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**CAMPUS 21  
AT  
WEST KENT COLLEGE  
BROOK STREET  
TONBRIDGE, KENT  
TN9 2PW**

**RESIDENT'S PREFERRED  
PARKING SURVEY**

**PREPARED ON BEHALF OF  
WEST KENT COLLEGE**

**FINAL DRAFT**

**PARTNERS**

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## **C O N T E N T S**

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## **D R A W I N G S**

Consultation Area Plan

## **A P P E N D I X A**

Parking Questionnaire

Parking Survey Zones Plan

Plan of Roads under Parking Stress

Table A1 – Parking Stress Survey Results Wednesday 1<sup>st</sup> April 2009

Table A2 – Parking Stress Survey Results Thursday 2<sup>nd</sup> April 2009

## **A P P E N D I X B**

Selection of resident's responses

## 1.0 INTRODUCTION

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- 1.1 As part of the planning permission for Campus 21 redevelopment at West Kent College, Brook Street, Tonbridge (Planning Ref: TM/07/01286/FL) Tonbridge and Malling Borough Council imposed Planning Condition No. 15 which required West Kent College to submit for approval “*details to the Local Planning Authority of arrangements for the establishment of a Resident’s Preferred Parking Scheme*” covering a residential area to the west of the College campus.”
- 1.2 The Redwood Partnership have been instructed by West Kent College to manage the consultation process on behalf of the Council with regards to the introduction of a residents’ parking scheme.
- 1.3 The area over which the public consultation will be carried out has been specified by Tonbridge and Malling Borough Council within Planning Condition 15 and a plan of the Consultation Area is enclosed to the rear of this report. The roads included within the Consultation Area are as follows:

Shakespeare Road  
Scott Road  
Masfield Way  
Chaucer Gardens  
Milton Gardens  
Keyes Gardens  
College Avenue  
Brindle’s Field  
West Rise  
The Spinney  
Hillside  
Burns Crescent

- 1.4 Tonbridge and Malling Borough Council requested that the Consultation Area be extended to include a small number of properties to the north of Brook Street and the residents of these properties were also incorporated into the survey.
  
- 1.5 This report includes the results of a detailed consultation with residents within the Consultation Area concerning their view of the parking difficulties within their roads. The report also includes a detailed survey of existing parking arrangements and the results of parking stress surveys undertaken during two typical weekdays and makes recommendations for improvements to the traffic management of the Consultation Areas.

## 2.0 DESCRIPTION OF CONSULTATION AREA

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- 2.1 The Consultation Area is accessed from Brook Street in three locations, to the north-east via Shakespeare Road, to the north via Scott Road and to the north-west via Masefield Way. Surveys were undertaken of the existing on-street parking available within the Consultation Area. A map of the area is included to the rear of this report.

### Shakespeare Road

- 2.2 Shakespeare Road provides the main north-east access to the Consultation Area from Brook Street running parallel with Brook Street within the Consultation Area. The road has three distinct sections, a short cul-de-sac section to the east of Burns Crescent; a section between Burns Crescent and Scott Road and a section between Scott Road and Masefield Way. Photos 2.1 and 2.2 show the cul-de-sac section:

**Photo 2.1**  
**Shakespeare Road**  
**Access to cul-de-sac**



**Photo 2.2**  
**Shakespeare Road**  
**View from cul-de-sac**



- 2.3 Shakespeare Road between Burns Crescent and Scott Road serves dwellings to the south of the road with a grass verge to the north. The road is approximately 5.0m wide and is generally without parking restrictions. The road width is too narrow for parking both sides and parking only occurs on the south side only adjacent to the dwellings, however some parking was observed on the

grass verge on the north side of the road (Photo 2.4). Photos 2.3 (looking east) and 2.4 (looking west) show the general nature of the road.

**Photo 2.3**  
**Shakespeare Road**  
**Between Burns Crescent & Scott Road**



**Photo 2.4**  
**Shakespeare Road**  
**Between Burns Crescent & Scott Road**



2.4 Shakespeare Road between Scoot Road and Masefield Way generally serves dwellings to the south of the road with a single access to a parking area to the north of the road. The road is approximately 5.0m wide and is without parking restrictions. Parking around the bus turnaround area on Scott Road (Photo 2.6) shows obstruction to the through route. Photo 2.5 (looking east from Mandeville Way) and photo 2.6 (looking west from Scott Road) show the general nature of the road.

**Photo 2.5**  
**Shakespeare Road**  
**Between Scott Road & Mandeville Way**



**Photo 2.6**  
**Shakespeare Road**  
**Between Scott Road & Mandeville Way**



### **Scott Road**

- 2.5 Scott Road provides the north access to the Consultation Area from Brook Street. North of Shakespeare Road (Photo 2.7) the road which links to Brook Street has parking both sides and is approximately 7.0m wide, south of Shakespeare Road (Photo 2.8) the width is approximately 4.8m, too narrow for parking both sides and parking normally resides on the east side of the road (Photo 2.8). The road provides bus access from Brook Street to the bus turnaround area at the junction with Shakespeare Road, however parking was observed within the bus turnaround area, restricting the manoeuvrability of buses.

**Photo 2.7**  
**Scott Road**  
View north from Shakespeare Road



**Photo 2.8**  
**Scott Road**  
View south from Shakespeare Road



### **Masefield Way**

- 2.6 Masefield Way provides the main north-west access to the Consultation Area from Brook Street. The road is approximately 5.5m wide and is generally without parking restrictions. The road provides a bus route through the Consultation Area for most of its length, however a small length of Masefield Way connects through to Burns Crescent. Photos 2.9 and 2.10 show the general nature of the road.

**Photo 2.9**  
**Masefield Way**  
**View south from Shakespeare Road**



**Photo 2.10**  
**Masefield Way**  
**View north from Shakespeare Road**



### **Chaucer Gardens**

2.7 Chaucer Gardens is a cul-de-sac road serving with a turnaround facility at the western end. The road is approximately 5.0m wide and is without parking restrictions. The road has footways both sides with crossovers along its length serving garages and parking areas. Residents tend to half park on the footways as shown in Photos 2.11 and 2.12.

2.8

**Photo 2.11**  
**Chaucer Gardens**  
**View east**



**Photo 2.12**  
**Chaucer Gardens**  
**View west**





### **Milton Gardens**

- 2.9 Milton Gardens is a cul-de-sac road with a turnaround facility at the western end. The road is approximately 5.0m wide and is without parking restrictions. The road has footways both sides with crossovers along its length serving garages and parking areas and parking was observed on footways. Photo 2.13 shows the general nature of the road.

Photo 2.13  
Milton Gardens  
View west



- 2.10 The western end of Milton Gardens leads to rear parking areas for the nearby flat dwellings. This rear area is private and parking is not available to the general public and has been excluded from the parking survey.

### **Keyes Gardens**

- 2.11 Keyes Gardens is a cul-de-sac road with a turnaround facility at the western end. The road is approximately 5.0m wide and is without parking restrictions. The road has footways both sides with crossovers along its length serving garages and parking areas. Photo 2.14 shows the general nature of the road.

