

This Report will be made public on 28 September 2020

Report Number **C/20/36**

To: Cabinet Member for Transport, Housing and Special Projects
Date: 6 October 2020
Status: Non key
Responsible Officer: Andy Blaszkwicz – Director of Housing & Operations
Cabinet Member: Councillor David Godfrey

SUBJECT:
THE KENT COUNTY COUNCIL (THE DISTRICT OF FOLKESTONE & HYTHE) (BELLEVUE STREET AREA PARKING ZONE) (AMENDMENT 3) ORDER 2020

SUMMARY: This report considers the objections received in respect of the proposed Traffic Regulation Order (TRO) for an extension of the existing controlled parking zone (CPZ) in Bellevue Street area, Folkestone to include other roads.

REASONS FOR RECOMMENDATIONS

The Cabinet Member for Transport, Housing & Special Projects is asked to agree the recommendations set out below because:

- a) The majority of residents within the proposed extended 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 especially during peak times.

RECOMMENDATIONS:

1. To receive and note Report C/20/36.
2. Not to uphold the objections to the TRO.
3. That officers proceed with making the TRO as advertised, and parking controls are introduced in all roads included in the proposal.
4. That each household within the zone be restricted to two resident permits. That each tenant in multiple tenancy homes also be eligible to apply for up to two permits provided a tenancy agreement is submitted.

5. That the number of residents' visitors' permits per household be limited to 50 in any year but this limit be extended in exceptional circumstances.
6. That residents and businesses with more than one car be entitled to buy a shared permit for the number of vehicles registered to them.
7. That the fees for permits replicate current arrangements for existing schemes in the district 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 day (book of 5)
Business permit	£60 per year
Replacement lost or stolen permit	£5.20
Special permit (Health & care workers)	Free

8. That all permit charges be subject to an annual review.
9. That the eligibility criteria be:
 - Resident permit
The applicant's usual place of residence should be in the CPZ
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. That officers discretion be applied in exceptional cases.
 - Resident visitor permits
Applicant's usual place of residence should be in the CPZ
 - Business permit
The business operates from an address within the CPZ
The vehicle is essential for the efficient operation of the business
10. That the new extended zone be reviewed 12 months after implementation.

1. BACKGROUND

- 1.1 This formal consultation follows on from the previous informal one to gauge support for a parking scheme in the Folkestone Harbour area. The majority of respondents had indicated support for parking controls in the area. Report number C/20/29 provides full details of this consultation.
- 1.2 The roads in the proposed zone extension regularly have issues with congestion in the summer months caused by visitors to harbour area and town in general. In winter months there are continued parking concerns due to commercial and commuter parking.
- 1.3 The current unrestricted roads allow parking for as long as is required. This free parking makes enforcement difficult and availability of space for residents is at a premium.
- 1.4 In most areas the demand for parking is high, 'permit holders only' parking is usually recommended.

2. CONSULTATION

- 2.1 The consultation included proposals to extend the current Zone G area with mainly permit holders only parking whilst keeping the existing 1 hour parking in Dover Road to serve the businesses. Additional roads were included following a petition signed by residents during the informal consultation.
- 2.2 The proposal was advertised in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The 'Proposal Notice' was sent to all stakeholders and advertised in the Kent Messenger papers on week ending 28th August 2020. Copies of this notice were erected on lamp columns in the immediate vicinity, in the public notice display boards outside the Civic Centre, a copy along with covering letter was also sent by post to all addresses in the roads that had not been included in the initial informal consultation.
- 2.3 The consultation ended on Friday 18th September 2020.

3. CONSULTATION FEEDBACK & COMMENTS

- 3.1 Kent Police responded stating they had no specific observations but would expect the restrictions to comply with the regulations, and that the council ensures resources are in place to enforce them.
- 3.2 The council received correspondence from local residents both in support and against the proposals. A summary of the reasons have been listed below.
- 3.3 Objections received centered around the following:
 - There were 12 responses from residents of Grove Road with eight objecting to the proposals. They state that there are too many vehicles in Grove

Road/Abbott Road already, and only residents' park on these roads, so scheme won't help.

