

This Report will be made public on 2 February 2021



Report Number **C/20/71**

**To:** Councillor David Godfrey, Cabinet Member for Transport, Housing and Special Projects  
**Date:** 2 February 2021  
**Status:** Non key  
**Responsible Officer:** Andy Blaszkowicz – Director of Housing & Operations

**SUBJECT:**  
**THE KENT COUNTY COUNCIL (THE DISTRICT OF FOLKESTONE & HYTHE) (EAST FOLKESTONE PARKING ZONE F1) ORDER 2020**

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

**REASONS FOR RECOMMENDATIONS**

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

- a) 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 especially during peak times.

**RECOMMENDATIONS:**

1. To receive and note Report C/20/71.
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 zone F1 residents be allowed to park in Zone F.
5. 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.

6. That the number of residents' visitors' permits per household be limited to 50 in any year but this limit be extended in exceptional circumstances.
7. That residents and businesses with more than one car be entitled to buy a shared permit for the number of vehicles registered to them.
8. 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

9. That all permit charges be subject to an annual review.
10. 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 officer's 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.

11. That the new 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. A significant proportion of the respondents indicated support for parking controls in the area. Report number C/20/52 provides full details of this consultation.
- 1.2 The roads in the proposed zone regularly have issues with congestion throughout the year, and officers have received a number of representations about parking problems in the area.

## **2. CONSULTATION**

- 2.1 The consultation included proposals to extend the current Zone F area as sub-zone F1 with mainly permit holders and free parking for one hour.
- 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 11<sup>th</sup> December 2020. Copies of this notice were erected on lamp columns in the immediate vicinity, in the public notice display boards outside the Civic Centre, and on the council website.
- 2.3 The consultation ended on Friday 15<sup>th</sup> January 2021.

## **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 Highways England had no objections as the roads in the proposed scheme are all located over 1km from the Strategic Road Network (SRN). The proposals and are unlikely to displace any parking towards the SRN.
- 3.3 The council received correspondence from local residents both in support and against the proposals. A summary of the reasons have been listed below.
- 3.4 Objections received centered around the following:
  - During the day there is no trouble finding a space, so scheme won't achieve anything.

### **Officer's comments**

The scheme will help both residents and visitors during the day as this will limit the number of vehicles parking to avoid the other neighbouring zones. 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 the 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.

- Residents didn't want the scheme but the proposal has gone ahead. The results of the survey are inconclusive.

Officer's comments

Results of the survey showed a mixed response. However, a full analysis of all responses to questions indicate there was overall support for parking controls. Four roads had 50% or more in favour of introducing a scheme.

- It's a money making scheme by the council when residents are already facing financial hardships. The cost of the permit is restrictive to lower income families who have multiple vehicles.

Officer's comments

The cost of a resident permit is less than £1.00 per week, multiple vehicles can be added to one permit although only one vehicle would be exempt from the restrictions at one time during the prescribed hours.

- Residents already pay road tax so why should they pay to park outside their property.

Officer's 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 Vehicle Excise Duty, which is based on CO2 emissions go into the central government pot and are not directly associated with maintaining or providing parking in residential streets.

- The scheme will impact visitors and carers as they would only be able to park for 1 hour. This is also apparent for the businesses in Black Bull Road.

Officer's comments

Residents will be able to purchase permits for their visitors via RingGo. 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, this is in addition to the one hour free parking in all roads except Edward and Bonsor Road where it is permit holders only. Special permits will also be available without charge to residents who receive regular care.

- The roads in the proposed scheme are far enough away from the railway station that there isn't an issue of commuter parking. The issue is too many cars on the roads anyway.

Officer's comments

Whilst commuters may not presently park further afield with the likelihood of other schemes being proposed north of the station there could be some displacement. The scheme would only allow those vehicles that are permitted to stay beyond the hour to remain so this can alleviate parking congestion.

- By not having individually marked bays vehicles will not park courteously and therefore the scheme won't work.

Officer's comments

A number of years back it was standard to mark out individual bays for individual vehicles. These bays had to be designed to various standards and attracted a minimum length of 4.5m. If we are to divide the same length of space by 4.5m, one will find that because of the number of smaller cars that park, you tend to get more vehicles parking if the spaces are not individually marked. It also looks odd when a motorcycle or 'super-mini' is parked in a 4.5m space. This method also allows larger vehicles to park without overhanging the bay in front or to the rear. Another aspect is that where parking is restricted it cuts down on the amount of street furniture required for posts and plates.

- Neighbouring roads outside of the zone won't be able to purchase a permit.

Officer's comments

As with other schemes certain addresses on the zone boundary may be eligible for permits.

- Such a scheme promotes outsourcing to private companies leading to vehicle ownership costing more.

Officer's Comments

Parking Enforcement is already outsourced to NSL.

- With current COVID-19 pandemic people are staying at home more so the scheme is not needed as people won't be travelling and needing to park.

Officer's Comments

Whilst this may be the case now many people are still working and require private travel to do so. With advancements in the vaccine and stages where restrictions are reduced the need for parking controls will still be required.

- The CPZ will not improve pedestrian safety, address unsafe parking, damage to the road or buildings or air quality.

Officer's Comments

When CPZ schemes are introduced it is customary to install corner protection double yellow lines at junctions. This improves visibility for both motorists and pedestrians, and eases passage of traffic such as refuse lorries or emergency service vehicles around the junctions. With only visitor and resident vehicles entering the streets instead of those looking to avoid car parks then air quality could improve as fewer vehicle movements happen.

### 3.5 A summary of support of the proposal:

- Support for the scheme but allowances should be made to allow parking in the neighbouring streets between the two zones.

- The scheme will help with finding a parking space especially after 6pm although after 10pm it can be more very difficult.

#### **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 new zone be reviewed 12 months after implementation.
- c) That F1 permit holders be allowed to park in neighbouring zone F in view of the comments received.

**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, this includes the expenditure for new road markings and signing.

**5.2** Enforcement of the 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**