Photo 2.14  
Keyes Gardens - View east



### **College Avenue**

- 2.12 College Avenue provides the main access to the Consultation Area from Brook Street connecting with Burns Crescent in the east through to Masefield Way in the West. The road is approximately 5.5m wide and is generally without

parking restrictions except for the eastern end where some single yellow line parking restrictions are in place. The road provides a bus route through the Consultation Area. Photos 2.15 and 2.16 show the general nature of the road.

**Photo 2.15**  
**College Avenue**  
**View north from Hillside**



**Photo 2.16**  
**College Avenue**  
**View north from West Rise**



### **Brindles Field**

- 2.13 Brindles Field is a cul-de-sac road with a turnaround facility at the eastern end. The road is approximately 5.5m wide and is without parking restrictions. The road has footways both sides with crossovers along its length serving garages and driveways. Photos 2.17 and 2.18 show the general nature of the road.

**Photo 2.17**  
**Brindles Field**  
**View from College Avenue**



**Photo 2.18**  
**Brindles Field**



### **West Rise**

- 2.14 West Rise is a cul-de-sac road with a turnaround facility at the eastern end. The road is approximately 5.5m wide and is without parking restrictions. The road has footways both sides with crossovers along its length serving garages and driveways. Photo 2.19 shows the general nature of the road.

**Photo 2.19**  
West Rise - View west



### **The Spinney**

- 2.15 The Spinney is a cul-de-sac road with a turnaround facility at the eastern end. The road is approximately 5.5m wide and is without parking restrictions. The road has footways both sides with crossovers along its length serving garages and driveways and for most of its length is of concrete keyblock construction. Photos 2.20 and 2.21 show the general nature of the road.

**Photo 2.20**  
The Spinney  
View east from College Avenue



**Photo 2.21**  
The Spinney



### Hillside

- 2.16 Hillside is a cul-de-sac road with a turnaround facility at the eastern end. The road is approximately 5.5m wide and is without parking restrictions. The road has footways both sides with crossovers along its length serving garages and driveways. Photo 2.22 shows the general nature of the road.

Photo 2.22  
Hillside - View west



### Burns Crescent

- 2.17 Burns Crescent consists of three sections, the first section a link road connecting Shakespeare Road and College Avenue which forms an important road with a bus route serving a large part of the Consultation Area with double yellow lines on the east side of the road and on-street parking allowable on the west side of the road (Photo 2.23); and a second consisting of a short cul-de-sac to the east of College Avenue which has no parking restrictions but parking generally occurs on the south side (Photo 2.24).

Photo 2.23  
Burns Crescent  
View south from Shakespeare Road



Photo 2.24  
Burns Crescent  
View east of College Avenue



- 2.18 The main section of Burns Crescent is a road approximately 4.8m wide between College Avenue and Masefield Way and is without parking restrictions with residents parking generally on the south side of the road changing to the

north side of the road at the eastern end (Photos 2.25 and 2.26). The majority of properties on this section of Burns Crescent do not have the benefit of garages or driveways and therefore have to park on-street creating a higher demand from resident's for on-street parking.

**Photo 2.25**  
**Burns Crescent**  
**View west from College Avenue**



**Photo 2.26**  
**Burns Crescent**  
**View west at west end**



#### **Old Barn Close (Brook Street, north side)**

- 2.19 The Consultation Area was increased to include a small number of properties to the north of Brook Street on Old Barn Close. Photo 2.19 shows the general nature of the access into the cul-de-sac from Brook Street.

**Photo 2.19**  
**Old Barn Close**



### 3.0 RESIDENT'S QUESTIONNAIRE

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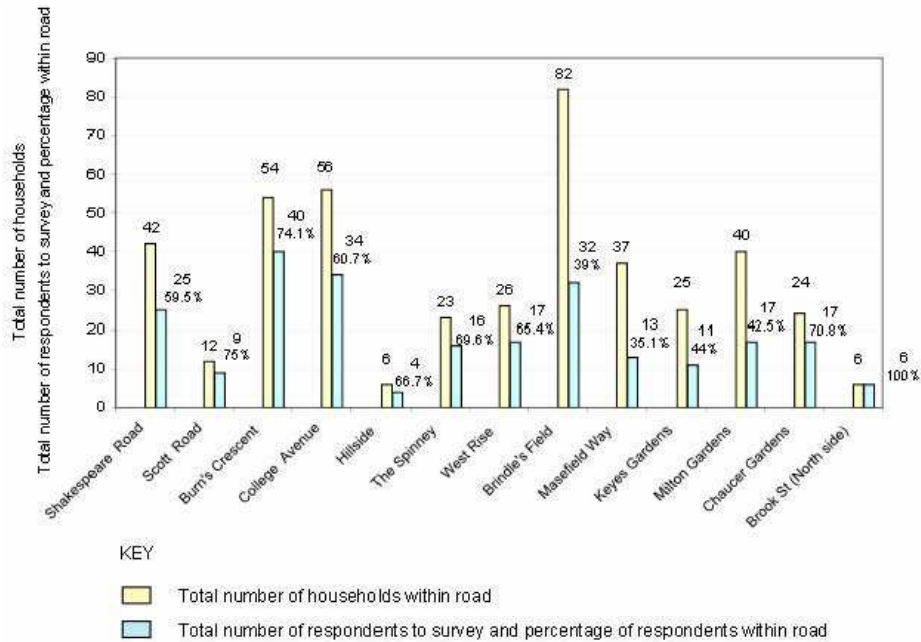
3.1 In order to ascertain local resident's views of the parking situation within the Consultation Area a questionnaire was prepared and hand delivered to 433 dwellings. A total of 241 responses were received to the questionnaire and Table 3.1 shows the extent of responses received according to address:

**Table 3.1 Schedule of respondents to questionnaire (Table)**

	Total Households	Responses (No.)	Responses (%)
Shakespeare Road	42	25	59.5
Scott Road	12	9	75.0
Burn's Crescent	54	40	74.1
College Avenue	56	34	60.7
Hillside	6	4	66.7
The Spinney	23	16	69.6
West Rise	26	17	65.4
Brindle's Field	82	32	39.0
Masefield Way	37	13	35.1
Keyes Gardens	25	11	44.0
Milton Gardens	40	17	42.5
Chaucer Gardens	24	17	70.8
Old Barn Close	6	6	100.0
<b>Total</b>	<b>433</b>	<b>241</b>	<b>55.7</b>

3.2 Table 3.1 shows an overall response to the questionnaire of approximately 56%. A higher level of response was received from roads where a higher level of on-street parking stress was observed (as will be report later). Chart 3.1 shows the overall response rate pictorially:

**Chart 3.1 Schedule of respondents to questionnaire (Chart)**



**Respondents Analysis (Graph)**

- 3.3 The parking questionnaire (Appendix A) asked a number of questions concerning car ownership; difficulties in parking in the local area and whether parking problems were sufficient to warrant a change in the existing parking regime.
- 3.4 To establish the general level of car ownership within the Consultation Area, residents were asked to confirm the number of cars within their household. Table 3.2 shows an extract from the Office for National Statistics web search for the Tonbridge and Malling Local Authority area which provides percentages for car ownership in the area obtained during the 2001 Census. Table 3.2 compares the national and local car ownership levels with residents within the Consultation Area who responded to the questionnaire. A total of 237 respondents answered the question on household car ownership:

**Table 3.2 Car and van Ownership for Consultation Area compared with Tonbridge & Malling, South-East England and England (Census 2001)**

