

**TO:** SWALE JOINT TRANSPORTATION BOARD  
**DATE:** Monday 14<sup>th</sup> March 2011  
**SUBJECT:** FAVERSHAM PARKING REVIEW UPDATE  
**BY:** Head of Amenities & Environmental Services  
**Classification:** Unrestricted

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**Summary:** A report to update Members on the Faversham Parking Review, and in particular the proposed extension to the Residents Parking Scheme to include Edith Road and Belmont Road.

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**Implications:**

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Human Resources Implications - None

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Finance Implications – None

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Legal Implications – Traffic Regulation Orders to be made

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Crime & Disorder Implications (Section 17) - None

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Equalities & Diversity Implications – None

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Sustainability Implications – None

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Risk and Health and Safety Implications – None

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Corporate Plan Implications – Improving Community Safety through safer Highways.

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**Decision Required:** **That Members note the contents of the report and recommend that Officers either proceed with the proposed extension of the existing Residents' Parking Scheme to include part or all of Kingsnorth Road as well as Edith Road and Belmont Road, or just Edith Road and Belmont Road as recommended at the December JTB Meeting.**

**That the consultees be notified accordingly.**

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### Introduction/Background

1. Based on the results of previous consultations and a petition received from some residents in the area, Members recommended that the existing Residents' Parking Scheme area be extended to include Edith Road and Belmont Road in Faversham.
2. Letters were sent out to residents in Canute Road, Kingsnorth Road, Edith Road and Belmont Road advising them of this decision, and a number of responses were received. In addition to this, a letter has been submitted detailing the results of a survey carried out by residents in the lower end of Kingsnorth Road, between Athelstan Road and Belmont Road. This letter is requesting the Board's consideration to include the lower end of Kingsnorth Road in the extension of the Residents' Parking Scheme. Details of this letter and the other comments received can be found in Annex A.
3. As part of the on-going monitoring of parking in the area, a survey has been carried out on the existing parking patterns in these roads, and results of this survey can be found in Annex B.

## Issue for Decision

### Kingsnorth Road

4. Following the recommendation of the Joint Transportation Board, several residents of Kingsnorth Road stated that there was a divide in opinion for the introduction of the Residents' Parking Scheme in their road, between those residents situated in the lower section of the road, between Athelstan Road and Belmont Road, and the upper section between Belmont Road and the A2. Based on these comments, the consultation results have been further examined and broken down as follows:-

#### Kingsnorth Road – Lower Section (Athelstan Road to Belmont Road)

Response to Consultation: 61%

Support for Residents' Parking Scheme: 65%

Objections to Residents' Parking Scheme: 35%

#### Kingsnorth Road – Upper Section (Belmont Road to A2)

Response to Consultation: 69%

Support for Residents' Parking Scheme: 29%

Objections to Residents' Parking Scheme: 71%

5. Based on the consultation results and the residents' own survey results submitted in Annex A, consideration could be given to extending the Residents' Parking Scheme to include the lower section of Kingsnorth Road, but it should be noted that this will of course lead to the displacement of parked vehicles into the upper section of Kingsnorth Road.

### Parking Survey

6. Following the recommendation from Members at the December JTB Meeting to monitor parking in the area, the first survey of parked vehicle patterns has been carried out. The survey covered the areas previously consulted for the possible extension of the Residents' Parking Scheme, i.e Kingsnorth Road, Canute Road, Belmont Road and Edith Road, as well as surrounding roads including Athelstan Road, Ethelbert Road and Egbert Road.
7. The parking survey results can be found in Annex B. The roads were surveyed at 5 separate intervals during one day, Monday 31<sup>st</sup> January 2011. These intervals were between 06:00 – 06:40, 10:15 – 10:50, 14:10 – 14:45, 18:10 – 18:45 and 22:05 – 22:50. A conclusion of the analysis of the survey results is included in the annex. However, in summary it would appear that apart from Edith Road and Belmont Road it is only Kingsnorth Road that experiences significant problems with the other roads in the survey having spare capacity.

## Recommendation

8. That Members note the contents of the report and recommend that Officers either proceed with the proposed extension of the existing Residents' Parking Scheme to include part or all of Kingsnorth Road as well as Edith Road and Belmont Road, or just Edith Road and Belmont Road as recommended at the December JTB Meeting.

