

This Report will be made public on 17 January 2022

Report Number **C/21/74**

To: Cabinet Member for Transport, Housing and Special Projects
Date: 17 January 2022
Status: Non key
Responsible Officer: Andy Blaszkowicz – Director of Housing & Operations
Cabinet Member: Councillor Ray Field

SUBJECT: CONSIDERATION OF OBJECTIONS TO TRAFFIC REGULATION ORDER FOR THE EXTENSION OF CONTROLLED PARKING ZONE G1

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

REASONS FOR RECOMMENDATIONS

The Cabinet Member for Transport 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 especially since the recent introduction of the East Cliff Gardens zone.
- 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/21/74.
2. That officers proceed with making the TRO with slight changes in Warren Road and Southbourne Road to accommodate some of the wishes of objectors.
3. 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.

4. That the number of residents' visitors' permits per household be limited to 100 in any year but this limit be extended in exceptional circumstances.
5. That residents and businesses with more than one car be entitled to buy a shared permit for the number of vehicles registered to them.
6. 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

7. That all permit charges be subject to an annual review.
8. 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
9. That the 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 area. The majority of respondents had indicated support for parking controls in the area. This is detailed in the previous report on the analysis of the informal consultation C/21/47.
- 1.2 The roads in the proposed zone extension have increased issues with available parking since the introduction of permit parking to the south and school pick up times around Warren Road.
- 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' and permit holders only or 1 hour free with no return in 2 hours' parking is usually recommended.

2. CONSULTATION

- 2.1 The formal consultation on the Traffic regulation Order included proposals for a new Zone G1 extension area with mainly 'permit holders with 1 hour no return parking' except East Cliff Passage, Southbourne Road, East Cliff Gardens (From Radnor Bridge Road to The Durlocks, and Wear Bay Road (From Radnor Bridge Road to Wear Bay Crescent) where permit holders only is proposed.
- 2.2 The proposal also included changing the following roads in G1 from permit holders only to permit holders with 1 hour no return parking:
Radnor Bridge Road (From viaduct to Wear Bay Road)
The Durlocks, and East Cliff Gardens (western arm)
- 2.3 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 3rd December 2021. Copies of this notice were erected on lamp columns in the immediate vicinity, in the public notice display boards outside the Civic Centre.
- 2.4 The consultation ended on Friday 7th January 2022.

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 a petition via Cllr Lawes from residents of Warren Road stating that the residents do not want shared use for the whole of Warren

Road, but instead want sections that are permit holders only and sections for shared use. A drawing of this was provided. The drawing also included shared use sections in Wear Bay Crescent and Penfold Road.

Officers comments

In view of this petition, officers recommend a minor amendment is made on the TRO. It is recommended that the section between the newsagents and Wear Bay Crescent remains shared use, but 'permit holders only' parking be installed in the remaining sections of Warren Road. This revision is shown on the revised plan in appendix 1.

- 3.3 The council also received an objection from a resident in Southbourne Road about the lack free limited waiting for non-permit holders in this road.

Officers Comments

Officers recommend that a section of Southbourne Road be converted to shared use, with free 1 hour limited waiting in view of the comments received.

- 3.4 7objections were also received centered around the following:

- Despite the displacement caused by the introduction of G1 and those vehicles without a permit parking in unrestricted neighbouring roads it is felt that there will still be problems in finding parking spaces.

Officers comments

The introduction of additional roads in the G1 zone will help alleviate any existing displacement. Vehicles without permits would need to park much farther away to find unrestricted roads if no permits were purchased.

- The number of visitor vouchers is limiting.

Officers comments

Recently the allocation has increased from 50 to 100 per annum. If there are mitigating circumstances then an individual resident may apply for additional vouchers.

- This is a money making scheme by the council. The roads are paid for by road tax, council tax and VAT. The proposal should be made to help make improve traffic movement, parking and safety.

Officers comments

The upkeep of roads is down to the Highway Authority (KCC). The cost of the permits covers enforcement and maintenance of the lines and signs associated with the parking restrictions. The introduction of corner protection yellow lines and marked bays where possible help ensure the safety of all highway users and the flow of traffic, especially on street corners and junctions.

- Warren Road wasn't consulted and should not be shared use. It means those that do not purchase a permit can park from 7pm through to 9am.

Officers comments

All addresses in Warren Road were included in the informal consultation prior to the formal consultation advertised in the prescribed manner above in 2.3. The shared use proposal allows short term parking for visitors to the news agents and also helps at school drop off/pick up. The hours of operation are in line with other zones and cover the core daytime hours when residents experience parking problems.

- Warren Rd and Wear Bay Crescent: this will force vehicles for the school and beach access to park in The Foreland.

Officers Comments

There are still unrestricted roads in the area plus the Pavilion Car Park that vehicles may use. Officers will continue to monitor parking in adjacent roads.

- The parking zone is being created to prove that the bowls club and surrounds should be converted into a car park and to increase revenue in the little used Pavilion Car Park.

Officers Comments

There are plans to improve the area to the east of Wear Bay Road with new play parks, and sports facilities however the request for the parking zone has come from residents.

- The 8am – 8pm timeframe is too restrictive, there should be two hours free parking.

Officers Comments

The 8am – 8pm timeframe is the same as many other zones across the district. The 1 hour free parking allows flexibility for residents and visitors alike. 2 hours free parking is usually reserved in areas adjacent features such as recreational facilities or larger shopping areas.

- 3.4 5 emails were received stating they agree with the introduction of parking controls although the timings could be amended to 10am – 4pm and the number of visitor vouchers increased.

Officers Comments

This could have an impact on space availability and not solve any of the issues residents are experiencing. If there are mitigating circumstances then an individual resident may apply for additional vouchers.

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 the TRO is made with minor changes to two roads as shown below:

- i) Warren Road: Shared use will only be between 33 Warren Road (the convenience store) and the junction with Wear Bay Crescent, all other proposed areas changing to permit holders only.
- ii) Southbourne Road: Change the eastern side to shared use, 1 hour free.

4.2 It is also recommended that the extended zone be reviewed 12 months after implementation. These 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 be 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

Councilors 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:

Report: C/21/47

- 8 Appendices
- Appendix 1: Revised Plan