		<i>Consultation Area*</i>	<i>Tonbridge &amp; Malling</i>	<i>South East</i>	<i>England</i>
All households	Count	237	42,735	3,287,489	20,451,427
Households with no cars or vans	Count	30	6,672	638,772	5,488,386
Households with no cars or vans	%	12.7	15.61	19.43	26.84
Households with 1 car or van	Count	109	17,580	1,400,989	8,935,718
Households with 1 car or van	%	46.0	41.14	42.62	43.69
Households with 2 cars or vans	Count	73	14,208	971,698	4,818,581
Households with 2 cars or vans	%	30.8	33.25	29.56	23.56
Households with 3 cars or vans	Count	21	3,227	206,914	924,289
Households with 3 cars or vans	%	8.9	7.55	6.29	4.52
Households with 4 or more cars or vans	Count	4	1,048	69,116	284,453
Households with 4 or more cars or vans	%	1.6	2.45	2.10	1.39
All cars or vans in the area	Count	334	60,275	4,271,483	22,607,629

\* Car ownership levels of respondents to the questionnaire only

- 3.5 Table 3.2 shows one-car ownership from respondents to the questionnaire higher than the local and national average, two-car ownership approximately equal to the average for the south-east of England and three-car ownership higher than the local and national average.
- 3.6 The impact of higher levels of local car ownership will be greater on roads which do not have the benefit of garages or driveways where cars can be parked off the public highway.
- 3.7 Question No.5 asked “Does your property have enough off-street parking spaces that are exclusively for use by your household to accommodate these cars ? (i.e. driveway space or allocated parking spaces on your property)”.



3.8 Table 3.3 shows the results of 228 households who responded to this Question No.5. Residents of Scott Road and Burns Crescent did not consider enough space was available to accommodate cars within their property and this is merely stating the fact that these properties, in the main, do not have garages or driveways. Scott Road has the benefit of a separate area of garage space away from the street frontage which can be used to park cars. All other streets within the Consultation Area considered that sufficient parking space was available within their properties, however a small majority of respondents living in Keyes Gardens and Chaucer Gardens thought that insufficient parking space was available within their properties:

**Table 3.3 Schedule of respondents to question on sufficient driveway parking**

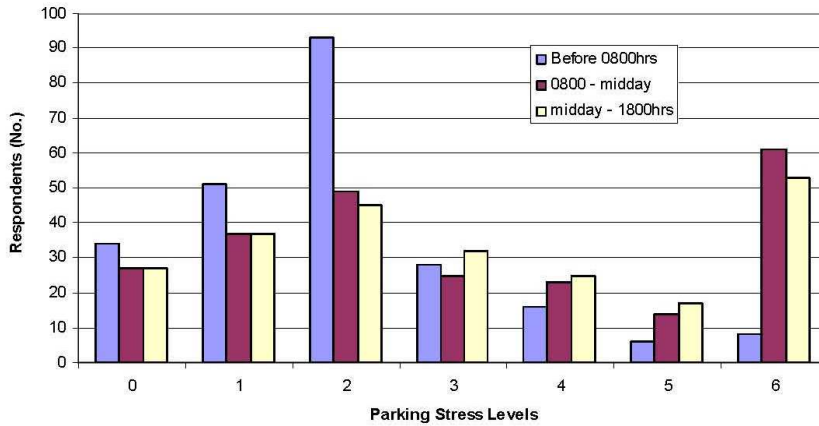
	Total responses	Yes (No.)	No (No.)
Shakespeare Road	25	15	10
Scott Road	7	0	7
Burn's Crescent	39	9	30
College Avenue	34	28	6
Hillside	4	3	1
The Spinney	16	16	0
West Rise	17	15	2
Brindle's Field	31	26	5
Masefield Way	13	11	2
Keyes Gardens	11	5	6
Milton Gardens	16	8	8
Chaucer Gardens	15	7	8
<b>Total</b>	<b>228</b>	<b>143 (63%)</b>	<b>85 (37%)</b>

3.9 Question No. 6 asked "On a scale of 1 to 6, how difficult is it for you, or your visitors, to find a parking space on the street within 50 metres of your property?"

- 1 = no problem, can always park on my property
- 2 = no problem, can easily park on street
- 3 = some problems finding space
- 4 = often problems finding a space,
- 5 = hardly ever a space
- 6 = virtually impossible to find a space.

3.10 The question asked respondents to fill in a table showing which time of day/days of the week parking stress was the greatest. Charts 3.2 to 3.7 show the results during Weekdays, Saturdays and Sundays respectively, divided separately into morning/afternoon and evening periods:

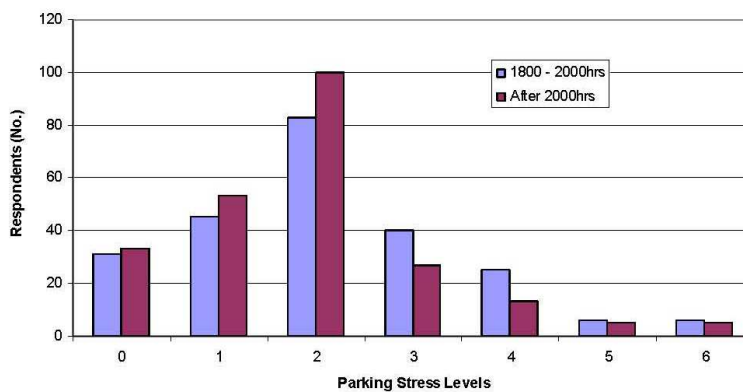
**Chart 3.2 – Response to question No. 6 – Weekdays (Morning and afternoon)**



Note: Level 0 = No response

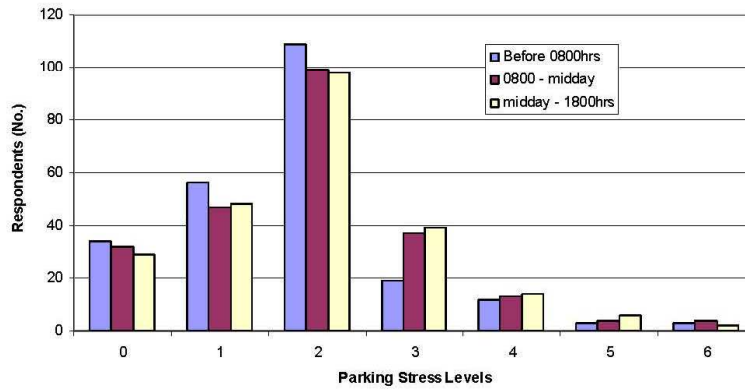
3.11 Chart 3.2 shows that the weekday period from 0800-1800 hrs causes the greatest parking stress levels from the resident's perspective when non-resident parking pressures from local schools and colleges together with some potential commuter parking combine. Chart 3.3 shows that parking stress levels reduce after 1800 hrs on weekdays when non-resident drivers leave the area.

