

SNODLAND LOCAL PARKING PLAN

DRAFT



1. General Overview of Parking Policy

1.1. Our responses to the comments, concerns and suggestions from the local community are guided by a number of broad policies :

- **supporting the commercial vitality of the town**
- **providing parking opportunity for residents**
- **managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists)**
- **improving road safety**
- **improving the local environment**
- **improving the quality and accessibility of public transport**
- **meeting the needs of disabled people, some of whom will be unable to use public transport systems and depend entirely on the use of a car**
- **managing and reconciling the competing demands for kerb space of: residents, shops, businesses, visitors, pedestrians, delivery vehicles, buses, taxis, private hire vehicles, coaches, cars, bicycles, and motorcycles**

1.2. General and Operational Policy

- **There will be a general presumption in favour of maximising the amount of parking consistent with highway safety.**
- **The Snodland Local Parking Plan will provide actions to deal with identified parking problems and it will do so in a way that avoids a simple transfer of the problem to neighbouring streets. However it will also avoid speculating about where problems might arise in the future and what solutions might be where currently none exist. If problems develop these will be dealt with through monitoring and future reviews of the Snodland Local Parking Plan.**

1.3 Operational Policy Considerations

In the consultation responses and feedback for this, and all of the previous Local Parking Plan projects the Borough Council has drafted, there are a number of consistent comments and themes that are worth considering in this separate introductory section dealing with 'Operational Policy'.

The role of the Borough Council	<p>The Borough Council, in its own right, operates a number of public car parks in Tonbridge & Malling.</p> <p>It also carries out on-street parking management on behalf of the Highway Authority, Kent County Council, under an agency agreement.</p>
The "Right to Park"	<p>There is a popular misconception that there is an inherent right to park on a highway. Current practice is that parking is usually tolerated until such time as it compromises safety by restricting traffic flows, access, public transport services, or sight lines.</p> <p>Parking controls are reserved for essential sites where there is evidence of a persistent problem that requires intervention. Highway Authorities have a duty to use parking restrictions to maintain safety for other road users and they also have powers to assist with balancing the demand for roadside parking space or the competing needs of an area. However there is no duty for Highway Authorities to do so.</p> <p>The responsibility for finding safe and secure parking space lies solely with the driver.</p>
Parking "Problems"	<p>Many parking problems reported in the consultation relate to situations where there are simply too many cars for the limited space available in which to park.</p> <p>The scale of funding available to carry out the Snodland Local Parking Plan is insufficient to address this by providing for new off-street car parking, even if land were to be available locally for such a purpose.</p> <p>In the feedback, there are a number of suggestions that neighbouring tracts of important local amenity land be used for car parking; the recreation ground, for example. Given the fact that there is no funding for new car parks, it is not necessary to consider the question of whether building car parks on</p>

	<p>such crucial local 'green lungs' is a proper way forward.</p> <p>In summary, a parking problem may well exist but it does not necessarily mean there is a practical action that can resolve it.</p>
Parking Priority	<p>We will seek to make as much parking available on-street as can be allowed consistent with highway safety. From the comments and feedback, it is clear that the competition for parking is generated by legitimate local needs, be it from residents, shoppers and people working for local businesses or visiting the town on business.</p> <p>No one from any of these groups has particular parking priority as far as the Snodland Local Parking Plan is concerned and all have a proper and equal right to the available parking opportunities.</p>
Permit Parking Schemes	<p>Ideally, permit schemes are operated in areas where there are exceptional roadside parking pressures generated for residents and businesses by drivers who do not live or work in the area. Nor are they visiting on local business but, instead, use local roads and car parks as long stay storage facility generally for the purpose of commuting.</p> <p>Introducing permit parking for local residents and businesses is an effective way of freeing up on-street parking capacity by preventing such commuter parking.</p> <p>Permit schemes do not work where there is no element of undesirable parking that can be removed by permit controls. Permit schemes are not an effective or natural solution to deal with the problem of too many local residents, businesses and shoppers cars competing for a limited stock of road space.</p> <p>Some of the feedback from streets where there are acute parking pressures, although minor in the overall assessment of the response, seeks 'permit parking'. However, acceding to such requests would require discriminating against other groups of drivers, be they shoppers or workers from businesses, all of whom have an equal need and right to park locally.</p> <p>The first stage of consultation in Snodland has revealed that competition for on-street parking space arises almost entirely from local sources. There is no significant external element of parking that could justifiably be controlled to free up any useful amount of on-street parking for local residents and businesses. The parking management problem for Snodland is concerned with how best to balance</p>

