for workers for use in any of the long-stay car parks. Annual season tickets are sold at a discount, equivalent to £1.80 per day.

- 2.5 The area defined by the new CPZ is not a wealthy part of Folkestone. Residents will now have an additional cost imposed on them for being able to park on their own roads. These residents already pay their taxes, why should they pay additional tax for parking?

### Officers comments

Informal consultations were carried out in March/April this year. The consultation document detailed the parking permits charges. The majority of residents that responded indicated support for the parking controls to be introduced.

The scheme will cost money to set up, run and enforce. The permit charge, which is currently one of the lowest in Kent, will cover some of administration of the proposed system.

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.

- 2.6 There are parking problems already in Bradstone Road, Bradstone New Road, Watkin Road, Garden Road, Russell Road, Mead Road, and Jesmond Street. Parking will be displaced into these roads and will make the problems worse. These roads need to be included in the scheme.

Officers comments

The extent of this scheme was determined a few years ago and agreed by the ward councillor. It is impossible to predict fully where any displacement of parking or effect to traffic management will occur. It is for this reason that a full review of the parking in roads adjacent to a CPZ is carried out after the implementation. After this review, residents will be consulted to establish whether there is support for parking controls.

A review is recommended for this scheme a year after implementation. However, depending on how other planned schemes progress, officers will endeavour to progress this review as soon as possible.

- 2.7 Since the rules governing multiple occupancy of houses were changed, parking has become difficult after 6pm. Allowing residents to buy one or two permits per household will be charging for more permit than spaces offered.

Officers comments

Parking 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.

The current policy is to allow up to two permits per household and the majority of residents in CPZs support this.

- 2.8 The car park prices at the train stations for people commuting to London everyday are extortionate. The council is forcing people not to be able to work.

Officers comments

The council has no control over the prices for car park tickets in train stations. As previously mentioned, the council offers discounted season tickets, which can be used for all-day parking in Sandgate Road car park, 15 minutes walk to Folkestone Central station.

2.9 The Churchwarden of St Johns Church in St John's Church Road voiced concerns on behalf of the church and asked for the following options to be considered.

- A. Providing some disabled parking bays/or bays reserved for the church
- B. Lifting the 08.00-18.00 restrictions on Sundays
- C. Extending the proposed two-hour limited waiting in St John's Church Road to three hours
- D. Providing the Church with "worshipper permits" or some staff volunteer permits

Officers comments

Blue badge holders are allowed unlimited parking in limited waiting bays, and can also park on yellow lines for up to three hours. With all day commuter parking removed, there should be capacity in many of the roads to accommodate blue badge holders. Officers will monitor this and if there is a need for disabled spaces, recommendations will be made to install them after the review.

The majority of residents indicated support for parking controls on a Sunday. Removing the restriction on a Sunday will be going against the wishes of the majority.

Many of the roads in the scheme will have 1 hour waiting restrictions for non-permit holders. The decision was made to extend the restriction in St John's Church Road and Boscombe Road to two hours, in order to assist those attending church. A further extension will go against the objective of the scheme.

There is insufficient space on the highway to cater for everyone attending services at the church. Worshippers who drive to church cannot all expect to find available parking in St John's Church Road or the adjacent streets and by necessity would need to park further away from the church in unrestricted areas.

2.10 The proposed plans will have a detrimental effect on visitors. Parking is so expensive and this will deter people from coming to Folkestone in the future.

Officers comments

The proposals do not seek to ban visitors from parking in the area. Parking for non-permit holders will still be allowed but this will be limited to one or two hours. The proposals seek to prioritise parking for local residents, who are currently having difficulties finding a space close to their homes due to long-term/commuter parking.

2.11 Residents of Bournemouth Road raised concerns about the proposed operational hours. They state there is poor visibility in a specific section of Bournemouth Road, and would like the operational hours to be extended to 8pm. They've also asked for the limited waiting restriction for non-permit holders to be limited to 1 hour only and for the trees to be reduced in size or removed.

Officers comments

Officers believe the proposed 8am-6pm operational hours will be sufficient to address the commuter/long stay parking issues. Extending the hours further may be

overly restrictive. However, officers will include this aspect in the review of the scheme.