**Chart 3.3 – Response to question No. 6 – Weekdays (Evening)**

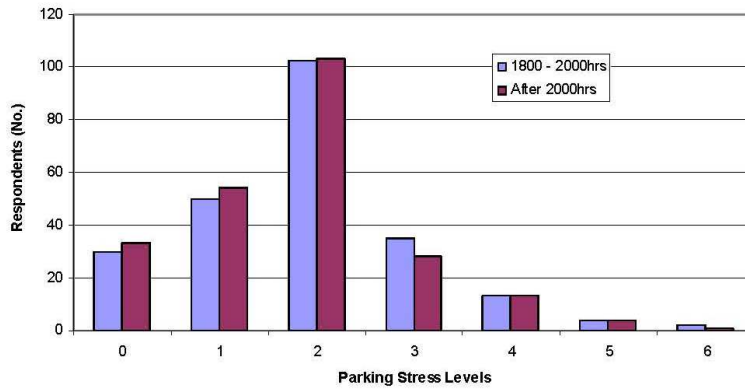


3.12 Charts 3.4 and 3.5 shows the resident's view of parking stress during a typical Saturday and highlight no concerns during this period.

**Chart 3.4 – Response to question No. 6 – Saturday (Morning and afternoon)**

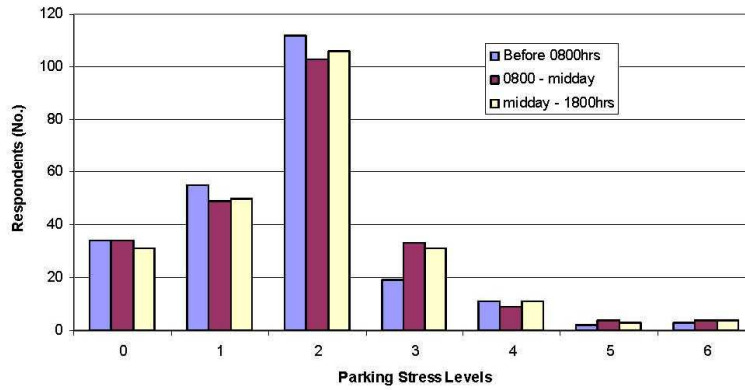


**Chart 3.5 – Response to question No. 6 – Saturday (Evening)**

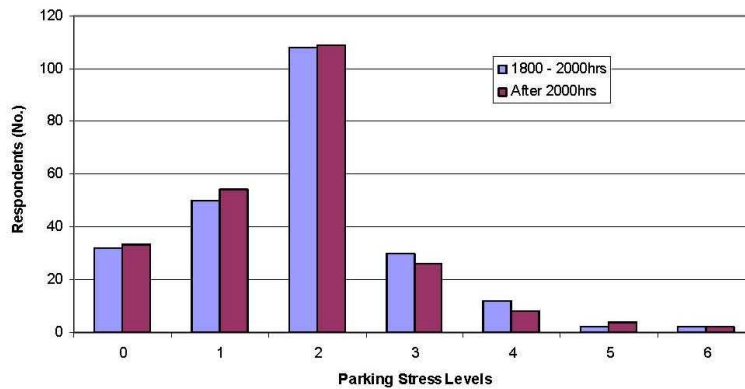


3.13 Charts 3.6 and 3.7 shows the residents' view of the level of parking stress during a typical Sunday and highlight no concerns during this period.

**Chart 3.6 – Response to question No. 6 – Sunday (Morning and afternoon)**



**Chart 3.7 – Response to question No. 6 – Sunday (Morning and afternoon)**



3.14 The above charts show that the time period when residents have identified the greatest concern about on-street parking stress are during Weekdays periods from 0800-1800 hrs. Anecdotal evidence from respondents have highlighted that this parking stress is only present during school/college term times and place the reason for the majority of local parking pressures on students and staff from Judd School and West Kent College. The current period of construction at West Kent College has also attracted an element of contractor' vehicles parking in the Consultation Area.

3.15 Question No. 7 asked “Do you want the current parking arrangements in your street to remain unchanged?”. Table 3.4 show resident's response to that question indicates that overall within the Consultation Area 59% do not wish to see a change in current parking arrangements, whilst 41% wished to see a change.

Table 3.4

Schedule of respondents to question “Do you want the current parking arrangements in your street to remain unchanged?”.

	Yes (No.)	No (No.)
Shakespeare Road	7	16
Scott Road	4	4
Burn's Crescent	13	25
College Avenue	15	16
Hillside	2	2
The Spinney	14	2
West Rise	13	3
Brindle's Field	22	10
Masefield Way	11	2
Keyes Gardens	9	2
Milton Gardens	12	4
Chaucer Gardens	14	3
Brook St (North side) *	0	5
<b>Total</b>	<b>136</b>	<b>94</b>

\* Additional area added to the survey at the request of TMBC (north of Brook Street)

3.16 Table 3.4 also shows that a majority of respondents to the questionnaire living in Shakespeare Road (70%), Burns Crescent (66%) and College Avenue (52%) wished to see a change in parking arrangements in their road, although the level of response was not overwhelming and would not be sufficient to instigate a change in parking arrangements.

3.17 Some respondents to the questionnaire asked why additional car parking could not be provided on the West Kent College Campus. The West Kent College Campus 21 development has retained 580 car parking spaces within their new

development proposals, a level more than double the 280 space on-street parking capacity within the Consultation Area. No further on-campus parking will be provided on the campus, indeed there was external pressure at the planning application stage to reduce campus car parking levels which was resisted by West Kent College. We are also not aware of plans by other schools to increase their on-site parking provision.

- 3.18 The current construction activities at the Campus 21 site have increased demand for local on-street parking of contractor's vehicles, however this parking demand is a temporary requirement and as construction activities proceed the available car parking levels on the campus will alter. Table 3.5 shows the anticipated variation in car parking levels on the campus during the phased construction process:

**Table 3.5 Campus 21 car parking levels during construction period**

Construction Phase	Time Period	Campus Parking (Vehs)
1	June 08 – Dec 08	461
2	Jan 09 – Jun 10	414
3	Jun 10 – Sept 10	408
5	Oct 10 – July 11	532
Completion	July 2011	580

- 3.19 West Kent College are arranging with Tonbridge and Malling Borough Council for the provision of additional car parking in the Tonbridge area for temporary use by staff and students, which together with measures implemented through the West Kent College Travel Plan to encourage car sharing, cycling and the use of modes of transport other than the car will help to relieve temporary car parking pressures during the construction process.

- 3.20 A selection of comments from residents are attached in Appendix B.