	<p>locally generated competition for the available space. Currently, preferential permit parking is not a valid or effective way of achieving this and is not being recommended as part of the Action Plan.</p> <p>A further consideration is that any controlled parking scheme and its associated permits requires significant cost to set up, administer and maintain. Elsewhere the cost of a preferential permit scheme is borne by the permit holders who benefit from the administration, enforcement and maintenance of a scheme on their behalf. It is not a charge on the whole of the Borough. Similarly the management, maintenance and enforcement of a controlled car park is usually at the cost of those who use the car park and not a charge on the rest of the Borough residents</p>
<p>Enforcement of Restrictions at Schools</p>	<p>Traffic and parking management at either end of the school day are a national problem. The conditions around the schools in Snodland are similar to most other schools in the Borough and, indeed, nationwide. These locations have been the frequent focuses of earlier attention to deal with poor parking behaviour and are a regular case of enforcement action by the Borough Council's parking officers.</p> <p>Parents realise they are able to stop on waiting restrictions for the purpose of allowing passengers to board or alight so the presence of a Civil Enforcement Officer, while 'comforting' for those who wish to see a uniformed presence outside all schools at start and finish times, is a particularly ineffective means, on its own, of dealing with the traffic management problems at those times.</p> <p>Furthermore, at a practical operational level, it is simply impossible to have such a presence on a daily basis as the problems exist on roads around most school sites throughout the Borough for just a short time each end of the school day.</p> <p>Resolving traffic management problems at schools requires a much broader approach. School Travel Plans (STP) are in place in most schools and offer a positive means of encouraging alternative ways for pupils to travel to and from school. The Borough Council is happy to work with the schools, Police, PCSO and KCC to assist where possible to support and maintain work on school Travel Plans and in ensuring the traffic environment at the school gate is safe for young pupils and nearby neighbours.</p>

<p>Snodland Market</p>	<p>Snodland Market is well used and generally welcomed by residents and traders for the additional shopping facilities it attracts and the benefits these bring into town.</p> <p>The disruption to normal parking patterns is inconvenient but is generally accepted to be outweighed by the increase in visitors into the heart of the Town. The Snodland Partnership and Town Council have no plans to alter this arrangement or the location in the foreseeable future. Actions in the Snodland Local Parking Plan will seek to support the market in a balanced way in the light of other competing parking pressures.</p>
<p>Parking on the Footway</p>	<p>The current legal position is that the Police have powers to deal with instances of obstruction and the offence of driving on and off a footway.</p> <p>Unless a vehicle is parked on a footway contravening a restriction such as a single or double yellow line, Civil Enforcement Officers (formerly Parking Attendants) cannot take any action.</p> <p>Some pilot schemes have been trialled in other Kent districts using specific footway parking bans on particular streets. The contrast between these schemes and the effective summary powers the police are able to exercise is quite concerning. To make footway parking enforceable by CEOs requires a significant amount of obtrusive signing to accompany a traffic regulation order. It appears to be a particularly ineffective and costly way of dealing with the problem of footway parking and this Council is not considering doing so at this time.</p>
<p>Turning Heads</p>	<p>Parking in the turning area of a cul de sac is a frequent problem and is almost always one created by some residents themselves in the immediate neighbourhood. It can create problems of access and highway safety for larger service, delivery and emergency vehicles.</p> <p>Introducing waiting restrictions in such a situation prevents useful casual parking opportunity for visitors, for example, that could otherwise be tolerated.</p> <p>However, where the level of parking in a turning area creates a persistent problem for essential vehicles then double yellow lines may have to be considered to reinforce the rules of the Highway Code.</p> <p>A general conclusion from the consultation is that, while there are a number of turning heads</p>

