

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

15 December 2008

Report of the Director of Planning Transport and Leisure

Part 1- Public

Matters For Decision

1 PARKING ACTION PLAN – PROGRESS REPORT

Summary

The report provides an update of current work on the Parking Action Plan and focuses on the following:

- **Adjusting and confirming the relevant Zones in the Tonbridge Local Parking Plan**
- **Post-implementation and monitoring considerations for the Borough Green Local Parking Plan**
- **The parking review arising from the development of West Kent College.**
- **The early stages of information gathering for the Snodland Local Parking Plan**
- **The latest activity on the general parking improvement programme (Phase 4).**

1.1 Introduction

1.1.1 The current work on the Parking Action Plan is focused on the following schemes:

- **Adjusting and confirming the details of the Tonbridge Local Parking Plan**
- **Monitoring the operation of the Borough Green Parking Plan for review in February 2010**
- **Overseeing the progress of the consultation on streets around West Kent College in accordance with the planning permission**
- **Drafting the details of the Snodland Parking Review through consultation responses**

- Review of Blue Bell Hill Scheme
- Assessment and investigation of parking problems at individual locations on the phased programme around the Borough and implementation of effective solutions.

1.2 Tonbridge Local Parking Plan - Review of Zone N

- 1.2.1 The experimental orders for the Tonbridge Zones are reviewed at the end of their trial 18 month period. **Annex 1** illustrates where matters are on each of the Zones. The latest element of the Plan requiring confirmation is Zone N around the Priory Road area.
- 1.2.2 The review has included a further round of consultation with residents of Goldsmid Road some of whom had once again requested that their road be included into the parking scheme in this area. The consultation results clearly demonstrated that the majority of residents were happy with the current parking arrangements and the residents have been advised that Goldsmid Road will not be included in the resident preferential parking scheme when the Zone N order is confirmed.
- 1.2.3 Within Zone N itself there has been remarkable little comment about the workings of the scheme and it appears to have settled down well with good local support and acceptance. That is all except for comment from some residents in Rose Street and Pembury Grove where particular parking pressures appear to apply. A recent meeting between officers and residents resulted in a number of requests for amendments to the present parking arrangements in Zone N which are currently being investigated. These are summarised in **Annex 2** and it can be seen that these broadly relate to matters beyond what the resident preferential parking scheme is able to deal with. Here, as elsewhere near the town centre, there is a mismatch between on-street parking capacity and the number of vehicles residents need to park in the evenings and over-night and the scope for increasing the amount of parking space is extremely limited. I shall of course follow up the matters identified but, in the meantime, they do not have direct relevance to the confirmation stage of Zone N, which can proceed unaffected by them.
- 1.2.4 Elsewhere on the periphery of Zone N, some residents of Royal Rise and Royal Avenue have expressed dissatisfaction with the parking impacts from Hill View School. This is particularly to do with school related events and open days which generate traffic movements and parking, some of which over-spill onto neighbouring streets. What is involved is more than routine parking control and is part of the wider event management that such occasions require. Consequently it is a matter that needs to be pursued by the particular residents in conjunction with school and Police representatives and is not directly relevant to the detailed workings and confirmation of Zone N. With this in mind, the police and the school representatives have been advised of this issue so that they can seriously consider how best to address it.

1.3 Tonbridge Local Parking Plan Review of Zone G

- 1.3.1 This is the last Zone to be reviewed and concludes the Tonbridge Local Parking Plan. There were no comments or objections received during the 18 month experimental period but in recent weeks suggestion was received that could be usefully incorporated into the confirmed order for Zone G.
- 1.3.2 Some residents attending a Partners and Communities Together (PACT) meeting expressed a wish to see evening and weekend parking restricted in the vicinity of St Stephen's Church Hall in Waterloo Road, opposite the junction with Douglas Road, to facilitate turning movements by the fire tender. This is supported by Kent Fire and Rescue's Safety Officer and will be included in the next TRO publication.

1.4 Borough Green Parking Plan – Zone H

- 1.4.1 The scheme became operational on 15 September 2008. A total of 109 time-limited permit bays were installed with 79 resident and 20 business permits currently issued. The season tickets for the car park are gradually being phased out and the use of these will be assessed as part of the ongoing review of this zone.
- 1.4.2 A minor adjustment is scheduled to be carried out to the end of a permit parking area on the west side of Quarry Hill Road to ease access in and out of the Church Hall car park.
- 1.4.3 Monitoring of all day parking in the streets adjacent to the scheme continues to be carried out each month to measure any transferred parking as a result of the scheme. Monitoring of the car park has shown that there is a better turnover of available spaces throughout the day and in particular in the morning period.

1.5 West Kent College

- 1.5.1 As part of the planning permission for Campus 21 redevelopment at West Kent College a planning condition was imposed which required West Kent College to submit for approval details of a consensus-built parking review for the streets surrounding the College. An application to fulfil this planning condition has now been received from the developers. Pleasingly, the submission recognises that full and meaningful consultation with the local community in the neighbouring streets is an essential element of the parking review of this locality and the work will be proceeding in accordance with our usual practice. The two schools in the vicinity have also been engaged in the process.