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Date: 21<sup>st</sup> February 2011

Report approved by – Head of Amenities & Environmental Services

List of background documents –

Annex A – Comments & Survey Received from Residents

Annex B – Parking Survey Results

**Faversham Parking Survey – 31<sup>st</sup> January 2011****Introduction**

The parking survey was carried out on 31<sup>st</sup> January 2011, and consisted of the collection of data from vehicles parked in the following roads at 5 separate intervals during the day. The purpose of the survey was to monitor the pattern of parking in these areas, to ascertain how many vehicles were owned by residents of the roads, and how many were owned by commuters and town centre workers and visitors.

**Roads Included in Survey**

Athelstan Road (area outside of current Residents' Parking Scheme)  
Athelstan Road (area within existing Residents' Parking Scheme)  
Ethelbert Road  
Kingsnorth Road  
Egbert Road  
Canute Road  
Edith Road  
Belmont Road

**Time Intervals of Survey**

06:00 – 06:40 – Early Morning  
10:15 – 10:50 – Mid Morning  
14:10 – 14:45 – Afternoon  
18:10 – 18:45 – Early Evening  
22:05 – 22:50 – Night

Certain assumptions have been made when processing the data of this survey with regard to vehicle parking patterns. Details of these assumptions are explained below:-

**Residents Vehicles**

Where vehicles were present at the early morning and night surveys but not during the day, these were deemed to be owned by residents. This was also applied to vehicles that were present at all survey times, those that were present at night only and those that moved through the course of the day.

**Commuter Vehicles**

Those vehicles that were not present at the first and last survey times but were parked during the day are assumed to be owned by commuters. In addition to this, some vehicles were not present at the early morning survey but were parked at all other times, and these

have been classed as either residents' vehicles or possibly owned by commuters starting and finishing later.

### Town Centre Workers/Visitors

Vehicles that were present for short periods of time during the day have been classed as town centre workers or visitors to the area.

### Number of Vehicles in Each Road

The following table shows the number of vehicles present in each road at the various survey times. An approximate number of parking spaces for each road is also included, but this does not allow for dropped kerbs, driveway entrances or waiting restrictions at junctions, etc.

| Road                      | Early AM | Mid AM | Afternoon | Early Eve | Night | Capacity |
|---------------------------|----------|--------|-----------|-----------|-------|----------|
| Athelstan Rd (o/s scheme) | 57       | 30     | 39        | 55        | 66    | 95       |
| Athelstan Rd (in scheme)  | 38       | 13     | 14        | 34        | 28    | 53       |
| Ethelbert Road            | 22       | 32     | 34        | 25        | 21    | 100      |
| Kingsnorth Road           | 79       | 51     | 64        | 78        | 82    | 84       |
| Egbert Road               | 11       | 7      | 6         | 15        | 15    | 35       |
| Canute Road               | 43       | 43     | 39        | 38        | 41    | 50       |
| Edith Road                | 37       | 29     | 30        | 37        | 36    | 45       |
| Belmont Road              | 27       | 26     | 26        | 26        | 26    | 27       |

### Summary of Parked Vehicles In Each Road

#### Athelstan Road (Outside of Residents' Parking Scheme)

| Survey Time | Residents | Commuters | Resident/<br>Late<br>Commuters | Town<br>Workers/Visitors | Total | Capacity<br>Remaining |
|-------------|-----------|-----------|--------------------------------|--------------------------|-------|-----------------------|
| Early AM    | 57        | 0         | 0                              | 0                        | 57    | 38                    |
| Mid AM      | 18        | 3         | 2                              | 7                        | 30    | 65                    |
| Afternoon   | 24        | 3         | 3                              | 9                        | 39    | 56                    |
| Early Eve   | 43        | 3         | 3                              | 6                        | 55    | 40                    |
| Night       | 60        | 3         | 3                              | 0                        | 66    | 29                    |

### Athelstan Road (In Residents' Parking Scheme)

| Survey Time | Residents | Commuters | Resident/<br>Late<br>Commuters | Town<br>Workers/Visitors | Total | Capacity<br>Remaining |
|-------------|-----------|-----------|--------------------------------|--------------------------|-------|-----------------------|
| Early AM    | 38        | 0         | 0                              | 0                        | 38    | 15                    |
| Mid AM      | 10        | 0         | 0                              | 3                        | 13    | 40                    |
| Afternoon   | 13        | 0         | 0                              | 1                        | 14    | 39                    |
| Early Eve   | 32        | 0         | 0                              | 2                        | 34    | 19                    |
| Night       | 28        | 0         | 0                              | 0                        | 28    | 25                    |

