

A Consideration Of, Questions Concerning, Objections To: Proposed Controlled Parking Zones (CPZ) for Strood North, December 2016

The Stated Purpose of CPZ

According to Medway Council’s *Proposed Controlled Parking Zones* for Strood North:

“It has been recognised that unrestricted roads north of [the existing Controlled Parking Zone (S)] may **benefit** from controlled parking to restrict commuters from parking outside residential properties and walking to the train station” [*Proposed Controlled Parking Zones, Design Notes*, Section: General Layout. My emphasis]. [Hereafter referred to as *Design Notes*.],

“Whilst it is realised that some roads further away from the town centre and station do not currently have issues with non-resident parking, it is envisaged that only treating roads that currently need controlled parking will displace commuters (and other residents) further north into roads where there isn’t currently an issue” [*Design Notes*, Section: Controlled Parking Zone S2].

The stated purpose of the proposed CPZ is to deter commuters from parking in Strood’s residential areas whilst benefitting residents of the streets listed in the proposal. CPZ is designed to prevent Strood North residents from being displaced by “commuters (and other residents)”. This would seem to be comfortably in line with Medway Council’s motto “Serving You”.

H*** Street

As residents of H*** Street, the *details* of our ‘*Consideration Of...*’ the Council’s proposals are the benefits or otherwise of the CPZ scheme as it specifically affects H*** Street. However, as it is very likely that the concerns set forth here will, to a greater or lesser extent, apply similarly to other North Strood streets, this is reflected in this document by interchanging ‘H*** Street’ and ‘Strood North’ in some places.

Will the CPZ fulfil its stated intention of being a “benefit” to the residents of H*** Street? Does it live up to Medway Council’s motto “Serving You”? If it does, then well and good. If it doesn’t, then it must be discarded and an alternative sought.

Current Parking Arrangements in H*** Street

H*** Street is a narrow road. It measures approximately 5.9 metres wide for much of the length of the street, widening a little as it reaches the corner of K***** Road. It doesn’t easily allow for a free flow of traffic through the middle of the road when cars are parked on both sides.

Hence, over the years, and as the number of cars has grown in relation to the number of houses, the residents of H*** Street have developed an extremely sensible and workable arrangement along the length of the north side of H*** Street that allows for *both* sides of the road to be available for parked cars and which *also* leaves sufficient room for traffic to travel along the middle of the road with ease. Please note that this includes both family sized cars and larger vehicles such as emergency vehicles, dustcarts, and delivery lorries [*please see photos 0708/0710/0711/0712*].

At present this arrangement allows for 15 parked cars along the south side, 3 along the north side between B***** Lane and B***** Street, 8-9 along the north side between B***** Street and K***** Road, and 3 facing east where H*** Street meets K***** Road. A total of 29-30 cars able to park at all times without restriction.

Medway Council's Proposals for H*** Street

- (1) "DYLs [Double Yellow Lines] will be installed at the junctions with B***** Street and K***** Road to protect the corners and provide suitable visibility for all road users.
- (2) Due to insufficient road width, parking bays can only be installed on one side of H*** Street for much of its length. SYLs [Single Yellow Lines] will be implemented on the northern side so as not to restrict parking after 6pm.
- (3) In order to maximise parking space outside 26 and 27 H*** Street, three individual parking bays will be installed. 2.5m of DYL will be provided outside 25 H*** Street to allow access to these additional parking spaces.
- (4) 107.5 metres of 'S2 only' bays will be installed, which averagely equates to 19 parking spaces. There is also scope for 7 more vehicles to park on the SYLs after 6pm" [Design Notes, Section: S2 Proposals, H*** Street].

We shall consider the Council's four proposals in the order: Point 1, Points 3 and 4, Point 2:

(I) Concerning Point 1: DYLs at Corners

"DYLs will be installed at the junctions with B***** Street and K***** Road to protect the corners and provide suitable visibility for all road users" [Design Notes, Section: S2 Proposals, H*** Street].

