

TO: SWALE JOINT TRANSPORTATION BOARD

DATE: Monday 15th December 2008

SUBJECT: SITTINGBOURNE RESIDENTS PARKING SCHEME
(OUTSKIRTS)

BY: Head of Technical Services

Classification: Unrestricted

Summary: This report informs Members of the formal consultation undertaken with residents on the proposed further expansion of the Sittingbourne Residents Parking Scheme and a petition submitted by residents in Valenciennes Road in favour of the scheme.

Decision Required: **That Members note the results of the survey and recommend that:**

- **Area's 1 and 2 - A residents parking scheme be introduced, subject to further engagement with residents in order to develop the detail of the scheme**
 - **Officers be delegated, in conjunction with local ward members, to make minor changes to the scheme resulting from further resident engagement**
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Introduction

A Consultation has taken place recently regarding a proposal to further expand the Sittingbourne Residents Parking Scheme. The consultation has come about due to residents requests and a petition submitted by residents in Valenciennes Road. The consultation was aimed at the roads that are within a close vicinity of the existing scheme. A copy of the consultation material is included in Annex A.

An extension to the original scheme area was completed in August 2008, this included Rock Road, Burley Road, Epps Road and all roads south of Addington Road up to and including Connaught Road.

The roads included within this consultation were:

Ufton Lane (North, from the junction with Connaught Road)
Park Road (North, from the junction with Connaught Road)
Albany Road (North, from the junction with Connaught Road)
Valenciennes Road

A plan of the area consulted is included in Annex B.

The results of the consultation exercise are broken down into two areas as shown in Annex B. Within the areas the responses have been broken down into each individual street. The response rate is the proportion of households that responded to the

consultation. The support or objection percentages are the views expressed in the responses received.

The results of the consultation are as shown in the tables below:

Area 1

Road Name	Response rate %	Support %	Object %
Ufton Lane	77	70	30
Park Road	67	58	42
Valenciennes Road	60	93	7
Albany Road	100	100	0
Summary	68	74	26

Area 2

Road Name	Response rate %	Support %	Object %
Ufton Lane	55	18	76
Park Road	24	37	58
Summary	32	28	67

Results from the consultation showed that **Area 1** supported the implementation of a parking scheme and **Area 2** was not in favour.

Residents Petition

A petition from residents in Albany Road and Valenciennes Road was received in September 2008 asking for the extension of the parking scheme. Amongst other comments, residents state that since the parking scheme has been implemented the parking availability near their homes has decreased. This is due to non resident parking, mainly town centre workers and commuters. The petition includes 35 signatures. A copy of the petition is included in Annex C.

Discussion

Although the consultation results showed that Area 2 was not in favour of the scheme, if Area 1 had the scheme implemented and not Area 2, it is more than likely that the parking will be displaced to Area 2, therefore, causing future parking problems. This has been the case throughout past alterations to the scheme area. By installing both Areas 1 and 2, this should minimise the risk of parking displacement and the need of future re-consultations at an avoidable cost.

The physical cost of extending the scheme to Area's 1 and 2 will be approximately £6000. This includes new lining and signing throughout the proposed areas. The revenue received from residents parking permits (based on one permit per household at £30 per permit) would be approximately £5460. Although this report indicates a slight shortfall in funding, realistically, many properties will probably purchase more than one permit so the shortfall should be cancelled out.

Consultees raised a number of other issues. The key comments included are stated below. Responses to the comments are included below each individual comment

Comment 1 – Scheme not needed up this end of road, no parking problems during day just in the evening.

Response – Comments from a majority of resident's state parking has got worse due to the scheme pushing parking onto the outskirt roads. Parking problems in the evening is generally due to volume of resident parking as town workers or commuters only park there during working hours.

Comment 2 – Problem will never be solved while people have more than one car.

Response – A maximum of two permits per household can be issued, therefore households with more than two vehicles will have to park outside the scheme area during enforced times.

Comment 3 – Scheme has displaced extra vehicles further away from town. Provision of affordable convenient commuter parking or buses is the only way to solve problem.

Response – The original proposal, which a majority of residents did not agree with, covered a larger area. If implemented this should have reduced the chances of vehicles parking just outside the scheme area as further away from the town centre and railway station. Car park prices are reviewed annually.

Comment 4 – Another tax. More effective if you lowered the speed limit to 20mph in congested areas and ban lorries except for access.

Response – The money received from the permits funds the installation, enforcement and maintenance of the scheme. Lowering the speed limit would not improve the current parking problems. There are no plans to limit large vehicles to access only.