### Ethelbert Road

| Survey Time | Residents | Commuters | Resident/<br>Late<br>Commuters | Town<br>Workers/Visitors | Total | Capacity<br>Remaining |
|-------------|-----------|-----------|--------------------------------|--------------------------|-------|-----------------------|
| Early AM    | 22        | 0         | 0                              | 0                        | 22    | 78                    |
| Mid AM      | 8         | 4         | 5                              | 15                       | 32    | 68                    |
| Afternoon   | 10        | 4         | 5                              | 15                       | 34    | 66                    |
| Early Eve   | 18        | 4         | 1                              | 2                        | 25    | 75                    |
| Night       | 20        | 0         | 1                              | 0                        | 21    | 79                    |

### Kingsnorth Road

| Survey Time | Residents | Commuters | Resident/<br>Late<br>Commuters | Town<br>Workers/Visitors | Total | Capacity<br>Remaining |
|-------------|-----------|-----------|--------------------------------|--------------------------|-------|-----------------------|
| Early AM    | 79        | 0         | 0                              | 0                        | 79    | 5                     |
| Mid AM      | 34        | 4         | 3                              | 10                       | 51    | 33                    |
| Afternoon   | 44        | 4         | 5                              | 11                       | 64    | 20                    |
| Early Eve   | 67        | 4         | 5                              | 2                        | 78    | 6                     |
| Night       | 77        | 0         | 5                              | 0                        | 82    | 2                     |

### Egbert Road

| Survey Time | Residents | Commuters | Resident/<br>Late<br>Commuters | Town<br>Workers/Visitors | Total | Capacity<br>Remaining |
|-------------|-----------|-----------|--------------------------------|--------------------------|-------|-----------------------|
| Early AM    | 11        | 0         | 0                              | 0                        | 11    | 24                    |
| Mid AM      | 4         | 0         | 1                              | 2                        | 7     | 28                    |
| Afternoon   | 3         | 0         | 1                              | 2                        | 6     | 29                    |
| Early Eve   | 12        | 0         | 1                              | 2                        | 15    | 20                    |
| Night       | 14        | 0         | 1                              | 0                        | 15    | 20                    |

### Canute Road

| Survey Time | Residents | Commuters | Resident/<br>Late<br>Commuters | Town<br>Workers/Visitors | Total | Capacity<br>Remaining |
|-------------|-----------|-----------|--------------------------------|--------------------------|-------|-----------------------|
| Early AM    | 43        | 0         | 0                              | 0                        | 43    | 7                     |
| Mid AM      | 27        | 4         | 1                              | 11                       | 43    | 7                     |
| Afternoon   | 25        | 4         | 1                              | 9                        | 39    | 11                    |
| Early Eve   | 25        | 4         | 1                              | 8                        | 38    | 12                    |
| Night       | 40        | 0         | 1                              | 0                        | 41    | 9                     |

### Edith Road

| Survey Time | Residents | Commuters | Resident/<br>Late<br>Commuters | Town<br>Workers/Visitors | Total | Capacity<br>Remaining |
|-------------|-----------|-----------|--------------------------------|--------------------------|-------|-----------------------|
| Early AM    | 37        | 0         | 0                              | 0                        | 37    | 8                     |
| Mid AM      | 20        | 0         | 1                              | 8                        | 29    | 16                    |
| Afternoon   | 19        | 0         | 3                              | 8                        | 30    | 15                    |
| Early Eve   | 29        | 0         | 3                              | 5                        | 37    | 8                     |
| Night       | 33        | 0         | 3                              | 0                        | 36    | 9                     |

### Belmont Road

| Survey Time | Residents | Commuters | Resident/<br>Late<br>Commuters | Town<br>Workers/Visitors | Total | Capacity<br>Remaining |
|-------------|-----------|-----------|--------------------------------|--------------------------|-------|-----------------------|
| Early AM    | 27        | 0         | 0                              | 0                        | 27    | 0                     |
| Mid AM      | 16        | 3         | 2                              | 5                        | 26    | 1                     |
| Afternoon   | 15        | 3         | 2                              | 6                        | 26    | 1                     |
| Early Eve   | 19        | 3         | 2                              | 2                        | 26    | 1                     |
| Night       | 24        | 0         | 2                              | 0                        | 26    | 1                     |

### Conclusions

#### Athelstan Road (Outside of Residents' Parking Scheme)

The results of this survey there are no problems with parking capacity in this section of Athelstan Road. Although some on-street parking capacity is lost through vehicle crossings, these compensate for the loss of capacity by removing parked vehicles from the highway to off-street parking.