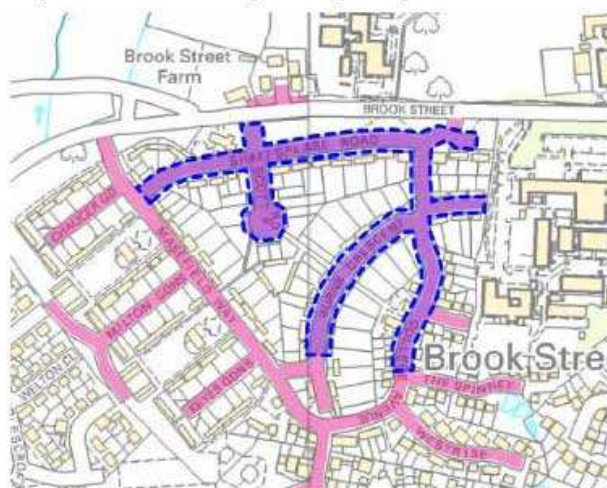
## 4.0 PARKING SURVEY

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- 4.1 In order to ascertain existing parking stress levels in the Consultation Area the Redwood Partnership undertook surveys. Firstly a physical survey was carried out to determine the actual length of kerb which is available for on-street parking within the Consultation Area. Each kerblines were labelled and measured identifying parking restrictions (i.e. yellow lines), accesses and vehicle crossovers where on-street parking would not be achievable.
- 4.2 All roads within the Consultation Area are wide enough for on-street parking to one side of the road and where parking is possible on the opposite side but would obstruct through traffic if cars were parked both sides, this length of parking has been omitted.
- 4.3 Analysis of each survey sheet will provide an effective on-street capacity for each road which can be compared with car parking surveys to establish the parking stress within each road. For the purposes of the parking stress survey it has been assumed that a kerb length of 5.5m will contain a single vehicle. In practice a length of 5.0m is likely to be sufficient and where the survey has identified roads which have a parking stress greater than 100% cars have been able to park in a shorter distance or in some places overhang accesses or owners have parked across their own drives. In other roads cars have parked in turnaround areas.
- 4.4 Surveys were carried out on Wednesday 1<sup>st</sup> April 2009 and Thursday 2<sup>nd</sup> April 2009. The Consultation Area was divided into 20 parking zones (Appendix A) and the results of the parking stress survey are enclosed in Tables A1 and A2 (Appendix A). The tables show the available on-street car parking together with the number of cars parking during each survey period.
- 4.5 The survey results reflect the responses received from residents concerning the areas where there is greatest concern about on-street parking. The areas where parking stress is excessive have been found to be closest to Brook

Street, namely Shakespeare Road, Scott Road, College Avenue (north) and Burns Crescent. Map 4.1 shows the areas under greatest parking stress shaded in blue:

**Map 4.1 – Areas under greatest parking stress**





## 5.0 WAY FORWARD & RECOMMENDATIONS

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- 5.1 There is no inherent legal right for any vehicle owner to park on the public highway, parking schemes are often introduced to assist those living in an area and to make fringe areas more attractive places, where it is not practical to manage parking problems through localised conventional parking restrictions. The general public and local staff and students from nearby Colleges and Schools have a right to park on the public highway where it is safe and legal to do so. Parking stress at peak periods throughout the week comes from local businesses (West Kent College and local schools) and is not considered to be commuter parking from motorists outside the area as weekday parking demand before 0800 hrs has been shown to be low.
- 5.2 The broader issues of parking on the highway should be noted. Parking on the highway by any vehicle (notwithstanding its designation as being for the passage and re-passage for legitimate travel) is accepted and allowable where there are no safety or highway management reasons why it should not be permitted. On other parts of the network, parking restrictions are provided under the formal, statutory process of Traffic Regulation Orders. These Orders are approved by Council Members after consultation and consideration of any public objections. The restrictions can take different forms:
- double yellow lines - parking is banned, principally for highway safety needs, although there may be specific exceptions for loading;
  - single yellow lines - parking is banned at specified times (usually associated with highway operational needs); and
  - designated parking areas, identified where vehicles can be left and under what conditions (eg time-limited and/or pay on street parking). This rations on-street parking where the demand exceeds the supply. It can cover residential permit parking where residents' parking on the public highway is prioritised over other highway users.

- 5.3 The respondents of the resident's survey have shown that 59% of households do not wish to see a change in current parking arrangements (section 3.15), however, a majority of respondents to the questionnaire living in Shakespeare Road (70%), Burns Crescent (66%) and College Avenue (52%) wished to see a change in parking arrangements in their roads, clearly as these roads have the greatest parking stress.
- 5.4 Clearly, from the residents responses' there is some desire for a change in parking arrangements in some of the roads, however the desire for change and indeed the level of response to the questionnaire from these roads was not overwhelming and would not be sufficient to instigate a change in parking arrangements such as a resident's parking scheme in their individual roads. The provision of a resident's parking scheme in isolation and targeted at some roads is not considered an appropriate solution as parking demand would merely relocate and be displaced to areas outside any parking scheme area increasing the parking stress further afield.
- 5.5 The parking survey has identified certain areas where works could be undertaken to relieve congestion and provide a safer highway but at the same time not restrict the ability of the general public and local businesses to park.
- 5.6 Subject to further consultation with local residents, we recommend the following works to reduce obstruction on the highway and remove areas of vehicle conflict:
- i) Provide single yellow line waiting restrictions (Monday to Friday, 0800-1800hrs) on Scott Road bus turnaround area to ensure access for buses and prevent obstruction to the through route on Shakespeare Road (Photo 2.6). The proposed restrictions are indicated on Drawing No. 28210-100;
  - ii) Provide single yellow line waiting restrictions at intermittent locations along College Avenue from Burns Crescent to beyond West Rise to provide passing places for cars on the main carriageway as shown on Drawing No. 28210-101. This will have the effect of displacing cars

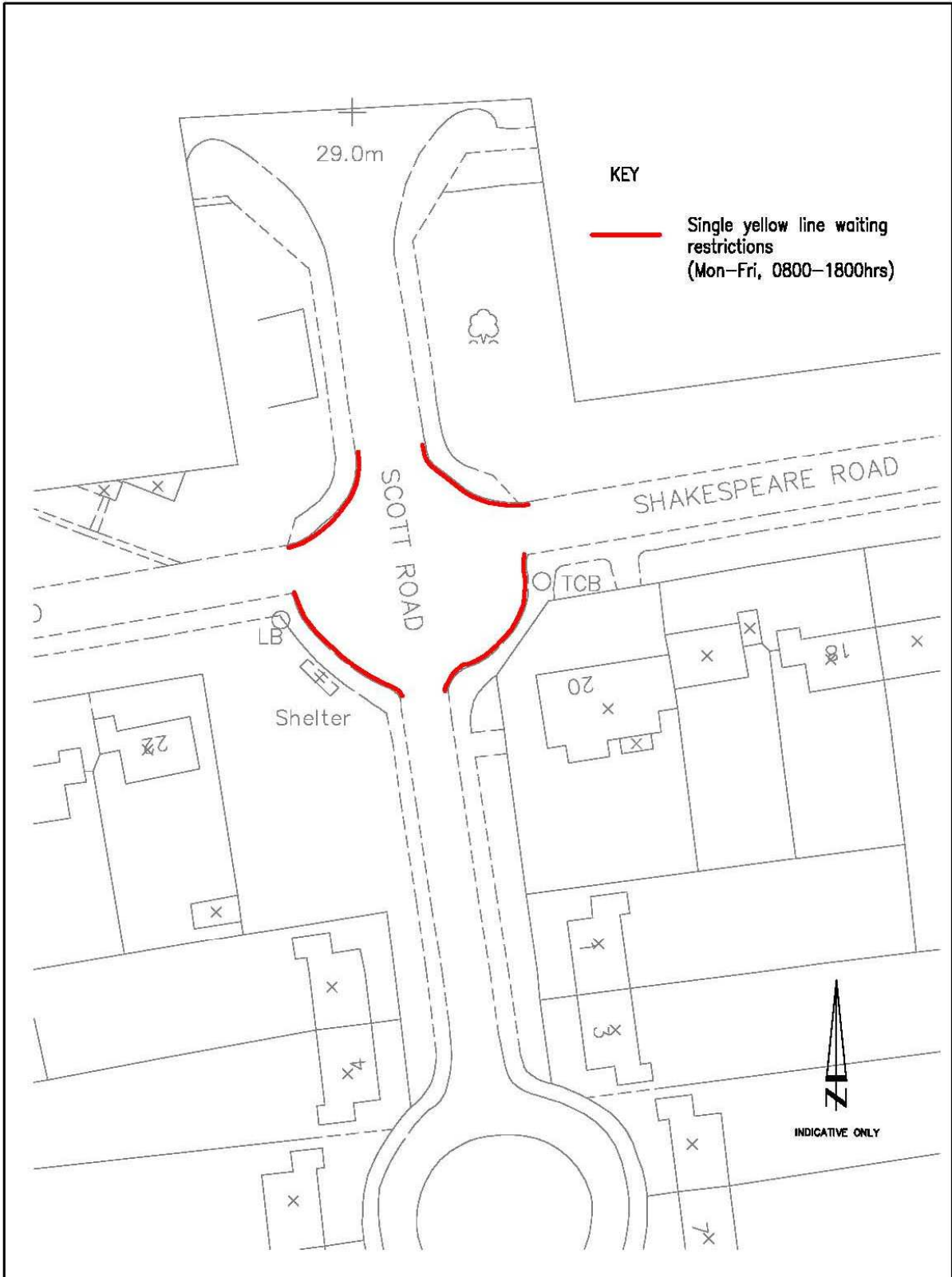
further south along College Avenue into parking Zone 12, however additional parking capacity is available in this area. College Avenue provides an important distributor road within the Consultation Area feeding side roads such as Hillside, The Spinney, West Rise and Brindle's Field and as such carries a higher volume of traffic flows throughout the day;