Officers comments

The council received an application for parking controls to be introduced in Grove Road in January this year. The applicant highlighted the parking problems experienced by residents, some of which are caused by non-resident parking. The applicant also indicated that 75 of the 100 properties in Grove Road are in favour of parking controls. This is also cited by the 4 residents who responded supporting the proposals. It is feared that the exclusion of Grove Road and Abbott Road will only make the problems worse as parking could easily be displaced into these roads. It is therefore recommended that the two roads are included in the scheme.

- Visitor parking costs will make it difficult.

Officers comments

RingGo is simple and convenient to use. Whilst the number of visitor vouchers does have a ceiling this can be amended if there are mitigating circumstances.

- Some residents weren't part of an informal consultation.

Officers comments

Some roads weren't included in the non-statutory informal consultation. Residents in these roads submitted a petition to be included in any formal consultation to extend the zone. Residents could then comment as part of the statutory consultation process.

- Problems only occur at weekends, not during the week.

Officers comments

Other residents have said that problems occur at any time. This would be apparent in school holidays and clement weather.

- Residents don't wish to pay for permits and money should be spent on potholes as residents already pay 'road tax' and council tax.

Officers comments

The cost of a resident permit is less than £1.00 per week. The income helps to maintain the operation of the zone and the enforcement of the restrictions. The upkeep of roads is down to the Highway Authority (KCC).

- Trades persons will add the cost of waivers or penalty charge notices to costs of jobs.

Officers comments

Trades persons can purchase waivers that cover parking within permit parking zones. Visitor vouchers may also be used.

- Dover Road 1 hour free parking should be lifted.

Officers comments

By keeping the current 1 hour restriction this ensures that spaces outside of the businesses are not taken up by permit holders parking all day. Similar restrictions are in place in Sandgate after requests from Traders.

- The scheme will force vehicles into private off-street car parks.

Officers comments

Whilst there is always a risk that vehicles will park off-street where possible it is down for the landowner to manage car park usage.

- Customers for businesses in Dover Road won't be able to park in neighbouring roads.

Officers comments

This is part reason for the scheme as many residents say that cars park in the residential side streets preventing them from parking near their own properties. This is also the reason why there are no changes proposed to the existing 1 hour free parking currently in place along Dover Road.

3.4 A summary of support of the proposal:

- This will stop non-resident parking allowing more resident parking in busy roads.
- The scheme will alleviate parking in the roads off Dover Road.
- There are problems with parking in Grove Road so scheme will help.
- Too many vehicles park in Grove Road at present.
- Scheme will help with general parking in the area.
- Parking is getting worse in Grove Road so scheme will help.

4 RECOMMENDATION

4.1 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 extended zone be reviewed 12 months after implementation

4.2 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.

5. FINANCIAL IMPLICATIONS

5.1 The costs of introducing the new on-street parking controls will be around £5000. This can met from existing budgets. The costs include expenditure for new road markings and signing.

5.2 Enforcement of the extended zone would not need the Civil Enforcement Officers to deviate from their current patrol routes and could be absorbed within existing resources. The proportion of time spent at each road would

be adjusted accordingly. Additional administrative work will be absorbed within existing resources.

- 5.3** 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.

6. LEGAL/FINANCIAL AND OTHER CONTROLS/POLICY MATTERS

6.1 Legal Officer's Comments- NM

The Council is required under The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 to carry out a statutory consultation in relation to Road Traffic Orders. If objections are received at the statutory consultation stage then in accordance with the regulations a report is presented to the Cabinet Member asking for determination of the objections. If the Cabinet Member determines to reject the objections, a traffic order will be made and implementation of parking restrictions can then commence. The Council is following the due procedure.

6.2 Finance Officer's Comments - RH

As mentioned in the report the cost of the installation of the scheme can be met by existing budgets, and due to the number of permits expected the income will be quite low and therefore will not significantly affect the current budget position.

6.3 Diversities and Equalities Implications- PT

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

7. CONTACT OFFICERS AND BACKGROUND DOCUMENTS

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

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

N/A