

**Faversham Parking Review – Proposals**

Based on the comments and feedback received from residents, the following proposals have been suggested:-

**Amendments to Restriction Times – Zone FA (Abbey Street) Area**

Following comments that problems are experienced with parking in the evenings from customers to pubs and restaurants in the area, it is proposed to change the time of the existing scheme from 8:30am-6:30pm Monday to Saturday to 8:30am-10:30pm Monday to Saturday. It is also proposed to change the waiting limit from 1 hour (no return within 2 hours) to 30 minutes (no return within 2 hours). It is also proposed to include Court Street within the Abbey Street scheme area.

By changing the waiting times and scheme operation times as above, these restrictions will match those in the Napleton Road area and will provide better continuity of the overall parking scheme.

**Considerations**

A consultation would need to be carried out with residents within this zone, and the results of this would be reported back to the Joint Transportation Board for further consideration. There are also some financial implications with regard to the changing of the existing signing within the Zone, and the Traffic Regulation Order would need to be amended accordingly.

**Extension of Existing Residents' Parking Scheme Area**

Generally, feedback from residents outside of the current Residents' Parking Scheme stated that they wished for their roads to remain outside of the Scheme as they felt there were either no existing problems with parking or that problems were mainly due to the number of residents' vehicles. Many residents stated that problems occurred over night and on Sundays, outside of the Scheme's operating times.

However, the following roads reported majority support for inclusion within the Scheme. The figures in brackets represent those responders for/against inclusion in the Scheme:-

Edith Road (9/5)  
Belmont Road (9/1)  
Kingsnorth Road (17/8)  
Forbes Road (2/1)

As there are no parking bays in Forbes Road, in practical terms there would be no change to the on-street parking, but for continuity and clarity of the

Scheme boundaries it is proposed to extend the existing Scheme area to include the above roads. A plan showing the proposed revised Scheme area can be found in Annex D.

Of the 10 responses received from the nearby Canute Road, 4 residents were in favour of inclusion in the Residents' Parking Scheme and 6 were opposed. In view of the proximity of Canute Road to the proposed Scheme Extension and the possibility of vehicle displacement, it would seem prudent to include these residents in the consultations to confirm whether or not they would wish to be included in the Scheme.

It has been previously suggested that residents outside of the current Parking Scheme at the west end of Athelstan Road, and in Ethelbert Road would wish to be included in this Scheme. However, the feedback received during this review was as follows and it is therefore recommended not to extend the Scheme into these areas:-

Athelstan Road (area currently outside of Scheme): 5 in favour of inclusion  
13 against inclusion

Ethelbert Road: 3 in favour of inclusion  
13 against inclusion

### Considerations

A consultation would need to be carried out with all residents affected by the proposed extension to the existing scheme area, and the results of this would be reported back to the Joint Transportation Board for further consideration. There are also some financial implications with regard to installation of signs and lining, and resources would need to be available to carry out the extensive preparation for a revised Traffic Regulation Order.

### Withdrawal of Existing Voucher Parking

The current Voucher Parking Scheme allows visitors and residents not in possession of a permit for the Parking Zone within the Stone Street/Briton Road areas to purchase a permit to allow them to park in this zone for a limited period of time. Vouchers can be purchased from various shops in the town centre as well as the Faversham District Office. According to information supplied by the Parking Control Section, a monthly income of between £60 to £100 is generated by the sale of these permits. However, the administration costs, including printing of the vouchers, delivery of vouchers to outlets and collection of income received, is far in excess of the money generated, and it has therefore been requested by the Parking Control Section that this service be withdrawn.

The removal of the voucher scheme would allow motorists without permits to park free of charge within the area for a maximum of 2 hours, no return within 4 hours, as in other areas of the scheme.

### Considerations

Financial Implications – change of signing and Traffic Regulation Order, but long-term savings would be achieved.

Consultation would be required with residents within this area prior to amending the parking arrangements.

### Use of Public Car Parks by Permit Holders

One of the re-occurring feedback comments received during this review was the request that parking scheme permit holders should be allowed to park in the public car parks free of charge. Following discussions with our Parking Control Section on these issues, it is felt that this would not be an option as there would be a severe effect on the capacity of available parking for shoppers and visitors. Without adequate parking capacity in the off-street car parks, visitors and shoppers would be forced to park in surrounding roads which would invariably have a negative impact on those residents in the area.

