

**TO:** SWALE JOINT TRANSPORTATION BOARD  
**DATE:** 25<sup>th</sup> June 2007  
**SUBJECT:** FAVERSHAM PARKING REVIEW UPDATE  
**BY:** Head of Technical Services  
**Classification:** Unrestricted

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**Summary:** This report provides an update to the previous report to members following the consultation with residents of Faversham with regard to the Parking Review. The report summarises the views and comments made and makes recommendations for changes to the current restrictions.

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**Implications:** Human Resources Implications – Changes to the restrictions and further investigations can be undertaken with existing resources.

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Finance Implications – Changes to the traffic order can be accommodated with other traffic orders in the programme which is already resourced. Changes to lines and signs can be undertaken with the decriminalised parking maintenance budget.

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Legal Implications – Amendments to Traffic Orders

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Crime & Disorder Implications – None

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Sustainability Implications – None

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Risk Implications – None

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**Decision Required:** **Members agree the recommendations for each area of the review as detailed in the report.**

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## **Background**

This report provides further analysis of the results of the consultation carried out with residents as part of the Faversham Parking Review as reported to the JTB report of 26<sup>th</sup> March 2007.

The consultation of the Faversham Parking Review has generated many suggestions and comments from residents. Comments for specific areas have been discussed in the sub-headings below, but in addition to this many comments were common to all areas.

## **Common Issues Raised**

There have been many requests for the parking bays to be marked out into individual parking spaces as this is perceived to maximise the capacity of parking available to residents. Marking individual spaces could have an adverse effect on the number of spaces available as the markings would need to allow for an average sized vehicle plus suitable length for manoeuvring. However, as we have received such a high number of requests for this marking, it is felt that we should pursue this suggestion and mark out individual bays as the renewal of markings takes place.

Many requests were received for a higher level of enforcement by parking attendants, and also the restriction of commercial vehicles and vans. Regular patrols

are undertaken by the parking attendants and action taken against any observed contravention of the parking restrictions. However, patrol frequency must be set within the resources available for the enforcement of parking throughout the borough and it is not possible to provide a constant enforcement presence. However, priority will be given to the enforcement of any changes that arise from the review so that drivers become aware of the restrictions.

Restrictions already apply to the issue of residents permits which exclude large vans and commercial vehicles from the scheme with the maximum size of vehicle being equivalent to a large car. However, there are no restrictions to vehicles that park outside the hours of operation of the scheme.

In addition to comments on parking and waiting restrictions, the review consultation has also generated a substantial number of suggestions and proposals for one-way traffic flows and traffic calming measures to be introduced. This information will be passed to Kent Highway Services for consideration.

For the purpose of this report, the consultation area has been split into 9 areas. These areas are detailed below, and can be found on the plan in Annex A.

### **A. Cyprus Road Area**

Within this estate there are areas where the existing double yellow lines are longer than is necessary to provide corner safety protection. It would be possible to reduce the length of the existing restrictions and still maintain suitable corner protection for the safe movement of vehicles and access to emergency vehicles around the estate. This will increase the capacity of parking in the area.

In addition to the consultation feedback, we have also received a letter from a resident of Luton Road, with regard to the parking in the area, and a copy of this letter can be found in Annex B. The resident also suggests making the section of Gordon Square between Westgate Road and Cyprus Road one way, and this information will be passed to Kent Highway Services for consideration.

#### **Recommendation**

- 1. That officers be given delegated authority to reduce the length of the existing double yellow line restrictions whilst maintaining suitable corner protection for the safe movement of vehicles around the estate.**
- 2. That no other amendments be carried out to existing restrictions in this area at the present time.**

### **B. St John's Road Area**

Many residents feel the existing waiting limit for non-permit holders should be reduced from 2 or 4 hours to possibly 30 minutes or an hour. This would help to reduce problems with parents of children at the local school parking for excessive periods of time in the Orchard Place area and reduce the number of motorists abusing the current scheme in other areas by merely moving their vehicles from one side of the road to the other to avoid purchasing permits. However, a reduced time for non-permit holders will impact on visitors and utility/service visits to residents.

Residents also suggested that the existing double yellow lines could be reduced to increase parking capacity and this will need to be investigated further.

Another suggestion was to install “herring bone” parking adjacent to the recreation ground in Park Road. This can only be achieved if the road is widened and land taken from the recreation ground. There is no specific funding for this and such a proposal is unlikely to be acceptable within the conservation area.