This is a welcome proposal. Due to the lack of parking space along the narrow roads in Strood North, there is often parking across the corners overnight and at weekends/bank holidays when everyone is at home, which can make access and manoeuvrability difficult – and potentially dangerous - for other road users.

It is true that DYLs would mean one fewer parking space on the north side between B***** Street and B***** Lane (a return to 2 spaces from a third gained some time ago), and two fewer parking spaces on the north side between B***** Street and K***** Rd, but that may have to be a necessary restriction.

(II) Concerning Points 3 / 4: Top (East Side) / Parking Bays

"In order to **maximise** parking space outside 26 and 27 H*** Street, three individual parking bays will be installed. 2.5m of DYL will be provided outside 25 H*** Street to allow access to these **additional** parking spaces" [Design Notes, Section: S2 Proposals, H*** Street. My emphases].

"107.5 metres of 'S2 only' bays will be installed, which averagely equates to 19 parking spaces. There is also scope for **7 more** vehicles to park on the SYLs after 6pm" [Design Notes, Section: S2 Proposals, H*** Street. My emphasis].

This figure of 19 spaces constitutes 14 spaces along the south side, 2 along the north side (where H*** Street widens sufficiently toward K***** Road to allow for two bays), and 3 at the top (east side). Here the Council gives the impression it will be *providing* spaces for cars in H*** Street: "*maximise parking space*", "*additional parking spaces*", "*7 more vehicles*".

Certainly, within the Council's proposal, 7 more vehicles will be able to park on the north side *after* 6pm than *before* 6pm; simply because in their scheme *no* vehicles will be able to park along the SYLs before 6pm. So Medway Council is not "providing" anything; it is merely bringing itself back into line with H*** Street's

existing parking arrangement for the north side (minus the conceded loss of 3 cars on that side due to the DYs at the corners), *but only overnight and on Sundays*.

Similarly for the supposed “additional” spaces of Point 3. There are *already* 3 parking spaces being utilised in precisely those positions at the top (east side) of H*** Street, that, by the application of a bit of lateral thinking on the part of the residents, are accessed very easily at present without any need whatsoever for DYs across number 25* [please see photos 0703/0705/0715/0764/0765]. And the residents have themselves *already* “maximised” parking there; on occasion there is space for *four* cars to park at the top, as one of these spaces allows room for visitors to park closely behind their host’s car; a very sensible idea which causes no problems for any other road user, but which the Council terms ‘double parking’; thereby justifying to itself the imposition of a parking fine.

(*Incidentally, it is possible that Medway Council has confused number 25 with 24, as number 25 is the end house on the south side; right outside of which is planned to be one of the three proposed parking bays.)

Whatever may be the case in Alice’s Wonderland, in the real world replacing a *greater number* of parking spaces with a *fewer number* of spaces does not constitute either a “provision” or an “addition”, and certainly is neither a “benefit” nor a “service” to H*** Street residents.

(III) Concerning Point 2: SYs on North Side

“Due to insufficient road width, parking bays can only be installed on one side of H*** Street for much of its length. SYs will be implemented on the northern side so as not to restrict parking after 6pm” [Design Notes, Section: S2 Proposals, H*** Street].

At 5.9m wide, it is indeed the case that if parking bays must be a minimum of 2 metres wide [Design Notes, Section: Parking Bay Sizes], and if parking bays are the *only possible option* for parked cars in *every* road in Strood North, then marked parking bays along both sides of H*** Street are not possible.

The Council’s solution to the perceived problem is to introduce SYs along the north side of H*** Street.

As with Points 3 and 4, the choice of wording in the *Design Notes* suggests that SYs will be a *benefit*; the Council is *giving* H*** Street residents something. But if we look at what the *Design Notes* say elsewhere regarding SYs, we see that, in fact, there are a lot of *serious restrictions*, whilst any supposed *benefits* are conspicuous by their absence:

“‘Single Yellow Line’ restriction – **Monday to Saturday, 8am to 6pm** (Single Yellow Line on plans). These restrictions prohibit waiting during the hours of the CPZ (Monday-Saturday, 8am-6pm), allowing vehicles to park on them outside the hours of the *ZONE*” [Design Notes, Section: Different Types of Restrictions Within S2].

