

# **Towards a Local Parking Plan for East Malling**

## **Outline Assessment and Recommendations**





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## **Parking Management in East Malling**

The Local Highway Authority in this Borough is Kent County Council. It is responsible for the complete range of activities on our roads including maintenance, highway improvements, traffic management and many other related matters.

Tonbridge & Malling Borough Council carries out a parking enforcement service on behalf of the County Council. We have extended this, in partnership with the County Council, to include a broad range of parking management activities. In this way we are able to achieve an integrated and comprehensive parking management role both on-street and off-street across the Borough.

Setting up Local Parking Plans generally requires close partnership working between the Borough and County Councils to ensure that the broad range of traffic and parking management concerns are dealt with jointly. This is all the more important in East Malling where many of the concerns expressed by the local community relate more to traffic management than parking.

Many years ago we produced a Parking Action Plan to deal with the considerable number of requests we had received and continue to receive about parking problems throughout Tonbridge and Malling. The East Malling Local Parking Plan (EMLPP) is one of a series of such Plans that we have prepared to respond to parking requests and concerns from local residents and businesses in the Village.

At some locations we have been able to deal with parking problems individually. However, where the problems are spread across a neighbourhood, this is not an advisable or effective approach. Attempting to deal with parking problems in isolation in such areas risks transferring them to other nearby locations. 'Knock-on' effects need to be considered and this is best achieved through a Local Parking Plan that reflects a broad review across a whole neighbourhood.

The reported problems in East Malling were evidently widespread throughout the Village. Consequently the right way to deal with this was through an area wide parking plan.

We recognise that there already is a considerable history of parking management in East Malling. Therefore, this Plan builds on the previous phases of parking work in the village. It involves adjusting the existing parking restrictions as required to match current needs and introducing new ways of managing parking to match present day traffic and parking conditions.

## **Parking Policy**

The broad policy aims of the East Malling Local Parking Plan are to :-

- **support the commercial and social vitality of the Village;**
- **assist parking opportunity for residents;**
- **manage parking to ensure that it assists the expeditious movement of traffic (including pedestrians and cyclists);**
- **improve road safety for all users;**
- **improve the local environment, paying particular attention to the Conservation Area;**
- **safeguard access for the emergency services;**
- **ensure access for buses and refuse freighters;**
- **meet 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;**

In working to achieve these aims we have several guiding principles:

- **To maximise the amount of on-street parking consistent with road safety and access for all highway users.**
- **To provide actions in the Plan to resolve existing identified parking problems and do so in a way that avoids transferring problems to neighbouring streets.**
- **To make reasonable judgements about the consequences of actions in the plan and to remedy them but to avoid over-speculating about what problems might arise where no problems currently exist. If problems develop, monitoring and future reviews of the Local Parking Plan will deal with them.**
- **To achieve a reasonable and even-handed balance between the competing parking needs of various groups: residents, shops, businesses, visitors, pedestrians, delivery vehicles, buses, taxis, private hire vehicles, coaches, cars, bicycles, motorcycles, push-chairs and wheelchairs. However, around the railway station there is greater demand for parking than the space available and we will give precedence to the needs of local residents and businesses over those of commuters.**

## Operational Policy

When we prepare local parking plans and operate them, we routinely meet the same consistent set of parking problems. We have broad operational principles guiding how we respond to them, although local circumstances will influence particular cases. These operational principles are discussed below:

Ref	Theme	Guiding principles
OP1	The “Right to Park”	<p>Some people believe that there is an inherent right to park on a public highway. In law, there is no such right. However, the practical approach is that people can park on the highway as long as it is safe to do so without compromising highway safety or obstructing other road users.</p> <p>Parking controls are reserved for 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>
OP2	Parking demand	<p>Many of the parking problems identified through consultations arise from too many cars and too few spaces for them to park in. In the consultation survey for the East Malling local parking plan, we received a number of suggestions about how this mismatch between demand and capacity could be met. These suggestions and our approach to them is as follows:</p>