The limited waiting proposal for non-permit holders in Bournemouth Road is one hour.

The issue of trees on the highway are matters for the highway authority, Kent County Council. The concerns raised have been passed to KCC.

The proposals also include double yellow lines at the junctions, which will assist with visibility issues.

- 2.12 Proposals will make it difficult for family members/carers visiting elderly parents and relatives. It is also a worry there will be limits on the number of visitor permits that can be purchased in a year. The free limited waiting period for non-permit holders should be between 4 and 6 hours to enable family members to support elderly parents.

Officers comments

The council already offers a special permit to residents who receive regular visits from carers. These permits are free and allow carers to park for as long as necessary within the CPZ. The limit on the number of visitors' permits can also be extended in exceptional circumstances.

Extending the free limited waiting to 4 or more hours will go against the main objective of the scheme, which is to deter long-term/commuter parking.

- 2.13 Large properties with several adult residents will only be offered two residents' permits. Many large 4/5 bedroom properties in the area are split into flats. The current policy is grossly unfair as the council will be offering each flat two permits resulting in four to six permits but large properties with several adults will only receive two.

Officers comments

The policy allows up to two residents' permits per household. It is already being suggested that there will be more permits sold than the spaces available. Until applications for permits are made, officers have no way of knowing the occupancy rates. Officers will monitor the numbers closely and make recommendations for the limit to be relaxed if roads are not over-subscribed.

- 2.14 Workers in Folkestone town do not have access to any on-site parking and rely on the streets mentioned to park during the hours of work. The proposal will leave workers with the only option to pay expensive parking charges at Sandgate Road car park, which is often full.

Officers comments

As mentioned above, the council offers discounted season tickets, which cost the equivalent of £1.80 for all day parking. Our records show Sandgate Road car park is not used to capacity.

- 2.15 Bradstone Avenue and the immediate surrounding roads are too far from the station and have no parking issues. This is money-making exercise benefiting the council's coffers and not local residents.

#### Officers comments

The council carried out an informal consultation in March/April this year to gauge support for a parking scheme in the area. The majority of residents in Bradstone Avenue and surrounding roads indicated support for parking controls to be introduced. During the consultation, the council has received many representations about parking problems in roads that are further e.g. Bradstone Road and New Street.

Income generated from such schemes is minimal as parking for non-permit holders will remain free. The income received from permit sales goes towards the cost of administering the scheme.

### **3 CONCLUSION AND RECOMMENDATIONS**

- 3.1 Officers believe that new controls will protect spaces for local residents and also contribute to the free flow of traffic in this area, which is usually congested. It is therefore recommended that:
- a) The objections are not upheld and that parking controls are introduced as advertised
  - b) The new zone and adjacent roads be reviewed 12 months after implementation or as soon as possible, in view of the comments received about displacement parking.
- 3.2 The recommendations represent the most appropriate action to balance competing requirements, meet the needs of local residents and facilitate the safe operation of the highway.

### **4. FINANCIAL IMPLICATIONS**

- 4.1 The costs of introducing the new on-street parking controls will be around £6500. This can met from existing budgets. The costs include expenditure for new road markings and signage.
- 4.2 Enforcement of the extended zone would need the Civil Enforcement Officers to deviate from their current patrol routes and could not be absorbed within existing resources. The number of enforcement officers employed to patrol and enforce parking restrictions is currently under review. Additional administrative resource has recently been agreed.
- 4.3 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.

## **5. LEGAL/FINANCIAL AND OTHER CONTROLS/POLICY MATTERS**

### **5.1 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.

### **5.2 Finance Officer's Comments (RH)**

All the financial implications are covered in the body of the report and can be met within existing budgets.

### **5.3 Diversities and Equalities Implications (FM)**

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

## **6. CONTACT OFFICERS AND BACKGROUND DOCUMENTS**

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

*Officer: Frederick Miller, Transportation Manager*  
*Telephone: 01303 853207*  
*E-mail: Frederick.miller@shepway.gov.uk*

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

None

### **Appendices:**

Appendix 1 – Plan showing the extended zone

Appendix 2- Proposal Notice

Appendix 3- Consultation responses