At present, residents of H*** Street have the freedom to park at any time wherever there is a space; a very sensible arrangement for a very small road where parking is tight and every foot of space needs to be utilised. As we have noted, there is currently scope for a total of 12 cars able to park *at all times* along the north side of the street.

SYs, however, *will prohibit any parking at all* on the north side for *the major part of the day six days a week* so we need now to unpack what this means in practice...

- Any residents parked on the north side overnight on a weekday or during Sunday, who will not be using their cars the following day will be compelled to repark on the south side - or in a neighbouring road before 8am the following morning, **leaving the entirety of the north side vacant all day**,

whether or not there are any parking spaces available on the south side or in a neighbouring road

[please see photos 0694/0697/0716/0750/0755/0762/0804].

- Any residents returning home from work or other journey before 6pm on a weekday or a Saturday, will not be able to park their cars on the north side but will be compelled to ***leave the entire north side vacant until 6pm, whether or not there are any parking spaces available on the south side or in a neighbouring road*** *[please see photos 0695/0699/0722/0753/0760/0768].*

(a) Re: Weekdays

(i) Mornings: At least two H*** Street residents who leave home at 5.00am every day for work, as well as any others who similarly leave home long before 8.00am to walk to Strood Station or to the coach stop to commute to London, and have cars parked on the north side of the road overnight but cannot move them to the south side of the road because there are no spaces at that time of the morning, will have no choice but to leave their cars parked where they are and risk being fined - *in addition to* Medway Council's requirement that they make an annual payment for the "benefit" of being able to park ***only overnight and on Sundays along a substantial portion of their own street.***

And if this is the case *every day*, which is most likely, they risk being fined *every day*. Any spaces on the south side or in neighbouring roads that *may* become free *after* these H*** Street commuters must leave home each morning are of *absolutely no use whatsoever* to them.

Questions to Medway Council:

(1) Please advise these commuters what you (a) would recommend they do, and (b) would yourselves do?

(2) In what way(s) does Medway Council consider it "benefits" or "serves" these Strood North commuters to oblige them to get up even earlier than they already do on weekdays, for the sole purpose of going on a wild goose chase round the neighbourhood for non-existent parking spaces, before they can go off to work?

(ii) Evenings: H*** Street begins to fill up with cars by about 5pm on a weekday. By 5.30pm it is very unusual for there to be more than one or two available spaces on either side of the road. Consequently, when residents of H*** Street return home from work or elsewhere before 6pm to find there are no spaces on the south side – which will almost certainly be the case – they will face the following grievous choices:

- drive round the block for an hour or more, despite being tired after a long day at work or a difficult journey stuck in a traffic jam on the M25, along with a growing number of other equally tired residents until 6pm, at which time they will simultaneously be trying to park – risking the possibility of at least some kind of scrape - in one of the spaces on the north side now become available. Or:
- try to find a parking space in the next S2 road (we'll call it Road B) that *isn't* penalised by SYLs, displacing a driver from that road, who when *he* returns is then obliged to find a space in Road C, displacing a driver from that road, who must then look for a space in Road D, and so on to Road E, and Road F, and Road G, *ad absurdum...* until eventually 6pm arrives and the displaced driver from Road G can come along and park along the north side of H*** Street. Or:
- sit in their cars for an hour or more in a lengthening static convoy of other cars "waiting" alongside the bay-parked cars on the south side, obstructing the free-flow of traffic along the middle of H*** Street until 6pm, at which time they will simultaneously be trying to park – risking the possibility of at least some kind of scrape - in one of the spaces on the north side now become available. Or:

- park on the SYLs anyway because after a long and tiresome day and/or journey home, they are simply too tired to play absurd games of musical cars - thus risking a parking fine *in addition to* Medway Council's requirement that they make an annual payment for the "benefit" of being able to park ***only overnight and on Sundays along a substantial portion of their own street.***

Questions to Medway Council:

(3) Please advise residents which of the above options you (a) would recommend they do, and (b) would yourselves do?