Ref	Theme	Guiding principles
OP2a		<p><b><i>Build more car parks</i></b></p> <p>The amount of money needed to buy land and build a new car park is considerable. The Borough Council does not have funds in the current financial climate to do so even if land were available.</p>
OP2b		<p><b><i>Use of Garages and Driveways</i></b></p> <p>A frustration evident in many responses from the mainly residential part of the Village estates, refers to the pressures generated by some residents not using their garages or drives and, instead, parking on-street. Parking in this way creates unnecessary and avoidable demand for on-street spaces. Nevertheless, the Borough Council cannot intervene as there is no way to compel these residents to use their driveways or garages.</p>
OP2c		<p><b><i>Convert verges and greens into parking areas</i></b></p> <p>A number of responses to the East Malling parking surveys contained suggestions that verges, greens and other public open space be converted to parking bays. One such was the recreation ground.</p> <p>These areas belong mainly to the housing authority Russet Homes with Kent County Council, Tonbridge and Malling Borough Council and the Parish Council also owning and maintaining some of these green areas. We have made these organisations aware of this feedback. However, in the view of the Parking Plan Steering Group there is no compelling justification from parking demand for any of these verges or open spaces to be sacrificed to create extra parking.</p>

Ref	Theme	Guiding principles
		<p>We have advised these organisations that we do not support removing such crucial local 'green lungs' as a proper way forward.</p> <p>Creating hardstandings at the front or rear of properties with a dropped kerb access point can be taken forward by residents through two routes.</p> <p>Russet Homes are aware that there are many circumstances that change the local off road parking needs of their tenants and run an ongoing programme of installing off-road parking facilities within the curtilage of the their properties. To support this ongoing programme tenants can apply to Russet Homes to have dropped kerbs and hard standings. Applications will be assessed on an individual basis with priority rating applied to applicants with medical or mobility needs. These are subject to satisfying conditions involving Highway Authority consent and Planning Consent for classified roads</p> <p>Individual residents can apply direct to these Authorities for permission to create off-road parking within the curtilage of the property regardless of whether they are a tenant or home owner but must meet all associated costs</p> <p>Both tenants and home owners can apply to lease one of the many garages owned by the housing authority around the area</p> <p>Russet Homes have improved parking facility for tenants of their properties in East Malling in recent years with the demolition of some underused garage blocks. Some have been and converted into more effective communal parking areas. Russet Homes continue to seek to improve parking amenity for their tenants within the constraints of the site, planning requirements and annual budget allocations.</p>



Ref	Theme	Guiding principles
<b>OP3</b>	<b>Formalising parking and providing priority for local needs</b>	<p>Formalising parking through a local parking scheme inevitably requires us to challenge some of the more questionable parking practices that take place. A consequence of this is that formal parking management schemes generally result in a perception that there is less parking available.</p> <p>Nevertheless, our central focus is to make as much parking available on-street as we can so long as it is safe to do so. The surveys and feedback show local competition for parking generated by many local needs, be it from residents, shoppers and people working for local businesses or visiting the village for business, social or recreational purposes. This demand is exacerbated by extra pressure from commuters seeking convenient and free parking close to the mainline railway station.</p> <p>The guiding principle is that the various needs of locally generated resident and business parking should have equal priority for the available parking opportunities. In those locations where commuter parking creates excess demand, local parking needs will be given preference through a resident and business permit scheme as discussed in the next section.</p>
<b>OP4</b>	<b>Permit Parking Schemes</b>	<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. Introducing permit parking for local residents and businesses is an effective way of freeing up on-street parking capacity by preventing commuter parking.</p> <p>Permit schemes are ineffective without an element of preference that removes some of the parking demand. Some of the feedback from streets where there is acute parking pressure, seeks 'resident permit parking only'. However, acceding to such requests would require discriminating against other groups of drivers, be they shoppers or workers from local businesses, all of whom have an equal need and right to park locally. Where this is so, we do not recommend resident permit parking as a solution.</p>

Ref	Theme	Guiding principles
		<p>In contrast, in the High Street area the survey and consultation has identified commuter generated competition for on-street parking space as a significant problem justifying control through a permit scheme to meet locally generated parking demand.</p> <p>We need to critically assess the area controlled by a permit scheme because there will generally be some impact on uncontrolled neighbouring streets. This is why the zone needs to be wider than where the current commuter parking problem exists. The cost of a resident permit is currently £30 and a business permit is £120.</p>
<b>OP5</b>	<b>Enforcement of Restrictions at Schools</b>	<p>Traffic and parking management at either end of the school day are a national problem. The conditions around the schools in East Malling 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 assuring 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 generated by a school.</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</p>