### **Recommendation**

- 1. That officers be given delegated authority to reduce the length of the existing double yellow line restrictions whilst maintaining suitable corner protection for the safe movement of vehicles.**
- 2. That further consultation takes place with residents regarding reducing the existing waiting limit for non-permit holders to 2 hours.**
- 3. That no further action regarding the provision of “herring bone” parking adjacent to the recreation ground in Park Road.**

### **C. Roman Road Area**

There were many varied comments received from this area, but generally it seems that residents are happy with the existing CPZ restrictions. To increase capacity of parking available to residents it was suggested that restrictions on single yellow lines be lifted on bank holidays as well as Sundays, and that no single yellow lines should be replaced with double yellow lines. Specific requests to replace yellow lines with parking bays in some areas were also received and these will be considered individually. The current traffic order covering the single yellow line restrictions are not in force on bank holidays and this information needs to be made known to residents.

Many requests were received from this area and other areas in the review for permit holders to be allowed to park free of charge in the town centre car parks, including Queens Hall Car Park and Central Car Park, particularly after 6:30pm, as this would increase the capacity of available parking for residents. Car park charges in all town centre car parks only apply between the hours of 8.00 am to 6.00 pm Monday to Saturday and therefore free parking is available from 6.30 pm and all day Sundays. However, for some long stay car parks in Sittingbourne and Sheerness a residents scheme already exists which allows permit holders to park from 5.00 pm until 9.00 am and all day Saturday for a charge of £15.50/quarter. Such a scheme could be considered for Faversham.

### **Recommendation**

- 1. That officers be given delegated authority to reduce the length of the existing double yellow line restrictions whilst maintaining suitable corner protection for the safe movement of vehicles.**
- 2. That a residents scheme for evening and weekend use of the long stay car parks be further investigated.**

### **D. Nightingale Road Area**

Generally, residents in this area of the review felt that there were no excessive parking problems and they were opposed to the introduction of a Residents Parking Scheme, with the exception of Nightingale Road residents who were split 50/50 in support of and opposition to a parking scheme. Many problems experienced were due to the overspill of parked vehicles from adjoining roads such as Ospringe Road and South Road, and the reduction of the length of existing double yellow lines would help by increasing parking capacity.

## **Recommendation**

**That officers be given delegated authority to reduce the length of the existing double yellow line restrictions whilst maintaining suitable corner protection for the safe movement of vehicles.**

### **E. Athelstan Road Area**

Views from residents in this area differed greatly, and for this reason it will be difficult to implement any changes that will be acceptable to a majority. In some roads such as Upper St Anns Road, Mountfield and Egbert Road it was felt that there was no parking problem and for no changes to be made, whereas residents of Kingsnorth Road and Canute Road were split 50/50 on the introduction of a residents parking scheme. In Athelstan Road where the existing parking scheme covers half of the road, opinions varied from removing the scheme from the road, to increasing the scheme to the entire length of the road, to leaving the existing restrictions unchanged. However, there was a general view that the period of parking for non residents within the residents parking area should be reduced from 4 to 2 hours.

## **Recommendation**

**That the current waiting restrictions for non-permit holders be reduced to 2 hours, but no changes be made to the current Residents Parking Scheme boundary in this area, with a view to a further review at a later date.**

### **F. Abbey Street Area**

Again, there were conflicting views in this area of the review. Some residents felt that the existing parking scheme should not be changed, whilst others felt that waiting times for non-permit holders should be increased or decreased. In the case of Belvedere Road, some residents felt that double yellow lines should be installed on one side of the road at the Quay Lane end where the road is narrow, and it is recommended that these restrictions be considered. Another common complaint was that residents with off-street parking should not be allowed to purchase permits. Some residents of Abbey Road requested double yellow lines on one side of the road to prevent obstruction and again it is recommended that these restrictions be considered.

Some permit holders in roads such as Market Place and Leslie Smith Drive have requested that they be allowed to park free of charge in the town centre car parks. However, this would cause a problem for capacity of the short stay car parks but a scheme could be considered for the long stay car parks as discussed under area C above.

## **Recommendation**

- 1. That the existing double yellow lines in this area be reviewed and reduced where possible to maximise capacity, but be introduced in short sections in areas highlighted as suffering obstruction by parked vehicles.**
- 2. That a residents scheme for evening and weekend use of the long stay car parks be further investigated as recommendation C2 above.**