- iii) Provide single yellow line waiting restrictions at intermittent locations along Burns Crescent to provide passing places for cars on the main carriageway as shown on Drawing No. 28210-101. These passing places will assist two-way traffic flow along this narrow road;
- iv) Extend the existing double yellow lines at the Old Barn Close entrance to the limit of public highway at the granite sett boundary.

5.7 These recommendations will reduce parking pressures in certain areas; improve traffic management and access through the Consultation Area and improve highway safety.

## **DRAWINGS**





Client		WEST KENT COLLEGE		
Scheme		LOCAL PARKING CONSULTATION		
Drawing Title		PROPOSED RESTRICTIONS ON SCOTT ROAD		
Drawn	Scale	Sheet	Date	Drawing No.
DL	1:500	A4	JULY 2009	2821-100

CONSULTING ENGINEERS AND TRANSPORTATION PLANNERS

Maritime House, Basin Road North  
Portsmouth, Brighton, East Sussex, BN41 1WR

Tel: 01273 414515 Fax: 01273 378824

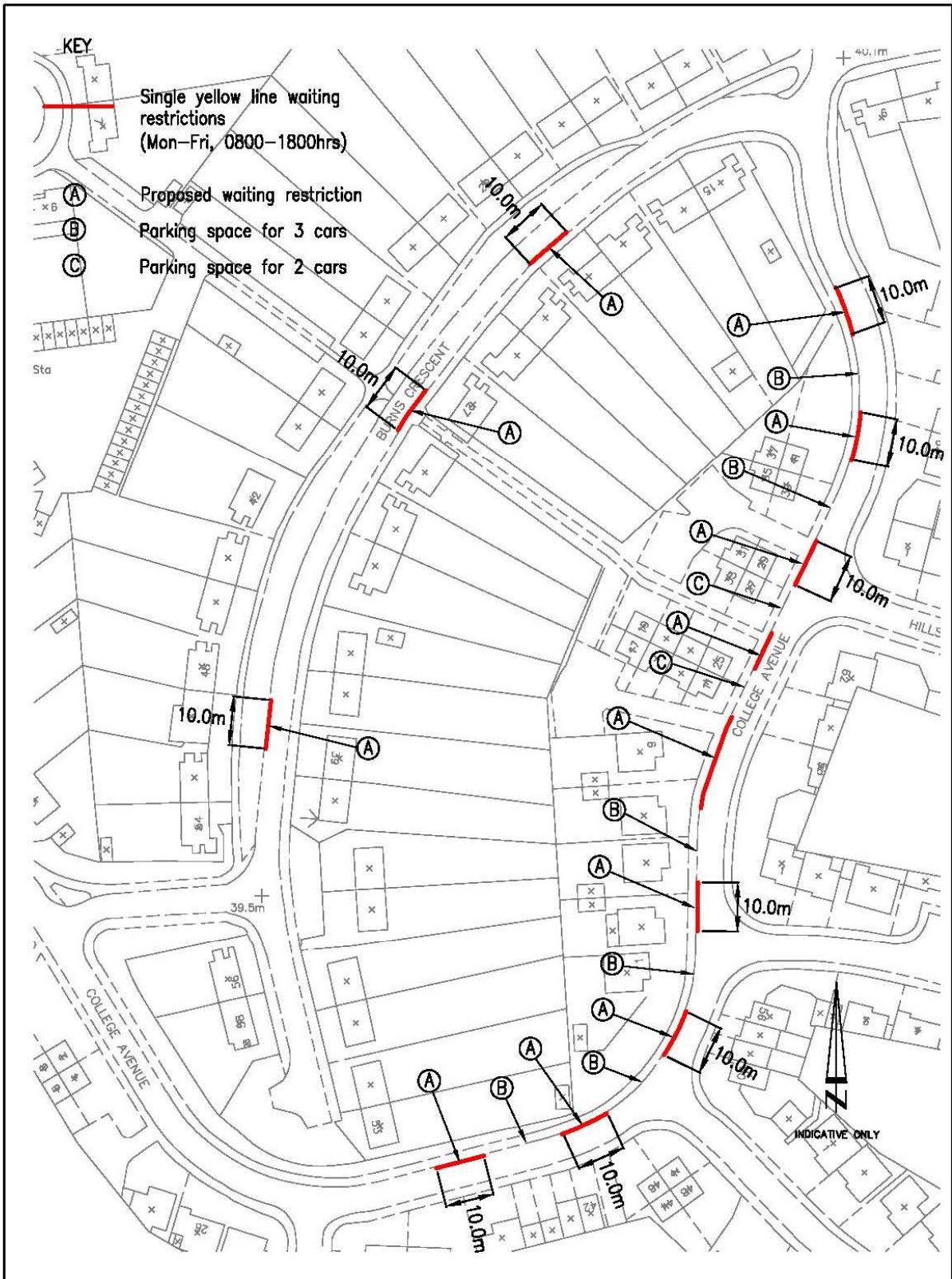
email: [consult@redwoodpartnership.co.uk](mailto:consult@redwoodpartnership.co.uk)

[www.redwoodpartnership.co.uk](http://www.redwoodpartnership.co.uk)

THE

**REDWOOD**

PARTNERSHIP



Client		WEST KENT COLLEGE		
Scheme		LOCAL PARKING CONSULTATION		
Drawing Title		PROPOSED RESTRICTIONS ON BURNS CRESC & COLLEGE AVE		
Drawn	Scale	Sheet	Date	Drawing No.
DL	1:1000	A4	JULY 2009	2821-101

CONSULTING ENGINEERS AND  
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## APPENDIX A



## CONSULTING ENGINEERS AND TRANSPORTATION PLANNERS

Maritime House,  
Basin Road North, Portslade  
Brighton, East Sussex, BN41 1WR

Tel: 01273 414515  
Fax: 01273 376824  
email: [consult@redwoodpartnership.co.uk](mailto:consult@redwoodpartnership.co.uk)  
[www.redwoodpartnership.co.uk](http://www.redwoodpartnership.co.uk)



### **Parking Survey - Roads next to West Kent College**

We are Consulting Engineers working for West Kent College and advising them on parking issues on the campus and in the roads and streets nearby. You are a local resident living in a street close to West Kent College and we value any help you can give us in providing information to establish what the parking conditions are like in your street. We are asking all the residents on the streets shown shaded on the attached plan to contribute to this survey.