	<p>in the residential neighbourhoods subject to some degree of resident parking, there is no pressure from the emergency services or refuse contractor meriting intervention at this stage.</p>
<p>Parking Enforcement</p>	<p>Often mentioned in the feedback to the consultation is that there be more enforcement of the waiting restrictions.</p> <p>The amount of parking enforcement activity in Snodland and elsewhere in the Borough is directly related to the number of officers in the parking team. It is a ten person team, including the supervisor. At this limited level of staffing, taking shift patterns into account and factoring in absences for annual leave or through sickness, the team is spread thinly across the Borough. Therefore it is simply impossible to have a uniformed presence at all the locations and times that some people would wish. Instead, the team seeks to achieve an effective enforcement service by varying the patterns of attendance at problem locations and by responding to requests from the local community when possible.</p> <p>The size of the parking team reflects the intention that parking enforcement in Tonbridge & Malling be fair and effective without being overbearing or intrusive. The team has arrived at its current strength through incremental additions over a number of years and is now judged to be the right size for to achieve the efficient, effective and non-oppressive service that the Council wishes to achieve. For this reason, there are no current plans to increase the size of the team so the only way there could be 'more enforcement' would be by carrying out less enforcement at other locations. As it is, the central shopping area and the roads around the schools receive a reasonable amount of enforcement relative to other parts of the Borough, consistent with the overall commitments on the parking team.</p>
<p>Obstruction of Access</p>	<p>Difficulty in gaining access to a property is not in itself sufficient justification for installing double yellow lines across a driveway or dropped kerb. White Access Protection Markings (APM) can installed at locations where there is a demonstrable and persistent problem with obstruction. Although the APM is not enforceable, the Police have powers to deal with obstruction and its presence does tend to support the offence of obstruction if the police are asked to take action.</p> <p>Under the Traffic Management Act, the offence of obstructing a dropped crossing is potentially enforceable by Civil Enforcement Officers. However, detailed regulations governing signing requirements and the associated procedures are not yet in place so such obstruction remains a police</p>

	enforcement matter.
Vans Parked in Residential Areas	There is no legislation that can be used to effectively discriminate against residents taking their works vans home and parking in the streets where they live. In some instances a condition on an Operators Licence will prevent overnight parking by vehicles over 7.5t. However, the concerns in the feedback to the consultation relate to commercial vehicles that do not fall into this category since these are generally light vans pick-ups.
Formalised Parking Areas	<p>Parking on a highway can only be allowed within the guidelines of the Highway Code, where road width, kerb-line and access points allow. The Highway Code contains a list of sites where drivers should not park.</p> <p>A consequence of this is that formal parking management schemes generally result in a perception that there is less parking available. What happens is that some of the unacceptable parking that takes place on an informal basis has, of necessity, to be positively prevented rather than condoned.</p>
Use of Garages and Driveways	A frustration evident in many responses from the mainly residential part of the town concerns pressures generated by some residents not using their garages or drives. Clearly, such behaviour has the capacity to create unnecessary parking problems but the fact is that even if it were appropriate for the Borough Council to intervene, there is no way to compel these residents to use their driveways or garages.

2. Parking Management Zones

2.1. The Snodland Local Parking Plan consists of parking management interventions focused on a number of discrete areas as follows:-

- **The town centre car park at Rocfort Road**
- **The town centre streets to the east of Malling Road**
- **The town centre streets to the west of Malling Road**
- **Main access roads in and around the town centre**
- **The neighbourhood around each of the schools**
- **The outlying residential neighbourhoods**

2. This is supplemented by sections on

- **General Actions**
- **Parking Trends**

3. The Town Centre Car Park at Rocfort Road

3.1. **Rocfort Road car park** is an important local asset and it is absolutely crucial in helping relieve parking pressures in the town centre. General description :-

- The car park has 92 spaces and this includes 2 disabled persons parking bays.
- Use of the car park is free and unconstrained except for a 23 hour restriction on maximum stay during any day.
- Security is assured by high specification lighting and 8 CCTV cameras.

