

SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 9
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Meeting Date	Monday 1 st March 2021
Report Title	Request for Extension to Residents' Parking Scheme – Edith Road, Faversham
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Community
Head of Service	Martyn Cassell, Head of Commissioning, Environment and Leisure
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of the report and recommend that Officers either proceed with an informal consultation with residents of Edith Road on a possible extension to the Residents' Parking Scheme or note the previous consultation responses and undertake no further action at this time.
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1. Purpose of Report and Executive Summary

- 1.1 This report advises Members of a request from a Ward Member for an item to be added to the Swale Joint Transportation Board agenda on parking controls in Edith Road, Faversham, and the possible undertaking of a consultation with residents.

2. Background

- 2.1 At the request of a resident, the Ward Member has conducted a survey with residents of Edith Road in Faversham, asking if they would like to see the parking control zone (Residents' Parking Scheme) extended to include Edith Road. The residents were given three options in this survey, including no change to the current parking arrangements. The results of the survey were 9 responses indicating no change to the current arrangements and 16 responses requesting inclusion in the Residents' Parking Scheme.

3. Issue for Decision

- 3.1 The issue of potentially extending the current Residents' Parking Scheme to include Edith Road, Faversham, and other nearby roads, has been extensively discussed

and consulted on in previous years, becoming a regular item on the Swale Joint Transportation Board agenda.

- 3.2 Back in 2010, a survey was undertaken with residents of Faversham on the existing on-street parking restrictions to determine whether there was support to change any of the current parking arrangements. Based on the results of this survey, at their meeting in September 2010 the Joint Transportation Board recommended that the existing Residents' Parking Scheme in Faversham be extended to include Kingsnorth Road, Canute Road, Edith Road and Belmont Road. A draft layout for formalised controlled parking bays in these roads was subsequently designed and sent out to residents for comments.
- 3.3 Various comments were received to the proposals, as well as a petition from residents containing 110 signatures from 86 properties (8 supporting the scheme and 78 objecting), and at their meeting in December 2010 Members of the Swale JTB considered all of the feedback received and recommended that the proposed scheme extension should be amended, to include Belmont Road and Edith Road only.
- 3.4 Further comments were received from residents following this recommendation, including suggestions that the views of residents of Kingsnorth Road were clearly split between the upper and lower section of the road as to whether the road should be included in the scheme, and it was suggested that one half of Kingsnorth Road should be included. These comments were reported back to the Swale JTB at their meeting in March 2011, and it was recommended by the Board that Officers should proceed with the scheme extension, not just in Belmont Road and Edith Road, but also all of Kingsnorth Road.
- 3.5 A revised scheme design was subsequently prepared by Officers and sent out to residents of these three roads for comments. Despite the previous consultations, a large number of conflicting responses were received from residents as to whether they supported or objected to the scheme extension itself, as well as comments on the proposed parking layout. For this reason, the unusual decision was taken for Officers to undertake a door-to-door evening survey in their own time to obtain a definitive response from residents as to whether they supported or objected to the proposed scheme extension. The results of this final consultation were reported to the Swale JTB in December 2011, where Members recommended that the scheme should not be progressed in any of these roads.
- 3.6 The extensive number of consultations, scheme designs and compilation of reports for the Swale JTB applied considerable pressure on the small team of two Officers making up the Engineering Team, who cover a variety of engineering functions across the Borough. The current process for any changes to on-street restrictions to be considered is for a petition to be submitted to the Swale JTB demonstrating that the majority of residents in a particular road are in support of the requested changes. The Board can then consider the petition and agree a recommendation as to whether Officers should proceed with a full consultation or abandon the proposals.

- 3.7 The survey undertaken by the Ward Member produced results of 9 of the 30 residents indicating a preference of no change to the existing parking arrangements (30%), 16 responses supporting an extension to the Residents' Parking Scheme (53%) and presumably 5 non responders (17%).
- 3.8 During the recent Borough-wide review of Residents' Parking Schemes, requested by Members of the Swale Joint Transportation Board, a total of 2 responses (7%) were received from residents of Edith Road. Both supported an extension of the scheme into Edith Road, but had differing views on the detail of the scheme. One suggested a 20-minute waiting limit for non-permit holders, a maximum of 2 permits per household and a scheme operating time of 9am to 5pm. The other response suggested a one hour waiting limit for non-permit holders, a maximum of 3 permits per household and a scheme operating time of 8am to 7pm. One of the responders commented that *"complaints seem to be from people with many cars per household. This kind of excess must be phased out, our neighbours have three cars between them, [another household] has three cars – these people ... shouldn't be the ones making decisions about parking restrictions."*
- 3.9 The extension of any Residents' Parking Scheme will invariably displace a number of parked vehicles into adjoining roads, which is why previous consultations have included not only Edith Road but other nearby roads such as Kingsnorth Road, Belmont Road and Canute Road. These previous consultations also generated view submissions from other roads, such as Ethelbert Road. Unfortunately, this makes any consultation process resource intensive. By limiting a consultation to a smaller area, there is a risk that a number of formal objections will be raised by adjoining roads during the Traffic Regulation Order consultation process, which could result in any proposed changes receiving insufficient support to progress.

4. Recommendation

- 4.1 Members are asked to note the contents of the report and recommend that Officers **either** proceed with an informal consultation with residents of Edith Road on a possible extension to the Residents' Parking Scheme **or** note the previous consultation responses and undertake no further action at this time.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Substantial resource required to undertake informal consultation with residents, and submission of results to Swale Joint Transportation Board. Resource and cost of drafting Traffic Regulation Order, formal advertising of Order and reporting formal objections to Swale Joint Transportation Board. If Scheme is extended, costs of installing lining and signing.

Legal and Statutory	Preparation, Advertising and Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	Extending the existing Residents' Parking Scheme will control longer term parking by non-permit holders. This could impact positively or negatively on householders depending on individual circumstances. Surrounding roads may experience a negative impact through the displacement of parked vehicles.

6. Appendices

6.1 None

7. Background Papers

7.1 None