The College is currently carrying out major development work on the campus, including new educational buildings and associated works. When this work received planning consent, Tonbridge & Malling Borough Council noted concerns from residents about the possible impact of the development on parking locally. As a result, it included a planning condition that required the College to pay towards an investigation into the need for a parking management scheme in your neighbourhood, up to a maximum of £40,000.

This questionnaire is the first step in that process:

- We need to assess what the parking conditions are at the moment,
- Whether there are sufficient parking opportunities for residents and
- How the conditions vary across the typical day.

We have no fixed idea about the next stages of this exercise; it depends entirely on the replies we receive from local residents and other survey work we will be carrying out in your area to build up as full a picture as possible of local parking pressures. This might indicate that a local parking management scheme is needed or it may suggest that the best option is to leave things as they are.

It is important that as a resident you are involved in this consultation process and to enable us to process your response, we need to identify your address. This will remain confidential and will only be used to collate the responses to this questionnaire and will not be used for any other purpose.

Whatever the result, we will be letting all those who respond to this survey know what we consider to be the best way forward and explaining why we and the Council take that view. In any event, should the answer be that a scheme is required and, critically, that it has general support from local residents, there will be funding in place

from West Kent College to pay for the work.

Please take a few minutes of your time to fill in the following questionnaire and return it to us by **FRIDAY 3<sup>rd</sup> APRIL 2009** in the enclosed stamped addressed envelope. Should you have any detailed questions please call **Paul McLaughlin** of the Redwood Partnership on **01273 414515**:

**Your Property**

- 1. Your address: .....
- 2. Your postcode: .....
- 3. How many people over the age of 17 live in your property ? .....
- 4. How many cars are owned or kept by members of your household ? .....
- 5. Does your property have enough off-street parking spaces that are exclusively for use by your household to accommodate these cars ? (i.e. driveway space or allocated parking spaces on your property). *Please tick one box only*

Yes  No

**On-street parking**

- 6. On a scale of 1 to 6, how difficult is it for you, or your visitors, to find a parking space on the street within 50 metres of your property?

- 1 = no problem, can always park on my property
- 2 = no problem, can easily park on street
- 3 = some problems finding space
- 4 = often problems finding a space,
- 5 = hardly ever a space
- 6 = virtually impossible to find a space.

*Please put a number in each box. If you have no fixed view, please leave the boxes blank.*

	Weekday	Saturday	Sunday
Before 8am			
Between 8am and midday			
Between midday and 6pm			
Between 6pm and 8pm			
After 8pm			

7. Do you want the current parking arrangements in your street to remain unchanged?  
*Please tick one box only*

Yes  No

8. Are there any other issues relating to parking in your street which we should take into account?

(Please feel free to add your comments on additional sheets if you run out of space)

9. Do you want a copy of the summarised survey results and the recommended proposals? *Please tick one box only*

Yes  No

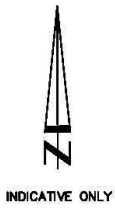
**Data Protection Statement**

Your personal information will be held and used in accordance with the Data Protection Act 1998. The Redwood Partnership and the Council will not disclose such information to any unauthorised person or body but where appropriate will use such information for the purposes of this survey only.

In the interests of ensuring that your views and comments are accurately received and to avoid any risk of us unintentionally misunderstanding them, you should note that our practice in all consultations such as this is to refrain from accepting oral comments and to consider only those received in writing.