- The groups of drivers regularly using the car park are neighbouring residents, local businesses, and shoppers and visitors to the town.
- Monday to Thursday – there is generally about ten spaces available in the morning and about 20 from mid-afternoon onwards.
- In the evenings, there are generally 30 or so spaces available.
- On Fridays a further 17 spaces next to the High Street are unavailable as they are occupied by the stalls for weekly Market . A number of the remaining spaces are taken up by the traders' vehicles.

3.2. The scope for increasing the number of spaces in the car park. The current layout makes best use of the available space. There is an expectation that there should be Disabled Persons Parking Bays (DPPB) in the area near the High Street. This could be achieved by reallocating one of the existing bays in the main area of the car park although any spaces nearer the High Street would be unavailable on Market day.

3.3. Overall Conclusions about the Car Park

- An important observation is that town centre parking on market day appears to work adequately despite the take up spaces in the main car park.
- The town centre car park is busy and there may be times that it is full. However, generally there is usually some spare capacity.
- The Borough Council wants the car park to be available to meet the parking needs of local residents, businesses and shoppers without giving priority to any one of those groups. This being the case, there is no operational benefit in seeking to alter the current unregulated arrangements.
- There is no operational rationale for a permit parking arrangement in the car park unless there is agreement that one of the current user groups is denied the right to park there. If this were to happen, there would adverse impacts for on-street parking.

3.4. Recommended Actions

- **Retain the current unregulated and free use of the MAIN car park.**
- **Give equal priority to use the car park to local residents, shoppers, visitors and businesses.**
- **Continue allowing the market to take place on the car park on Fridays**
- **Remodel the layout to allow an additional DPP PARKING BAYS to be installed *IN THE AREA WEST OF THE HIGH STREET ACCESS ROAD* to assist Blue Badge holders.**
- ***INTRODUCE DAYTIME TIME-LIMITED WAITING OF UP TO 2 HOURS (MONDAY – THURSDAY) IN THE BAYS TO THE EAST OF THE HIGH STREET ACCESS ROAD TO SUPPORT LOCAL BUSINESSES, CUSTOMERS AND VISITORS***
- **Monitor usage to ensure that any trends that have an adverse effect on local parking management can be identified and dealt with under future updates of the Snodland Local Parking Plan.**

4 Parking Management in the Town Centre Area (east of the Malling Road)

- 4.1 This parking management zone consists of the town centre area to east of Malling Road and includes High Street, Queens Avenue, Queens Road and Waghorn Road
- 4.2 There are many households and businesses in this area and in other surrounding roads that do not have parking within their own property. This concentrates competition for the limited available roadside parking opportunities. Equally, there are some properties where the full use of off-road parking facilities is not taking place.
- 4.3 Given the intention of keeping the use of the Borough Council car park free and unregulated, the risk of adverse impacts from people transferring out of the car park to use on-street spaces in this area is negligible. The full use of off-street private parking facilities at some properties would relieve some of the current pressures on resident, businesses and visitor parking in the town centre.
- 4.4 Some daytime waiting restrictions on the roads in this area were required for legitimate historic traffic management purposes. The reasons for the original installation, related to conditions many years ago before the bypass was constructed, have ceased to apply and there is an opportunity to review and restructure the parking and, in so doing, create a substantial number of additional on-streets spaces for local residents and businesses (possibly as many as 60 subject to detailed assessment of local circumstances). With this in mind, the Plan recommends the following actions:-
- **Revoke unnecessary daytime waiting restrictions and double yellow lines (except in existing time-limited lay bys) to free up more kerbside parking without compromising traffic flows.**
 - **Mark out permitted parking areas with uncontrolled bays to assist with traffic flows and maximise kerbside parking .**
 - ***TRASNSFER THE DPPB OUTSIDE THE NAT WEST BANK TO IMPROVED DPPB FACILITIES RE-SITED IN THE CAR PARK AND INTRODUCE TIME LIMITED WAITING UP TO 30 MINUTES IN THE LAY BY***
 - **Introduce double yellow lines to provide corner protection at junctions to improve safety and traffic flows and reinforce the guidance of the Highway Code**
 - **Introduce access protection markings across accesses and driveways to prevent obstruction**