Comment 5 - Lack of parking in town centre forces parking in residential areas. Station does not have big enough car park. Permit parking just moves problem. Pay £30 not guaranteed a space. Way to make money for the Council,

Response – There are currently 9 public car parks within the town centre area. Two of the 9 car parks have been re-surfaced and lighting installed. If the original larger proposed scheme area were installed, displacement of parking would have been less. We cannot guarantee a parking space for residents. The scheme is self funded by the revenue received from the permits.

Comment 6 – Would not benefit from the scheme, at work all day. Non residents park at this end of the road.

Response – Although the scheme may not benefit residents that are at work during the weekday enforced times, it will benefit them on a Saturday, restricting the non resident town workers from parking long term. If the scheme was implemented then non resident parking would be minimal.

Comment 7 – Have one car space for off road parking. Opposed to paying for parking outside my property when we did not create the problem.

Response – The original problem was created by non resident parking. The scheme has been installed to help residents have a better chance of parking near their property.

Comment 8 – Scheme will only work if one permit is issued per household, thereby, encouraging people who have off street parking to use it or consider the necessity for multiple vehicles. Should charge more for large work vehicles.

Response – Many households have more than one vehicle, two permits per household is the current limit, although this maybe reviewed in the future. Would hope that households with off street parking use that parking facility, therefore, reducing parking within the highway.

Comment 9 – Self employed who goes home various times during the day, I have no problem with parking at the top end, so no need to pay £30.

Response – If area 1 only becomes part of the scheme, parking will be displaced into area 2, therefore, there maybe areas that do not currently have a parking problem, but may have if area 1 is included in the scheme.

Comment 10 – Council should provide this free of charge, unable to park in same road.

Response – The scheme is self funding from the revenue created by the permits. If the scheme was implemented you would have a greater chance of parking in your road during the enforced times.

Recommendation

That Members note the results of the consultation and recommend that:

- Area's 1 and 2 - A residents parking scheme be introduced, subject to further engagement with residents in order to develop the detail of the scheme
- Officers be delegated, in conjunction with local ward members, to make minor changes to the scheme resulting from further resident engagement

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List of background documents – Annex A, Consultation Material
Annex B, Area Plan
Annex C, Residents Petition

ANNEX A

Dear Resident/Occupier

Date: October 2008

As you are aware the extension of the Sittingbourne Residents Parking Scheme was implemented recently.

Residents Parking Scheme, Sittingbourne (Outskirts)

We believe the scheme has generally improved parking availability for residents and the safety of road users through improved visibility at junctions within the scheme area. However, we are aware of a number of concerns from residents just outside the boundary of the expanded scheme and we are now undertaking surveys and a consultation on the possible further expansion of the residents parking scheme.

The results of previous consultations with residents in your area showed that there was not a majority support for the residents parking scheme in your road or section of road and the Joint Transportation Board therefore decided to limit the scheme to the current area.

We would now like your views on the possible expansion of the scheme to incorporate your road and surrounding area. This should improve parking for residents during the daytime and encourage non-residents that park for long periods of time to use the parking facilities available in the town centre. Your comments and answers to the attached questionnaire are requested so that the possible expansion of the scheme can be considered. Any proposed amendments to the Traffic Regulation Order or extension of the scheme will be subject to further consultations before being implemented.

The cost of each permit is £30. A maximum of 2 permits per household can be issued. The scheme is in force Monday to Saturday 8am - 6pm. Vehicles without permits can park in the proposed parking bays up to 2 hours, no return within 2 hours. Residents will be able to purchase visitor permits for non-resident all day parking.

Please submit your comments by post before Monday 3rd November 2008

Please write your answers/comments opposite, detach the side and post back to us.

No stamp is required.

What is the name of your road?

How many vehicles do you have in your household?