Other requests were for permit holders to be allowed to park free of charge in car parks after 5.30pm and before 8.30am Monday to Saturday and all day on Sundays. The current car parking charges apply up to 6.00pm and after 8.00am 7 days a week, so any residents are able to park free of charge outside of these times. Sunday charging is addressed later in this annex.

### Splitting Zone B into Smaller Zones

It has been reported through the feedback of the review that the current size of Zone B (covering all areas except the Abbey Street area) results in some residents within the zone driving across town to park closer to the town centre and station using their Zone B permits.

Further investigations will be necessary to determine if this is a significant problem. We could consider splitting Zone B into smaller zones, but there would be extensive financial implications resulting through the need to change existing signing, as well as permits and associated administration costs.

Depending on the results of these investigations, a further consultation would need to take place with all residents affected by any proposed changes, and these results would be reported back to the Joint Transportation Board for consideration. If it is recommended to split Zone B into smaller areas, resources would need to be made available to carry out the extensive preparation works for a new Traffic Regulation Order.

## Marking of Individual Parking Spaces

As was the case with the previous Parking Review, many requests have been received for individual parking bays to be marked out to remove problems with inconsiderate and poor parking by some motorists, resulting in a loss of available parking.

The main concern with marking individual bays is the fact that this could have a negative effect on parking capacity rather than improving it. Previous discussions with other Kent Local Authorities where individual bays have been marked out have confirmed these concerns and they have advised against this, as their experience has been one of a reduction in parking capacity.

The Traffic Signs Manual states that individually marked parking bays must be a minimum length of 5.5 metres to allow manoeuvring in and out of the bay. The only exception to this is at end bays, where it is permitted to reduce the bay length to a minimum of 4.6 metres. With average vehicle lengths considerably smaller than 5.5 metres it is deemed that parking capacity would be lost through individual bay marking. To test this, capacity of parking within several roads within Faversham has been calculated based on bays with and without individual spaces marked, and the results of this can be found below:-

### Comparison of Single Space Markings against Continuous Bays

#### Newton Road

Total length of Bays: 210 metres

Individually Marked Spaces = **38** spaces

Continuous Length Bays Potential Parking Capacity = **47** spaces

#### St Mary's Road

Total length of Bays: 568 metres

Individually Marked Spaces = **101** spaces

Continuous Length Bays Potential Parking Capacity = **126** spaces

## Stone Street

Total length of Bays: 308 metres

Individually Marked Spaces = **55** spaces

Continuous Length Bays Potential Parking Capacity = **67** spaces

These figures are based on the potential capacity of parking in these roads. For more detailed analysis, on site surveys of parked vehicles would need to be carried out.

As well as the parking capacity issue, there are also the costs involved with marking these individual bays, and there is concern that such markings would not be legally enforceable as we are not charging for individual parking spaces as is the case with off-street car parks.

Individual bay markings are therefore not recommended.

## **Other Feedback with Financial Implications**

### Free Book of Visitors Permits

Many residents have requested the reinstatement of the free book of visitor permits previous issued annually with every permit. Many felt that the increase in permit costs to £40 per year and the removal of the free permits was a "double blow", and in the current economic climate felt the free permits would help. These comments will be reported to the Parking Control Section who are responsible for the issuing of parking permits, as there would obviously be financial implications associated with this request.

### Sunday Parking Charges

Comments were received that problems have increased within the parking scheme areas since the re-introduction of Sunday charging in car parks. As the parking scheme does not operate on Sundays, many people are now choosing to park on-street for free rather than paying these charges. It has been requested that the scheme therefore either be extended to include Sundays, or that Sunday car park charges are removed.

The scheme was introduced to tackle parking problems in residential roads mainly caused by commuters and town centre workers, and for this reason it would not seem beneficial to extend the scheme to include Sundays. There are also many residents within the scheme area that do not find it necessary to purchase a permit as they work most of the time when the scheme is in

operation, and proposals to extend the operating times of the scheme to 7 days a week could be met with a large number of objections.

With regard to the request for the removal of car parking charges on Sundays, having investigated this it is felt that this is not financially viable, and any decision to remove the charges would need to apply to the whole of the Borough, not just the Faversham area.