Ref	Theme	Guiding principles
		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.
<b>OP6</b>	<b>Parking on the Footway</b>	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. 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.
<b>OP7</b>	<b>Turning Heads</b>	<p>Parking in the turning area of a cul-de-sac is a frequent problem and it is generally residents themselves who do this. 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 removes useful casual parking opportunity for visitors, for example, that could otherwise be tolerated. This is why we do not usually recommend doing so. However, where parking behaviour in a turning area creates a long-standing, 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 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>
<b>OP8</b>	<b>Parking Enforcement</b>	A frequent request in the consultation feedback is that there should be more enforcement of the waiting restrictions. The amount of parking enforcement activity in East Malling and elsewhere in the

Ref	Theme	Guiding principles
		<p>Borough is directly related to the size of the parking team. Taking shift patterns and other factors into account, the team is limited in the extent that it is able to be patrol all the locations where there are waiting restrictions. It attempts to meet the challenge and provide 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 &amp; 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 to achieve the desired efficient and effective service.</p>
<b>OP9</b>	<b>Obstruction of Access</b>	<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 be 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 enforcement matter.</p>
<b>OP10</b>	<b>Vans Parked in Residential Areas</b>	<p>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.</p> <p>In some instances a condition on an Operators Licence will prevent overnight parking by vehicles</p>

Ref	Theme	Guiding principles
		<p>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 and pick-ups.</p>
<b>OP11</b>	<b>Traffic Management</b>	<p>Surveys and consultations on parking schemes generally prompt a range of responses on broader traffic management matters. This is all the more so in East Malling where the historic concerns about parking have been closely intertwined with concerns about traffic speeds and volumes.</p> <p>The traffic management feedback may or may not have potential impacts on any new parking arrangements. Either way, we have sought to address these by ensuring that the County Council, as local Highway Authority, has officer level involvement in the parking project and is aware of the range of traffic management issues raised through the consultation.</p> <p>Where possible, County Council will provide comment on the traffic management queries so that it can be included in the adopted Local Parking Plan document. Alternatively, if it needs to carry out more detailed investigation and assessment of some traffic management items, it will do so separately from the Local Parking Plan and report back to the local community on its findings and conclusions when it can.</p>

## Feedback, Assessment and Recommendations for the East Malling Local Parking Plan

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## Feedback, Assessment and Recommendations for the East Malling Local Parking Plan

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>Addison Close</b> Cul de Sac Ave Width –5.0m Off St Parking – 50% No Parking Restriction Parking Pressure – High	No feedback received		Given the absence of comment, no specific action is being recommended for this road in the East Malling Parking Plan
<b>Ashton Way (part of WM by Pass)</b>	No feedback received		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan
<b>Beech Road</b> Cul de Sac Ave Width – 5.5m Off St Parking – 60% 20% in the short section of cul de sac Parking Restriction – Corner protection – at school exit gate Parking Pressure Med – during the day. High in the vicinity of the school entrance at each end of the school day	<b>Problems raised by respondents</b> Not enough parking spaces for residents by the school	The Mallings school entrance and vehicular exit arrangements are concentrated at the end of the main section of road and in the short section of cul de sac area. The school operated a School Travel Plan (STP) There are garages and a forecourt owned by Russet Housing and one off street area for use by a resident. There is severe competition for on street parking as most of the properties have no off street available 8 properties lead off the end of the cul de sac and have	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
		<p>no vehicular access arrangements</p> <p>Some residents use the garage block owned by Russet Homes</p> <p>Beech Road is the main access for the staff and visitor car park, deliveries, Emergency vehicles, AEN escorted pupils and parents of children attending the on-site nursery</p> <p>Daytime parking related to the school is contained within the school site</p>	
	Parents parking on school days at drop off and pick up times.	Parents are not encouraged to use the roadside as a drop-off area as the school has two off-road designated drop - off areas.	
	School parking daytime with evenings and weekends with events going on	There will always be a problem at times when there are evening events of open days but the school does take positive action to stagger visitor times and accommodate as much parking within the site as possible.	
	Parked cars restrict access for emergency services and larger vehicles to and from the school site reducing safety for the pupils	Parking in the cul de sac between the access gate and the exit compromises safe movement of vehicles out of the school site	Phase 5 of the Borough Parking Action Plan includes assessment of the area around the school entrance with a view to installing waiting restrictions around the cul de sac in response to a request to improve safety from Police and School – There is a



Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
			particularly sensitive and localised Community based matter that needs to be dealt with separately from the Local Parking Plan.
	Safety concerns for cyclists and pupils walking in road	Cyclists and coaches to the school do use Beech Road but are encouraged to use Clare Lane of the on-site dedicated drop off area with off road pedestrian access to the school.	
	Neighbours not using driveways	See OP2b.	
	Obstructive parking Cars parked too close to driveways	Large vehicles are obstructed by parking opposite the exit gate and in the turning head have had to turn round within the school site and exit via the entrance gate. There have been instances of vehicles in conflict with pedestrian which have compromised safety for staff parents and pupils  See OP9.	That instances of obstructive parking be reported to the Police.
	<b>Suggestions from respondents</b>  Remove posts from verges and allow parking to continue as before.  Replace grass verges with parking bays	Russet Homes installed the posts on areas of grass verge owned and maintained by them to deter parking and over run of these areas. These posts are in place for safety reasons and will remain in place.  See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Install driveways for tenants		
	Extend DYL More DYL around school site and more enforcement	There are short lengths of DYL on the approach to the school which are not within the highway limits. The Police have already asked for additional parking restriction.	
	Mark out parking bays for residents with permits only for those that do not have driveways or off road parking.	There is no valid on street parking opportunity in the vicinity of the cul de sac section as parking anywhere along here compromises access, turning and movements out of the school site	
<b>Blacklands (Part Private with PRow)</b>	<b>No problems raised by respondents</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Blacklands Drive Private Road</b>	<b>No problems raised by respondents</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Blatchford Close</b> Cul de Sac Ave Width – 5.0 Off St Parking – 50% No Parking Restriction Parking Pressure - High	<b>No problems raised by respondents</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>Bondfield Road</b> Cul de Sac Ave Width – 5.5m Off St Parking – 90% No Parking Restriction Parking Pressure - High	<b>Problems raised by respondents</b>  Parking both sides of road Cannot exit onto road or enter onto hard standing when cars parked opposite	See OP9	
	No additional parking spaces provided in front gardens	Tenants can apply to the Housing Association to assist with creating off street parking in gardens or to rent a garage  Home owners can apply to KCC for permission to create a vehicle access onto a property  See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
<b>Bradbourne Park Road</b> Cul de Sac Ave Width – 5.5m Off St Parking – 95% No Parking Restriction Parking Pressure - Low	<b>Problems raised by respondents</b>  People not using garages or driveways and parking on the road	See OP2b	Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Broadwater Road</b> Through Road – Rural Ave Width – 3.0 – 6.5 Off St Parking – 100% No Parking Restriction	<b>Problems raised by respondents</b>  Road is too narrow Parking at Springetts Hill is a danger		Concerns about traffic speeds to be passed to Police for assessment

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Parking Pressure – Low	Dangerous speeds by cars and lorries using road as rat run.		
	<b>Suggestions from respondents</b>  More Double Yellow Lines (DYL).	Little evidence of a persistent parking problem that would support action to prevent parking on this road or narrow sections at Springett Hill	Given the absence of persistent parking problems, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Busbridge Close</b> Cul de Sac Ave Width – 3. - 5.5m Off St Parking – 95% No Parking Restriction Parking Pressure - Low	<b>No problems raised by respondents</b>		
<b>Carnation Close</b> Cul de sac Ave Width – 5.5m Off St Parking – 70% Parking Restriction Parking Pressure - Med	<b>Problems raised by respondents</b>  Residents parking on green outside house rather than in parking areas.	The grassed areas are owned and maintained by Russet Homes.	Russet Homes will look at this through tenants Association
	Junction parking Carnation Close/Larkspur and turning head		The turning head and junction with Larkspur Road needs to be protected so residents use off street

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
			parking
	<b>Suggestions from respondents</b>  Replace grassed area with parking Provide hard standings in front garden Allocate 1 parking space per house	Tenants can apply to the Housing Association to assist with creating off street parking in gardens or to rent a garage  Home owners can apply to KCC for permission to create a vehicle access onto property  See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
<b>Carnation Crescent</b> Through Road Ave Width – 5.5m Off St Parking – 50% Parking Restriction – DPPB Parking Pressure - Med	<b>Problems raised by respondents</b>  Residents parking their Commercial vehicles on road and paths  Too many cars	See OP10 and OP6.	
	There are no problems		
	Residents not using off road parking spaces for fear of vandalism	See OP2b	Crime Reduction Team to be alerted to residents concerns about vandalism.