(4) If, as we saw in an earlier quote from the *Design Notes*, prevention of residential displacement is a primary purpose of the CPZ – and as one H*** Street resident was assured of by an Officer from the Integrated Transport Service at Strood Community Hub on 15 December 2016:

“Whilst it is realised that some roads further away from the town centre and station do not currently have issues with non-resident parking, it is envisaged that only treating roads that currently need controlled parking will **displace** commuters (and **other residents**) further north into roads where there isn't currently an issue” [*Design Notes*, Section: Controlled Parking Zone S2. My emphases].

...then can Medway Council not see what an utterly bizarre and totally unnecessary circle of S2 displacement they themselves will be causing by imposing SYLs on H*** Street residents?

(5) How does such SYL-caused displacement “benefit” and “serve” H*** Street and any other North Strood streets affected by it?

(b) Re: Saturdays:

Most people are at home on Saturdays, thus requiring parking during the entirety of the day. It is usual for every parking space on both sides of the road in H*** Street on a Saturday morning to be full and the street usually remains at least half to two-thirds full throughout the day. Although some cars *may* move away at times during the day, the current parking situation shows there would still be insufficient spaces for all the cars that will be displaced from the north side [*please see photos 0674/0691/0723/0726/0730/0774/0779/0781/0784*].

Questions to Medway Council:

(6) On what grounds does Medway Council think it a sensible idea for there to be a sudden flurry of cars at 7.55am on a Saturday morning being moved simultaneously from perfectly adequate parking spaces on the north side of H*** Street to parking spaces in another S2 road – which will most likely already be filled with cars belonging to residents of *that* road?

Now to later in the day... consider three scenarios (each of which could also apply on weekdays):

- a young mother with two small children, a toddler, a baby, and several bags of paraphernalia which all mums need when they're out with small children,
- an elderly person who has great difficulty walking far, but is not eligible for a disability space,
- a woman (or a 'person' if we must be politically correct) with half a dozen bags of heavy groceries,

...return home before 6pm, to find no spaces on the south side – which will almost certainly be the case – so are forced to trawl neighbouring S2 roads for a space, *when the entirety of the north side of H*** Street is empty.*

(7) If this young mother is forced to park in another road where she does not have simultaneous visibility of her car and her house, what should she do? She cannot leave any of her small children unaccompanied in the car whilst she carries the others the distance to her house. But even if she *does* manage to marshal all her children in one go from her car to her house, she cannot leave them unaccompanied indoors while she traipses back to the car to retrieve her bags. Will Medway councillors be prepared to interrupt their Saturday to come and help this young mother walk her children and belongings from her car to her house?

(8) Will Medway councillors be prepared to interrupt their Saturday to come and lend this elderly person their arm to lean on, as they slowly make their way to their house from their car parked two streets away?

(9) Will Medway councillors be prepared to interrupt their Saturday to come and carry some of this woman's heavy grocery bags to her house from her car parked two streets away?

No? But Medway Council's motto is "Serving You", is it not? Here Medway councillors have some perfect opportunities to demonstrate the truth of their slogan – *and* go a *very* small way to redeeming their incomprehensibly calamitous decision to decorate H*** Street with yellow lines.

(10) If the cause of Strood North's parking problem is non-Strood commuters, as the Council says, and the vast majority of commuters don't commute on Saturdays, then on what reasonable grounds does Medway Council think it acceptable to deprive H*** Street residents of their parking spaces on the north side of the road, *leaving that side of the road completely empty when there won't be any competition for parking spaces from commuters on Saturdays anyway?*

(11) In the event that there *were* one or two stray commuters looking for a parking space as far away from the train station as Strood North streets on a Saturday, then on what reasonable grounds does Medway Council think it acceptable to deprive the residents of H*** Street of their parking spaces on the north side of the street, for the sake of just one or two *possible*, but *highly unlikely*, Saturday commuters?