- **Upgrade signing to make more conspicuous the restrictions that apply to the loading bay**

5 Parking Management in the Town Centre Area (west of the Malling Road)

- 5.1 The Town Centre area west of the Malling Road includes the High Street (west) Constitution Hill, the lower section of Birling Road and Stevens Close.
- 5.2 A number of residents and businesses in this area and surrounding roads do not have parking within their own property so there is competition within a concentrated area for available roadside space between these different and competing needs.
- 5.3 If parking in the car park remains uncontrolled, then roadside parking opportunities in the surrounding roads will not be seriously affected by the inevitable transfer of parking. The full use of private parking facilities at some properties would relieve some of the current pressures on resident, businesses and visitor parking.
- **Mark out permitted parking areas with uncontrolled bays to assist with traffic flows and maximise kerbside parking**
 - **Introduce double yellow lines to provide corner protection at junctions and turning areas to improve safety and traffic flows and reinforce the guidance of the Highway Code**
 - **Introduce access protection markings across accesses and driveways to prevent obstruction**
 - **Install additional DPPB in lay by in High Street (W) outside the Pharmacy**
 - **Monitor parking at the access to Stevens Close**

6. Parking Management on Main Access Roads around the Town Centre

- 6.1. The town has a single carriageway by pass that links traffic movements between M2 and M20 junctions. Holborough Road, Malling Road and Rocfort Road are the main local distributor links to the town centre.

- 6.2. Although parking on these roads is largely uncontrolled there is serious competition for roadside parking between the businesses, shops and the Victorian style terraced houses with little or no off street parking. The need to facilitate two-way traffic does restrict the amount of on-street parking that is permitted
- 6.3. The introduction of one way traffic flows on any of these roads would create a few additional parking spaces in Holborough Road but is limited only to where road width, junctions and access points allow. However it would have the effect of creating unacceptable longer journeys and transfer HGV traffic on to less suitable or commodious routes.
- **Mark out permitted parking areas with uncontrolled bays in Malling Road, Rocfort Road and Holborough Road**
 - **Revise the length of the existing time limited controlled bay in Malling Road to cover the shop frontages to support local businesses. The remainder of the existing bay to be uncontrolled to assist with daytime longer stay parking requirements**
 - **Structure permitted parking areas to provide ‘passing bays’ to promote free flow of traffic where junctions, accesses and road width restrict the installation of uncontrolled parking bays to maximise the amount of kerbside parking space**
 - **Install “No Waiting at Any Time” restrictions at junctions to reinforce the guidance in the Highway Code**

7. Parking Management in Roads around School Sites

- 7.1. There are two primary schools and one Technology College that serve the local area. These schools attract an increasing number of pupils from outlying areas as far as Maidstone and Medway. There are the inevitable additional traffic problems associated with parking and congestion to traffic flow on the adjacent roads.
- 7.2. Two of the schools operate a School Travel Plan (STP) with one school in the process of developing this document. There has been a considerable amount of attention paid to these areas in the past and the effect of an operational STP takes time to show any noticeable reduction in traffic or parking.
- 7.3. Most problems around a school site are a result of poor parking behaviour and a permanent enforcement presence is neither practical or achievable for each school site. The introduction of parking restrictions on roads near to a school should be limited

to supporting the rules of the Highways Code and not used to transfer parking problems onto other roads. We will continue to work with the schools and Kent County Council to assist and support the work of the School Travel Plan to ensure the parking environment on roads around the school continues to support pedestrian safety, preserves the amenity of the residents, promotes free flow of traffic and does not disrupt public transport service timetables