Despite this section of Athelstan Road abutting the existing Residents' Parking Scheme covering the eastern end of the road the results do not show an excessive number of non-residents' vehicles parking in the area.

#### Athelstan Road (In Residents' Parking Scheme)

As would be expected, the results of the survey show no commuter parking in the section of Athelstan Road covered by the Residents' Parking Scheme. There were several vehicles parked for short periods of time, possibly owned by visitors, but the majority of parked cars appear to be owned by residents and parking capacity seems sufficient.

#### Ethelbert Road

Unlike both sections of Athelstan Road, the number of parked vehicles in Ethelbert Road increased during the day, with the highest numbers recorded between 10:15am and 2:45pm. It is naturally assumed that these numbers would increase further during the short periods of school drop-off and collection times.

The majority of vehicles noted during the mid-morning and afternoon surveys appeared to be owned by visitors or workers in the town centre, with the number of these vehicles dropping significantly by the early evening survey and being replaced by residents' vehicles.

The introduction of a Residents' Parking Scheme in Ethelbert Road would tackle commuter parking, on the date of this survey noted as four vehicles, but would still allow short term parking to continue for either two or four hours depending on the Scheme's restrictions.

At the present time, based on the results of the survey, parking capacity does not appear to be an issue and the introduction of a Residents' Parking Scheme would therefore not seem appropriate.

#### Kingsnorth Road

With a large frontage of terraced properties, there is considerable pressure on the parking capacity of Kingsnorth Road. This was most apparent during the early morning and late night parking surveys, when the road was heavily parked and there was very little spare capacity.

The majority of vehicles parked overnight appear to be owned by residents, and around half of these vehicles vacated the road during the working day. These cars are replaced by other vehicles that appear to be owned by town centre visitors/workers, and some commuter parking, although some capacity remained during the day.

The introduction of a Residents' Parking Scheme in Kingsnorth Road would tackle commuter parking and some of the longer term day time parking by visitors and town centre workers, but obviously would not improve the situation for residents overnight when there is such a high demand on the limited on-street parking capacity.

### Egbert Road

The properties in Egbert Road have a relatively wide frontage, some with off-street parking, and as such parking capacity is not an issue in this road. Even during the early morning and late night surveys when the highest number of parked cars was recorded, the road was only around one third full of vehicles.

Generally parked vehicles in Egbert Road appeared to be owned by residents, and parking problems are not apparent in this area.

### Canute Road

As with many other roads in this survey, the highest number of parked vehicles in Canute Road was recorded during the early morning and late night surveys, with the majority of these vehicles appearing to be owned by residents.

The on-street parking capacity of Canute Road seems to be greatly reduced by the presence of dropped kerbs and junctions, and the estimated number of on-street parking spaces has been adjusted accordingly in the above figures.

During the day, between a third to half of the vehicles noted appeared to belong to town centre workers and visitors, and around four belonging to commuters.

The introduction of a Residents' Parking Scheme in Canute Road could improve capacity during the day to some extent, but would have little effect on the overnight parking which appears to be residents' vehicles.

### Edith Road

With terraced properties fronting both sides of the road, Edith Road is another area within the survey where there is pressure on the on-street parking capacity, particularly with the existing Residents' Parking Scheme in close proximity.

The number of parked vehicles did not vary considerably at any times of the survey, with residents' vehicles absent during the working day being replaced by town centre workers and visitors.

There appeared to be three commuter vehicles present during the day of this survey, and the introduction of a Residents' Parking Scheme would tackle parking problems created by commuters and longer term parking of town centre workers and visitors.

### Belmont Road

With similar characteristics to Edith Road, Belmont Road has a large number of terraced properties and is located closed to the existing Residents' Parking Scheme.

As with Edith Road, parking capacity was fully taken at all times of the survey, with no spare capacity available. Residents' vehicles moved during the working day were replaced with commuters' and town centre workers'/visitors' vehicles.

Although the introduction of a Residents' Parking Scheme in Belmont Road would not improve the overnight parking facility for residents, it would tackle some of the daytime parking issues currently experienced.