(c) Re: Bank Holidays, Christmas Day, Boxing Day, New Year's Day, Good Friday:

The *Design Notes* are silent regarding SYL provision for the parking of residents' cars during bank holidays or festive days, but a telephone call with an Officer from the Integrated Transport Service (who at least had the grace to sound a little embarrassed by the Council's cavalier indifference to the query) established that SYLs will remain in force during these days.

It is almost certain that most H*** Street residents will be at home on such days, thus requiring parking for the duration [please see photos 0732-5/0738-9/0741/0743/0749/0787/0790/0791/0793/0797/0803]. *Where, exactly, do ITS and Medway Council propose that all these cars go?* Moreover, residents may well have family members visiting for a day or two during the Christmas period, straining parking needs even further. Medway Council may counter this by arguing that perhaps as many H*** Street residents will visit relatives during these days as relatives visit them. Maybe. But that is by no means certain. The point is that *without* SYLs it wouldn't be a potential issue; *with* SYLs it *is*.

Presumably there is no need to mention here that North Strood residents should *not* be obliged to disrupt their leisurely Christmas Day, Boxing Day, or New Year's Day by getting up earlier than they would have *sans* SYLs, wasting a goodly amount of their precious festive morning scraping the ice from the windows of their cars, and searching for non-existent parking spaces in neighbouring S2 roads?

Of course, this onerous imposition *may* seem a *tad* less unpalatable to Strood North residents were Medway councillors and ITS Officers themselves to lead the way...

Questions to Medway Council:

(12-14) Please refer to Qns (6,10,11) above, replacing references to Saturday with BHs, CD, BD, NYsD, GF.

(d) Are SYLs a “Benefit”? Do They “Serve” H*** Street Residents?

All these shenanigans, and no doubt more, will apply to any Strood North streets which have SYLs imposed upon them. The number of cars owned by Strood North residents won't somehow lessen due to SYLs on our roads. There will be just as many cars owned by just as many residents; but fewer spaces to park them in.

There really are no words to describe such obliviousness to the needs of Stroodians whom Medway Council claims to serve. We can be fairly sure that no councillors or ITS officers are themselves residents of a SYL-affected street; it is always easy to dictate to others what one is not prepared to do oneself.

SYLs are simply not designed for residential streets in which people necessarily need to be able to keep their cars parked for long periods of time – hours, days, or even weeks. The *only* justifiable exceptions – and they should surely be *extremely* exceptional - are very short lengths across openings or similar. Neither is it acceptable to try to circumvent residents' valid objections to SYLs by imposing less draconian day and/or time restraints; residents parking on the north side of H*** Street will *still* be obliged to play musical cars; just slightly less often.

It is folly to try to fit a square peg into a round hole. It just will not fit, no matter how hard you force it.

Questions to Medway Council:

(15) What happens on *snow-ridden* weekdays, Saturdays, Festive Days, and Bank Holidays, when it is foolhardy to try to move one's car – especially on these narrow and hilly roads in North Strood? Will Medway councillors prove the worth of their slogan “Serving You” by being willing to come and move our cars back and forth for us? Will they be willing to pay any fines accrued from the necessity of leaving our cars parked on the SYLs? No? But why not?

(16) If the point of Medway Council's proposed CPZ is to:

- *ease* parking for Strood North residents,
- prevent *displacement* parking in Strood North roads,
- *benefit* Strood North residents,
- *serve* Medway Council tax payers,

...then on what reasonable grounds can Medway Council argue that its requirement that H*** Street residents make an annual payment in order to be able to park ***only overnight and on Sundays along a substantial portion of their own street*** meets, in ***any way whatsoever***, those obligations to residents?

(17) If non-Strood commuters really are pushing Strood South residents into Strood North roads, as the Council alleges, then on what reasonable grounds does Medway Council think that penalising residents by forcing them out of their parking spaces by 7.55am each morning (a) resolves any “commuter (and other residents)” displacement, and (b) is a “benefit” to them or is “serving” them, when leaving their cars parked in those spaces would itself prevent these “commuters (and other residents)” being able to park in them?