**Paul McLaughlin**  
The Redwood Partnership

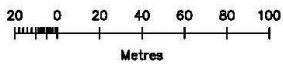
PMcL/2841P1



KEY



Parking survey area boundaries - - - - -

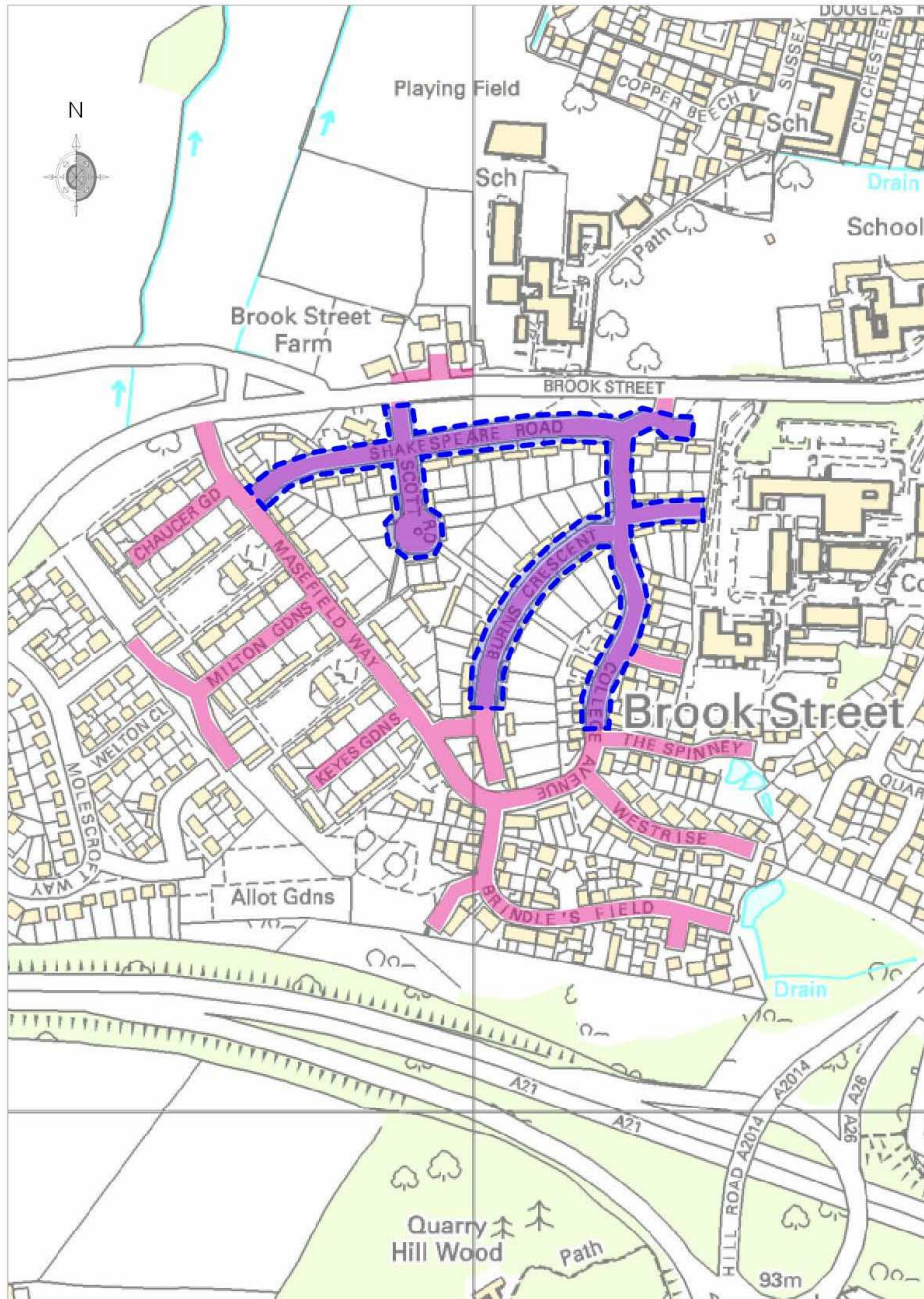
Parking Zone no.2 2



PARKING SURVEY ZONES PLAN

KEY

- Extent of Parking Survey 
- Roads under parking pressure 



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**WEST KENT COLLEGE CAMPUS 21 - RESIDENT'S PARKING SURVEY  
ROADS UNDER PARKING PRESSURE**

Parking Survey Wednesday 1st April 2009

Parking Zones	Available Parking (No.)	1000-1100hrs		1100-1200hrs		1200-1300hrs		1300-1400hrs		1400-1500hrs		1500-1600hrs	
		Parked (No.)	%stress	Parked (No.)	%stress	Parked (No.)	%stress	Parked (No.)	%stress	Parked (No.)	%stress	Parked (No.)	%stress
1	8	9'	113%	9'	113%	9'	113%	7	88%	9'	113%	8	100%
2	14	19'	136%	19'	136%	18'	129%	20'	143%	19'	136%	13	83%
3	22	24'	109%	22'	100%	25'	114%	21	95%	21	95%	17	77%
4	17	16	89%	10	84%	10	84%	14	82%	11	65%	8	47%
5	8	6	75%	2	25%	2	25%	2	25%	1	13%	1	13%
6	7	4	57%	5	71%	4	57%	4	57%	7	100%	5	71%
7	13	6	46%	7	54%	8	62%	6	46%	7	54%	6	46%
8	33	9	27%	11	33%	11	33%	11	33%	11	33%	10	30%
9	12	7	58%	6	50%	4	33%	7	58%	6	50%	8	67%
10	10	2	20%	1	10%	1	10%	1	10%	1	10%	4	40%
11	23	8	35%	9	39%	14	61%	9	39%	8	35%	8	35%
12	21	3	14%	3	14%	3	14%	2	10%	1	5%	2	10%
13	11	5	45%	7	64%	5	45%	4	36%	5	45%	4	36%
14	11	1	10%	1	10%	1	10%	0	0%	2	18%	0	0%
15	9	9	100%	8	89%	8	89%	8	89%	7	78%	6	67%
16	5	0	0%	0	0%	0	0%	0	0%	0	0%	1	20%
17	18	13	72%	13	72%	13	72%	13	72%	11	61%	10	56%
18	8	11	138%	12	150%	12	150%	11	138%	11	138%	10	125%
19	6	6	100%	6	100%	6	100%	6	100%	6	100%	6	100%
20	24	31'	129%	34'	142%	33'	138%	30'	125%	31'	129%	35'	146%

KEY

Parking Zone	Location	Parking Zone	Location
1	Shakespeare Road (east of Burns Crescent)	11	Brindle's Field
2	Shakespeare Road (east of Scott Road)	12	College Avenue (between Brindle's Field and The Spinney)
3	Scott Road	13	West Rise
4	Shakespeare Road (west of Scott Road)	14	The Spinney
5	Masefield Way (north of Shakespeare Road)	15	College Avenue (between The Spinney and Hillside)
6	Chaucer Gardens	16	Hillside
7	Milton Gardens	17	College Avenue (between Hillside and Burns Crescent)
8	Masefield Way (between Shakespeare Road and Burns Crescent)	18	Burns Crescent (east of College Avenue)
9	Keyes Gardens	19	Burns Crescent (between Shakespeare Road and College Avenue)
10	College Avenue (between Masefield Way and Brindle's Field)	20	Burns Crescent (west of College Avenue)

NOTES

\* Available parking spaces calculated as 5.5m length. Where % stress is in excess of 100%, cars have been able to park in a shorter space or will overhang access or owners have parked across their own drive

\*\* Cars parked in turnaround area

TABLE A1

Parking Survey Thursday 2nd April 2009

Parking Zones	Available Parking (No.)	1000-1100hrs		1100-1200hrs		1200-1300hrs		1300-1400hrs		1400-1500hrs		1500-1600hrs	
		Parked (No.)	%stress	Parked (No.)	%stress	Parked (No.)	%stress	Parked (No.)	%stress	Parked (No.)	%stress	Parked (No.)	%stress
1	8	7	88%	7	88%	8	100%	8	100%	8	100%	6	75%
2	14	17*	121%	16*	114%	19*	136%	19*	136%	19*	136%	19*	129%
3	22	24*	109%	20	91%	18	82%	16	73%	15	68%	16	73%
4	17	10	59%	15	88%	17	100%	14	82%	13	76%	15	88%
5	8	4	50%	3	38%	3	38%	3	38%	3	38%	3	38%
6	7	6	86%	6	86%	5	71%	5	71%	6	86%	7	71%
7	13	7	54%	7	54%	6	46%	6	46%	7	54%	11	85%
8	33	12	36%	9	27%	11	33%	12	36%	12	36%	11	33%
9	12	7	58%	5	42%	6	50%	7	58%	8	67%	6	67%
10	10	2	20%	1	10%	1	10%	1	10%	1	10%	2	20%
11	23	6	26%	8	35%	6	26%	7	30%	8	35%	6	26%
12	21	5	24%	5	24%	5	24%	3	14%	2	10%	0	0%
13	11	8	73%	7	64%	6	55%	6	55%	7	64%	3	27%
14	11	0	0%	0	0%	0	0%	0	0%	1	9%	1	9%
15	9	9	100%	9	100%	6	67%	4	44%	2	22%	1	11%
16	5	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
17	18	12	67%	12	67%	11	61%	7	39%	5	28%	5	28%
18	8	12**	150%	12**	150%	13**	163%	11**	138%	11**	138%	8	100%
19	6	6	100%	6	100%	6	100%	6	100%	6	100%	6	100%
20	24	32*	133%	33*	138%	31*	129%	26	108%	22	92%	15	63%

KEY

Parking Zone	Location	Parking Zone	Location
1	Shakespeare Road (east of Burns Crescent)	11	Brindle's Field
2	Shakespeare Road (east of Scott Road)	12	College Avenue (between Brindle's Field and The Spinney)
3	Scott Road	13	West Rise
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10	College Avenue (between Masefield Way and Brindle's Field)	20	Burns Crescent (west of College Avenue)

NOTES

\* Available parking spaces calculated as 5.5m length. Where % stress is in excess of 100%, cars have been able to park in a shorter space or will overhang access or owners have parked across their own drive

\*\* Cars parked in turnaround area

TABLE A2

## **APPENDIX B**