1.6 Snodland Parking Review

- 1.6.1 The distribution of the information sheet and consultation questionnaire was carried out in September using the local quarterly publication 'Town Talk'. Additional copies were made available in the Town Council Offices, the library and through a dedicated weblink. The questionnaire was delivered to over 4,500 homes and businesses throughout Snodland.
- 1.6.2 In the month prior to this the County and Borough Members along with Town Council and Members of the Chamber of Commerce were given the opportunity to attend a short introduction to the way the scheme would develop. The initial feedback from local people was slow but the responses are now reaching upwards of 600. Surveys and assessments of each road are due to be completed shortly, along with the monitoring of the car parks. The information continues to be collated for each road and the car park, using ideas and suggestions which will form the working draft of the Local Parking Plan. It is anticipated this will be ready for distribution as a second phase of consultation in the New Year.

1.7 Blue Bell Hill Village Review – Zone F

- 1.7.1 A number of representations were received during the 18 month experimental period and these are summarised in **Annex 3**. Further consultation has taken place with residents who chose not to be part of the original scheme or where there are outstanding or unresolved objections.
- 1.7.2 Annex 3 contains a detailed analysis of each of the representations and makes recommendations for the Board's endorsement on how best to address these.

1.8 Local Parking Plans - Further Stages

- 1.8.1 The programme we are working to envisages further Local Parking Plan work in West Malling, Aylesford, East Malling and Hadlow. As soon as the workload in Snodland and in co-ordinating the consultant's parking surveys in the neighbourhood of West Kent College permit, officers will be looking to start a review of the existing West Malling Local Parking Plan. This will seek to refresh the plan in the light of local expectations from residents and businesses to ensure that it continues to provide the fine balance needed to deal with competing parking demands and to underpin the local economic vitality.
- 1.8.2 In advance of that, we will be considering how best to give effect to the wish of the Car Parking Charges Advisory Board for a more flexible charging regime in Ryarsh Lane car park so that the capacity that exists during the afternoons can be used.
- 1.8.3 When the work in West Malling is completed the parking team is scheduled to focus on parking conditions in East Malling. The main off-street parking opportunity in the village is owned by the Parish Council so we will be working closely with it in drafting proposals to address local parking concerns.

- 1.8.4 Looking beyond the work in East Malling we will then turn our attention towards Aylesford to deal with a number of parking matters that concern local residents by adopting our usual parking plan approach for the village. We will follow this with a review of Leybourne to look at a number of issues raised through routine requests.
- 1.8.5 A return to Hadlow is proposed where work was held in abeyance at the Parish Councils request
- 1.8.6 The work on the approved Parking Action Plan generates a number of amendments to the Consolidated Order each year. It is important that this prime document is updated on a regular basis and this is currently carried out on an annual basis. The next consolidation process is due to be completed by 31 March 2009.

1.9 Parking Action Plan - Phased Programme

- 1.9.1 Work on the completion of Phase 4(a) continues to deal with the flow of service requests for parking management. The demand for investigation and assessment where isolated parking problems are reported remains continuous and significant. **Annex 4** contains an updated working list which is nearing the initial statutory consultation stage prior to the publication of the Traffic Regulation Order

1.10 Legal Implications

- 1.10.1 The legal implications are considered at the appropriate section in the main body of the report

1.11 Financial and Value for Money Considerations

- 1.11.1 The cost of implementing the works on the Parking Action Plan described in this paper are to be met within the existing Borough Council capital and revenue budgets

1.12 Risk Assessment

- 1.12.1 There are two factors that merit consideration when considering implementing the Parking Action Plan. The first is whether the schemes have achieved the aim of promoting a well ordered parking environment and the second relates to the extent to which the support of the local community has continued throughout the experimental period.
- 1.12.2 To address the first of these, implementation by following an experimental Order process has provided a degree of flexibility within the scheme arrangements to enable the schemes to be adapted and refined in the light of how the scheme works in practice and also to reflect feedback from the local community.
- 1.12.3 The second factor has been addressed through a consistent and robust concentration on public consultation. There has generally been high community

support for the details of each scheme and where that has not been the case those elements of each scheme have been subject to further consultation with local residents. This should provide the assurance that the Borough Council has the will and ability to adapt the Parking Plans in the light of comment and circumstances to ensure that it achieves a best balance of local parking needs. The review and confirmation of the schemes is crucial to ensure that we can correctly and effectively manage on street parking in these areas. The proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.

1.13 Recommendations

1.13.1 That the Borough Councils Cabinet be recommended as follows;

- 1) The Experimental Order for Zone N **BE CONFIRMED**.
- 2) The interim position on the matters raised by certain residents of Rose Street in Zone N as described in Annex 2 **BE NOTED AND ENDORSED**.
- 3) The Experimental Order for Zone G **BE CONFIRMED**.
- 4) Subject to the amendments described in **Annex 3**, the Experimental Order for Blue Bell Hill Zone F **BE CONFIRMED**.

Background papers:

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Background Papers

File P3 Zone F– Blue Bell Hill Review

File P3/Zone N

File P3/Zone G

File P3/Zone H Borough Green Parking Review

File Phase 4(a)

TMBC Consolidated Order

Steve Humphrey

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