- 7.4. **Holmesdale Technology College – Malling Road, Kent Road, Neville Road and Saltings Road** - As part of the development of the school site a dedicated drop off Zone was introduced. This has had the effect of reducing congestion at the start of the school day. The school has in the past year increased the number of school buses assisted by KCC and funded initially with support grants awarded through the STP. The school transport services cover most routes for Medway, Malling and Maidstone pupils. The service is likely to expand due to the introduction last year of the KCC low cost Freedom Pass which is available for those under 16 and can be used on all regulated bus services. This initiative alone has made a significant contribution to the reduction in traffic and parking problems at each end of the school day
- **Protect junctions, sight lines and access for through traffic with double yellow lines and controlled bus stop bays**
 - **Protect dropped kerbs with Access Protection Markings to provide additional parking opportunity across dropped kerbs for householders with driveways**
 - **Explore with the Snodland Partnership a means of progressing the installation of additional pedestrian guard rail between the pelican crossing and the zebra crossing on Malling Road to deter obstructive parking on the main road and maintain pedestrian safety**
- 7.5. **St Katherines School – St Katherines Lane** -There is little evidence of parking problems for most of the day apart from issues caused for residents and disruption to the bus service time table by parent parking at each end of the school day. Cul de sacs are quiet for most of the day and most residents have off-street parking.
- 7.6. It is unlikely these roads will benefit from increased parking restrictions as these will only serve to penalise residents and be largely ignored at school drop off and pick up times and transfer parking onto nearby less suitable roads. The school has explored many ways to try and accommodate school related parking but there is limited opportunity to do so within the school site. A review of school traffic parking patterns in 2004 resulted in daytime restrictions transferring parking and congestion to the area around the Birling Road junction. There is valid parking opportunity in St Katherines Lane however if this is allowed to resume then the bus stops and access for public transport must be protected

- **Install bus stop clearways to assist with public transport movements and timetable commitments**
- **Formalise permitted parking areas in St Katherines Lane with marked bays to encourage parking without obstructing through traffic or compromising pedestrian or driver safety**
- **Ensure that junctions and access points around the area are adequately protected to reinforce the rules of the Highway Code**
- **Monitor parking patterns after implementation of Parking Plan in particular for through traffic and the bus services to ensure access does not continue to become a problem for essential public services, refuse freighter or emergency vehicles**

7.7. **Snodland C of E Primary School, Roberts Road** - School related parking in front of the Community Centre and St Benedict Road area up to the junctions and adjoining culs de sac causes local safety concerns for through traffic and the safety of pedestrians as does the parking at the end of Roberts Road. There is not a high demand for roadside parking on these roads but they are affected by inconsiderate parking at each end of the school day. The Head teacher regularly reminds parents to park considerately in the school newsletters but there are a number of areas where drivers continue to park where access and highway safety is compromised. Parents are encouraged to use the Community Centre Car Park which has pedestrian crossing facilities directly into the school grounds. There is not a current school travel plan operating for Snodland CE Primary School however work is underway to develop this with on-site improvements and working with the KCC Travel Plan Co-ordinator.

- **Introduce School Keep Clear markings to protect the Roberts Road access to the school site and corner protection for the junction with Godden Road**
- **Support introduction of STP to help reduce parking and traffic generated by Snodland CE Primary School**
- **Monitor the effect on parking patterns on the nearby estate roads for an experimental period of 18 months following implementation of STP and any approved measures in this area**

8. **Parking in Outlying Residential Areas**

8.1. **Bramley Road/Recreation Avenue**

- 8.2. Competition for roadside parking places is high in Bramley Road and Recreation Avenue between residents and additional pressure is created by customers to nearby shops and takeaways on the Malling Road.
- 8.3. Two-way traffic, access by emergency vehicles and deliveries are regularly compromised by parked cars on both sides of the road reducing road width below an acceptable standard. Footway parking occurs to accommodate two-way traffic.
- **Introduce one way traffic flow on Bramley Road from Malling Road through to Recreation Avenue to facilitate additional roadside parking and access to through traffic.**
 - **Formalise parking spaces on both sides of the road where road width, junctions, sight lines and access points allow.**
 - **Install DYL to reinforce the rules of the Highway Code and maintain access for all traffic.**
- 8.4. **Constitution Hill/Paddlesworth Road and Birling Road**
- 8.5. There is persistent parking on these roads leading up to and including the junctions with Woodland Avenue and the western end of High Street and this creates concerns about highway safety. Pressure areas include the stretch of road near the Monks Head Public House, opposite the showground entrance and around the bend towards Recreation Avenue.
- **Formalise parking spaces on both sides of the road where road width, junctions, sight lines and access points allow.**
 - **Introduce double yellow lines to protect sight lines access points and junction movements**
 - **Continue to monitor the need for further parking control when the agreed plan is implemented**
- 8.6. **The Groves**
- 8.7. On street parking does impede traffic flows in the narrow section between Rookery Hill and Pout Road as not all residents have off road parking facilities