(18) If H*** Street is too narrow to have parking bays on both sides, such that SYLs are considered necessary along one side from Monday to Saturday between 8am to 6pm, as well as on bank holidays and festive days, then on what reasonable grounds is the street *not* considered too narrow for parking on both

sides overnight and on Sundays? Either the street is too narrow for the free-flow of traffic along the middle of the road, or it isn't; it doesn't change its width according to the time of day or the day of the week.

The fact is, of course, that H*** Street is *not* too narrow to park on both sides with the very sensible arrangement the residents have organised for ourselves. The street is only too narrow for Medway Council's *preferred* method of parking for the street: parking bays and SYLs.

Permit Parking Areas

By now, it can be seen that if Medway Council insists on installing parking bays along one side of H*** Street and SYLs along the other, its stated purpose and motto to "benefit" and "serve" Strood residents will be very seriously compromised – at least for the residents of H*** Street and other similarly affected roads.

But of course, parking bays and SYLs are *not* the only parking options for roads in Strood North, are they?

As noted at the beginning of this document, H*** Street residents are best placed to know what parking arrangement works for them, and they *already have in place a very sensible and workable parking arrangement* allowing for maximum possible parking in a narrow road; an arrangement that can easily be continued within the parameters of the proposed CPZ, but *without* the unacceptable restrictions caused by single yellow lines: Permit Parking Areas (PPAs).

Medway Council's plans show that for 12 roads in Strood North:

"Due to insufficient road width, PPA will be installed along the full length of the road" [*Design Notes*, Section: S2 Proposals, M***** Road].

"PPAs are small areas of carriageway where installing bays and typical CPZ road markings are neither practical nor possible. ... PPAs do not have carriageway markings, and rely wholly upon upright signs at regular intervals as well as the signs ... at every entrance point. PPAs operate in exactly the same way as any other road within the CPZ; any vehicle wishing to park on the public highway between Monday-Saturday, 8am-6pm will need to display a valid permit" [*Design Notes*, Section: Different Types of Restrictions Within S2].

For example, C**** Street, M***** Street, and W***** Street are all also 5.9 metres wide; precisely the same width as Hone Street, and they have all been designated PPAs.

Similarly, to ensure continued ease of and sufficient parking for residents, there is ostensibly *no reason whatsoever* that H*** Street may not be, as are these 12 other streets in Strood North, a PPA.

Question to Medway Council:

(19) On what reasonable grounds has Medway Council considered it not possible for H*** Street to be a Permit Parking Area?

Summary

In light of their proposals for future parking in H*** Street, it is fair to surmise that neither ITS nor Medway Council has made satisfactory efforts to familiarise themselves with residents' *existing* parking arrangements and realistically assess how these may sensibly be incorporated into any future parking scheme:

Existing Parking Arrangements in H* Street:**

- Organically developed by H*** Street residents to maximise number of parking spaces available,
- 29-30 parking spaces available for H*** Street residents at all times,
- Workable and flexible arrangement,
- Current charge for limitless parking for H*** Street residents is £0.00p,
- Current charge for limitless parking for visitors to H*** Street residents is £0.00p,
- Benefits and serves the residents of H*** Street.