Do you have off street parking, (i.e. garage, driveway) Yes / No

Would you like your road to be part of the scheme? Yes / No

Comments:
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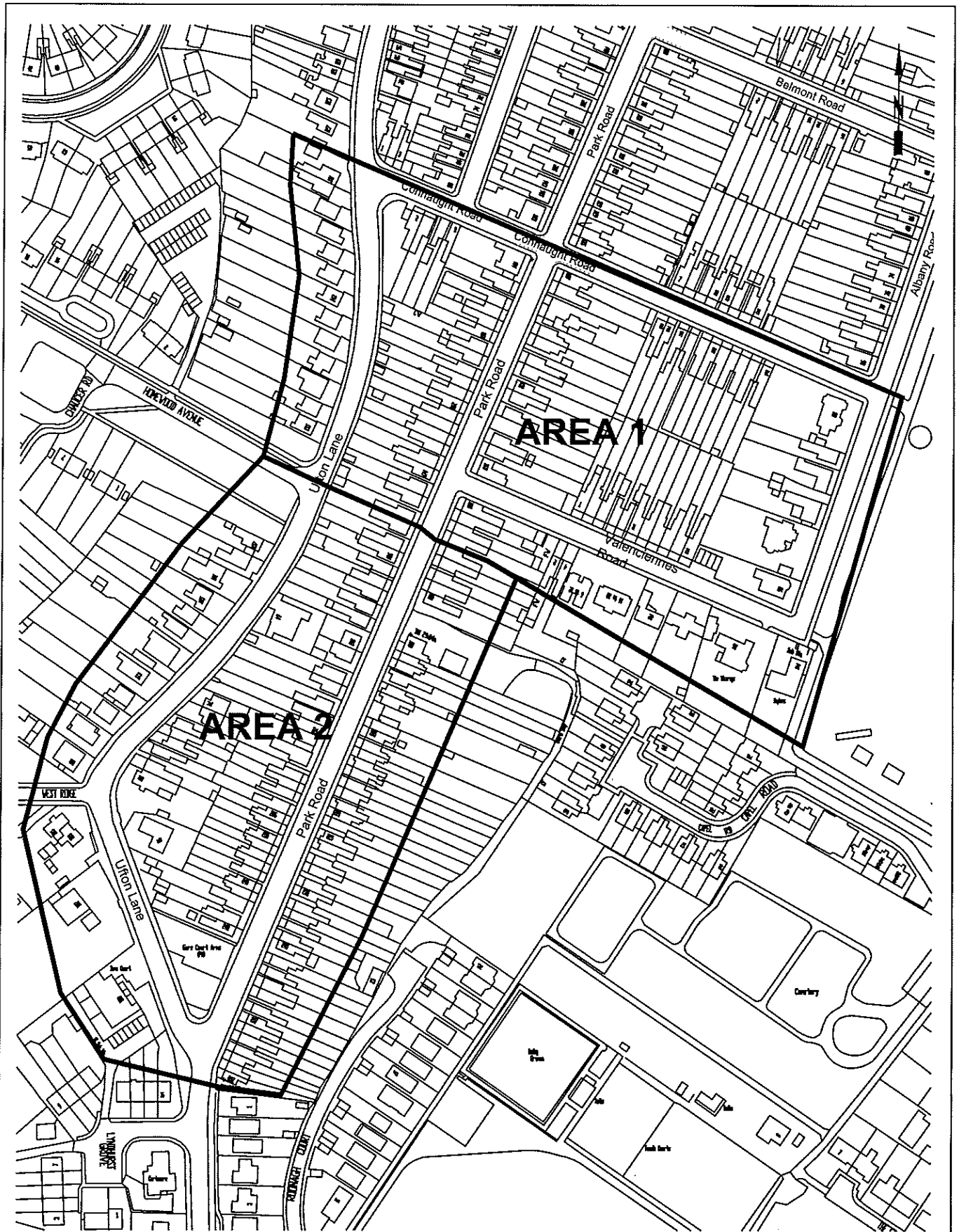
Name & Address, including postcode
(for geographical analysis purposes only):
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Postcode

Signature

Closing date: Monday 3rd November 2008

ANNEX B



TITLE

Sittingbourne Residents Parking Scheme - Consultation Area

DRAWN

FILE REF.

DATE

SCALE

DRAWING NUMBER

Petition

To: The Joint Transportation Board, Swale Borough Council

Residents Parking Scheme – Albany Road & Valenciennes Road

The recent extension of the residents parking restrictions up to and including Connaught Road, but excluding the southern end of Albany Road and Valenciennes Road, means many residents are now unable to park their cars within a reasonable distance of their own homes during the daytime - a problem that did not previously exist. It has also generated an increase in traffic levels and the consequential deterioration in safety for residents. It has had a detrimental effect on those who run businesses from home; shift workers; those who care for the elderly; and who have small children. A local estate agent has confirmed that the current parking position will affect the saleability of properties in the roads, at a time when property prices are already in freefall. The decision has had a negative effect on the quality of life in this area, and is causing friction with those who now use the roads as a long term car park. This must be resolved. **It has therefore placed us in a position where there is no alternative but to request an immediate review of the parking situation, and reluctantly, the inclusion of these roads within the residents parking scheme.** The local authority must also, as a priority, provide secure and affordable parking for those who work in, or commute from the town, to avoid the problem simply creeping along to the next street/s, resulting in the avoidable expense to the taxpayer of repeat consultation exercises.

Name	Address	Signature
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35 SIGNATURES