- **Install marked bays to determine permitted parking places to assist with maintaining traffic flows with access protection markings across driveways**
- **Extend corner protection in the vicinity of St Katherines Lane junction**
- **Apply corner protection at Pout Road junction to preserve turning movements and sight lines**

8.8. **Brook Lane and Lakeside - Ham Hill**

8.9. There is little evidence of parking problems throughout the day. However parking on and around the junction occurs when the public house car park is near capacity at evenings and weekends

- **Introduce junction protection to preserve junction turning movements and sight lines**
- Monitor the effect of the corner protection in relation to transferred parking and the use of lay by in front of the houses

8.10. **Railway Station Car Park**

8.11. The car park is owned by Network Rail leased by the operator, Southeastern Railway. The land at the back of the car park is also owned by Network Rail. There are 18 spaces with 1 DPPB. There is no tariff for using the car park.

8.12. The Station is undergoing a refurbishment but there are no immediate plans to extend the car park. Southeastern Railway had considered extending the car park and using the land to the rear of the station for more rail traveller parking or creating a turning area for buses but there are currently no funds to do this.

8.13. Surveys of the Station Car Park reveal that it is generally about 90% occupied. This denotes a well used car park but one has some additional capacity of 2 – 3 spaces. The DPPB was not used during the monitoring period

- **Southeastern will continue to use available S 106 monies for improvements to the Station which include realtime information, better lighting on both platforms, some seats and CCTV**

9. **General Parking Improvement Actions**

- **Continue to ensure that the Parking Plan for Snodland works for the benefit of local residents, businesses and visitors to the town through effective control of the car park and on-street waiting restrictions.**
- **Monitor the resources needed for effective parking management in the town and elsewhere in the Borough so that the numbers of Civil Enforcement Officers (CEO) are kept in balance with their commitments and priorities.**
- **An overall review of the enforcement patrols to be carried out as part of this review**
- **Review arrangements for evening patrolling with emphasis on known “hot-spots”**
- **Sign posts and plates no longer needed for double yellow lines to be removed and highway surface reinstated in appropriate materials**
- **Continue to work with Parish Council, Rail Operator, Schools and KCC to support implementation of School Travel Plans**
- **All bus bays to be upgraded to Clearways to aid public transport movements**
- **Refer concerns about footway parking and 7.5t Weight restriction offences for Police action**
- ***REFER CONCERNS ABOUT INADEQUATE ADVANCE DIRECTION SIGNS AND MISLEADING SAT NAV INFORMATION TO LOCAL INDUSTRIAL SITES TO KCC FOR REVIEW***
- ***REFER REQUESTS FOR TRAFFIC CALMING AND ADDITIONAL STREET FURNITURE TO KCC***

10. Parking Trends

- 10.1. Pressure for more parking on and off-street in Snodland may increase over time. The practical constraint on this arises from the fact that opportunities for creating additional parking space will be extremely limited and what possibilities there might be face the difficulty of having to compete financially with other potentially more profitable development uses.

- **Regularly review the Snodland Local Parking Plan every 18 months or so to ensure that the contents continue to provide a best balance between competing local parking needs.**
- **Monitor changes in local circumstances and parking patterns to ascertain the need to modify the Local Parking Plan and determine the requirement for remedial measures**
- **Continue to monitor the Local Parking Plan through a Steering Group consisting of local County, Borough, Town Council, Chamber of Commerce and Snodland Partnership Members. The findings to be reported to the Planning Transportation Advisory Board and Joint Transportation Board.**
- **Continue to monitor trends in residential estates and roads outside the town centre so any problems for these residential areas caused by “over-spill” parking are identified at an early stage and suitable measures introduced to deal with them.**
- **Review other options for creating additional parking if local parking demand warrants it.**