

**TONBRIDGE & MALLING BOROUGH COUNCIL**

**JOINT TRANSPORTATION BOARD**

**08 March 2010**

**Report of the Director of Planning, Transport and Leisure**

**Part 1- Public**

**Matter for Recommendation to Borough Cabinet - Non-Key Decision (Decision may be taken by the Cabinet Member)**

**1 PARKING ACTION PLAN – PROGRESS REPORT**

**Summary**

The report provides an update on progress in carrying out the Parking Action Plan. An informal public consultation stage on the latest Phased Programme of parking management works across the Borough has been completed and the responses have been analysed. For many of the locations there have been no adverse comments and the recommended approach is to introduce the parking interventions as already advertised. A few locations prompted significant comment locally and potential ways of dealing with these are recommended to the Board.

A Local Parking Plan for East Malling is being developed. This work is being progressed through a Steering Group of local Members and interest groups. It will meet during April to discuss and approve a draft Plan and this will be presented to the next meeting of the Board for approval so that it can be taken forward for public consultation.

Last year, the Board approved a package of measures to deal with some of the more serious parking behaviour in the neighbourhood of West Kent College. The statutory notice stage for the Traffic Regulation Orders (TRO) will be carried out shortly by the developer's consultant.

**1.1 Parking Action Plan – Phase 5 (Various Locations)**

1.1.1 The phased programme consists of a wide variety of requests for parking management and interventions at many locations across the Borough outside the areas where a more comprehensive local parking plan approach has been adopted. Solutions generally involve a degree of balancing of the competing demands arising from local parking pressures so that clear local consensus on what would be acceptable can be difficult to achieve.

1.1.2 With this in mind, the Parking Team has introduced an additional informal consultation stage in recent phases of the programme. This could affect the pace

of the programme and there is no legal obligation in traffic order procedures to carry out such preliminary consultation before going through the statutory processes and formal advertising of proposals. In practice, the impact on the programme has been insignificant and this informal stage has proved to be a worthwhile exercise in helping reveal broader local feeling about the particular parking problem in question and allowed us to refine the proposals to more closely match local expectations.

- 1.1.3 The initial round of assessment and consultation on draft proposals for each site has been completed. Detailed analysis of each of the sites and the responses received has been compiled in **Annex 1** together with a recommendation based on careful examination of the history of the site.
- 1.1.4 For many of the locations, the recommendation is to introduce as the scheme as originally proposed. There are a few locations where the comments from residents prompted a reconsideration of the proposals, notably at East Peckham, Hildenborough and Wouldham. It shows the benefit of this additional informal stage and supports using the same process in future phases of the Parking Action Plan. At the locations where much reduced or no intervention is recommended, the parking pressures that gave rise to the original service requests will inevitably continue. This will require some continued monitoring over time to see if the situations deteriorate to such an extent that local sentiment changes in favour of some limited parking management.

## **1.2 Parking Review – East Malling**

- 1.2.1 At a number of locations, the nature and extent of parking pressures has required a more integrated approach to resolving problems through a Local Parking Plan. The current focus for this work is East Malling where the Parking Team has just completed a major round of local consultation and assessment to build up an overall picture of parking and what the local expectations are.
- 1.2.2 A working draft of a Local Parking Plan for the village has been prepared and the next stage in the project will be to discuss this with the Steering Group. The Group consists of members of Parish, Borough and County Councils and other local interest groups. The aim will be to produce an agreed document incorporating the views and comments of the Steering Group for presentation to the next meeting of the Board in June. The Board will be invited to consider the document and approve it for public consultation.

## **1.3 Parking Proposals - West Kent College**

- 1.3.1 One of the planning conditions for the major redevelopment of the West Kent College site required the developer to consider the need for resident preferential parking (RPP) in the neighbourhood of the College.
- 1.3.2 It appointed a consultant to deal with this matter and the findings of a consultation exercise last year were that there was no overall support for RPP but there were

considerable local concerns about the parking over-spilling from the College during the course of the development works. This led to the proposals that the Board endorsed in August last year to eliminate the more serious parking hazards on the roads around West Kent College.

- 1.3.3 The College's consultant will imminently be advertising the measures as part of the statutory processes and the Parking Team has been steering this work. If there are no objections to the statutory notice, the scheme can be implemented shortly afterwards. If there are unresolved objections, these will have to be reported to the next meeting of the Board for decision.
- 1.3.4 The current phase of development on the campus has considerably reduced on site parking and this is having a direct, albeit temporary, impact on the surrounding residential roads. Independent of the proposals arising directly from the development, we have installed signs and lines at the bus stop in Scott Road in advance of the main programme so that we can take direct enforcement action to deal with the parking that has been encroaching onto it.
- 1.3.5 We are also promoting additional work on Haysden Lane as part of Phase 5 to protect the bus drop off area which is outside the area covered by the planning obligation. A dialogue with the College has been established to try and identify ways in which to minimise the impact of the development, although a scheme of this magnitude is almost bound to cause a degree of local inconvenience.

## **1.4 Future Programme**

- 1.4.1 The immediate programme commitments involve installing the works arising from Phase 5, subject to the Board's approval of the recommended proposals. In parallel, we will be further developing the East Malling Parking Plan through a second round of consultation, subject to the Steering Group and the Board's endorsement of the draft Plan.
- 1.4.2 Once the East Malling Local Parking Plan has been agreed and implemented, we will be moving on to resolve parking pressures in Aylesford. Once this has been done, we are programmed to revisit a number of locations which have already had a Local Parking Plan adopted such as West Malling, Borough Green and Snodland and to adjust them as necessary in the light of comment and experience.
- 1.4.3 Work has also continued on the operational side of parking management with the essential 'house-keeping' work of maintaining the scheme of Traffic Regulation Orders throughout the Borough. This involves a regular consolidation of the Orders and this is nearing completion for this year. The Parking Team is also carrying out a similar consolidation of Orders for the off-street car parks.

## **1.5 Legal Implications**

- 1.5.1 The on-street parking service is undertaken by the Borough Council, on behalf of the County Council, under the terms of a formal legal Agreement

## **1.6 Financial and Value for Money Considerations**

- 1.6.1 Funding to implement the Parking Action Plan is provided within existing approved Borough Council budgets

## **1.7 Risk Assessment**

- 1.7.1 A major risk is that scheme proposals encounter significant lack of local support when introduced. This risk is mitigated by the considerable effort devoted to ensuring that there is wide local consultation on proposals, through for example the informal stage of analysis and consultation on the phased programme before any formal stage is reached. There is also care given to ensuring that schemes are adapted and adjusted in the light of comments and observation received from the local community.

## **1.8 Recommendations**

- 1) That the recommended approaches to the proposals for Phase 5 as set out in Annex 1 **BE ENDORSED.**

The Director of Planning Transport and Leisure confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

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Nil

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