Medway Council's Proposed Parking Arrangements for H* Street:**

- Imposition by non-H*** Street residents with no knowledge or experience of parking in H*** Street,
- Conceded loss of parking for 3 cars due to implementation of DYs on corners of B***** Street and K***** Road,
- Non-conceded loss of parking for 1 car outside number 25 (24?) H*** Street due to DYs,
- Estimated 19 parking spaces available for H*** Street residents throughout Mon-Sat 8am-6pm,
- Estimated 19 parking spaces available for H*** Street residents on bank holidays and festive days,
- Estimated 26 parking spaces available for H*** Street residents overnight and on Sundays only,
- Unworkable and inflexible arrangement necessitating continual displacement of both H*** Street residents' cars and of those in neighbouring Strood North roads,
- Annual charge for all types of permit parking for S2 residents is £27.00p per car,
- Annual charge for parking on the north side, *limited to just overnight and Sundays*, for H*** Street residents is £27.00p per car,
- Fines in addition to annual charge if residents are forced to park on SYs due to no available parking spaces elsewhere are £70.00p/£35.00p or £50.00p/£25.00p (relevant council webpage unclear whether 'higher level' or 'lower level' penalty would apply),
- Annual charge for visitors' parking is £33.00p (restricted to one visiting car at any one time. A book of visitors' permits is required if two or more cars are visiting simultaneously),
- Fines in addition to annual charge for visitors' permit if visitors are forced to park on SYs due to no available parking spaces elsewhere,
- Neither benefits nor serves the residents of H*** Street,
- Harshly penalises the residents of H*** Street.

Permit Parking Area for H* Street:**

- Alternative option for parking in H*** Street within scope of Proposed Controlled Parking Zones,
- 26-27 parking spaces available for H*** Street residents at all times,
- Conceded loss of parking for 3 cars due to implementation of DYs on corners of B***** Street and K***** Road,
- Workable and flexible arrangement,
- Annual charge for continued freedom of parking for H*** Street residents is £27.00p,
- No fines in addition to annual charge necessary as no SYs,
- Annual charge for visitors' parking is £33.00p, plus book of permits if needed (details as above),
- No fines for visitors in addition to annual charge for visitors' permit necessary as no SYs,
- Benefits and serves the residents of H*** Street, within the parameters of the Proposed CPZ scheme for North Strood.

To Conclude: H*** Street to Be a Permit Parking Area

If the proposed CPZ is a genuine attempt to *benefit* and *serve* Strood North residents, if it is not just an ill-thought-out money-making scheme, and if it is definitely scheduled to go ahead in some form, then the residents of H*** Street kindly advise Medway Council to designate H*** Street a Permit Parking Area.

Postscript

In fact, if the primary reason for Medway Council's CPZ is *really* to discourage commuters from parking in Strood, then PPAs for *all* of Strood's residential streets would surely be the simplest solution: residents would not be in competition with commuters for spaces, *and* they would *continue* to have the freedom they currently have to park along the entirety of their streets, which only the PPA option allows; thus fulfilling the Council's stated purpose to deter commuter parking whilst benefitting and serving Strood's residents.

(For another possible solution to the claimed existing Commuter → Strood South → Strood North parking displacement problem, please see the Addendum below.)

Addendum: Possible Solution to the Commuter Problem?

There are two car parks serving Strood railway station at present, but they seem not to be sufficient for Strood's commuter requirements. Is there any reason why Medway Council cannot extend its existing single-storey car park, bounded by S***** Road, G**** Road, and S**** E***** Road, into a two- or three-storey carpark? And/or perhaps Medway Council could negotiate with South Eastern Railway to replace its existing one-level parking area, to the left of the station, with a two- or three-storey carpark?

- Commuters will be able to park locally to the station instead of driving round Strood's roads in search of an elusive parking space,
- Residents of Strood South and Strood North will reclaim their parking spaces,
- Medway Council will still get the extra money they want, but some of it will be payable by the commuters using the car park instead of by overly penalising Strood residents, who, if the Council's *Proposed Controlled Parking Zones* does go ahead, will assuredly be expected to pay a greater amount for their parking permits each year as the Council predictably increases the annual payment.

Thus any "commuter (and other residents)" parking displacement problem is resolved and everyone's happy.

Final Question to Medway Council:

(20) Perhaps ITS officers and Medway councillors would like to explain this statement?:

"The most important thing is for officers and Members **to stick to the plan and not change direction or waver from our intention**. There will always be some degree of opposition to CPZs and this may influence decisions to promote some schemes" [Regeneration, Culture and Environment Overview and Scrutiny Committee, *Briefing Note – No. 08/16*, 12 September 2016. My emphases].