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<b>Suggestions from respondents</b>  Ban commercial vehicles parking in the road	See OP10	
	Create more off road parking. Allocate parking spaces for those who have to go to work. Extend parking to grassed area between Temple Way and Carnation crescent.	Tenants can apply to the Housing Association to assist with creating off street parking in gardens and allocation of off street spaces  Home owners can apply to KCC for permission to create a vehicle access onto property  See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
<b>Catlyn Close</b> Cul de Sac Ave Width – 6.0 Off St Parking – 60% Parking Restriction Parking Pressure - Med	<b>Problems raised by respondents</b>  Residents parking on both sides of the road.	See OP9.	
	Parking on the footway Obstruction to fire tender	See OP6	That instances of obstructive parking be reported to the Police.
<b>Chapman Way</b> Through Road Ave Width – 7.0m Off St Parking – 60% Parking Restriction – SKC and corner protection DPPB	<b>Problems raised by respondents</b>  Parking both sides of road day and night	Not generally observed during surveys. See OP9.	
	Need for more nearby parking for the school	See OP5 about parking in the vicinity of schools sites.	Review with the school and KCC the operation and

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Parking Pressure Med but High in the vicinity of the school each end of school day during term time – DPPB</p>		<p>The school started to develop its STP in September 2009. All staff and visitor parking is accommodated on site with drop off arrangements are in place. The school is working with KCC towards getting review of location of patrol person in relation to new access arrangements and identified school related traffic safety measures in place.</p>	<p>position of the Keep Clear Zone on the highway around the school gates in relation to uncontrolled parking areas.</p>
	<p>Shortage of parking for residents</p> <p>Tenants parking area used by residents of Town Houses</p>	<p>In recent years parking on the Winterfield Estate has benefitted from the demolition of garage blocks to create better communal car parks which serve a wider range of the community parking needs</p> <p>See OP2c</p>	<p>Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area</p>
	<p><b>Suggestions from respondents</b></p> <p>Safer restrictions outside the school</p>	<p>Since the redevelopment of the school site the position of the School Keep Clear markings need to be assessed to create an unobstructed zone outside the school site Mon – Friday 8 am – 4 pm</p>	<p>The suggestion by EMCG for a dedicated drop off zone, speed limit reduction and additional signing around the school site to be referred to KCC STP Co-ordinator.</p>
	<p>Allocate private parking spaces for each flat to deter residents of Town houses parking there and not on their drives</p> <p>Send letters to residents with garages telling them not to</p>	<p>The off road area is owned and maintained by Russet</p>	<p>Russet Homes have reviewed the management of their tenants car park and have installed signs to indicate the area is for tenants only with allocated numbered bays for individual flats – to deter</p>

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	park in residents parking bays		unauthorised parking
<b>Chapel Street</b> <b>(Rocks Road to Gilletts Lane)</b>  Through Road Ave Width – 6.4m Off St Parking – 20% Parking restriction – Corner protection – SYL Mon – Fri, 7.45 am – 9.15 am and 4.30 pm – 6.00 pm Parking pressure High	<b>Problems raised by respondents</b>	This is a C class road forming part of the continuous link of New Road, High St and Wateringbury Road between A20 Larkfield and A26 Wateringbury. The route is assessed both on an individual basis and as a whole, residents have little or no off street parking	To be considered in conjunction with proposals for the Village car park and adjoining road.
	Parking on Footway	See OP6.	
	Residents have off-street parking but do not use it.	See OP2b.	
	Obstruction to drives and access points.	See OP9.	
	Commercial vehicle parking	See OP10.	
	Sections too narrow to park in safely.	The width of the road does not support (in places) the current length of parking that is allowed.	Include some proposals to prohibit parking at the most constrained location.



Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Parking slows down traffic speeds. Damage to parked cars.	Congestion is a major feature in responses from all over the survey area as is the damage to parked cars and the obstruction parking causes to larger vehicles.	Maintain the maximum amount of on-street parking consistent with highway safety.
	Congestion Restricted visibility on bend Volume of traffic.	Traffic flows would benefit from more passing places in the vicinity Rocks Road junction and Manningham House with an intermediate passing places on the bend	Include some provision for passing places as described.
	Parking obstructing through traffic. Speeding traffic	Parking is restricted to one side of the road and the lengths of cars can cause obstruction for through traffic. Surprisingly speed of traffic also is of concern. There is no indication that traffic moves outside the prescribed limit however there is a general perception that traffic is moving at an inappropriate speed to deal with the available width of the road and present parking arrangements.	Subject to introducing some provision for passing places, maintain broadly the current level of on-street parking.
	Commuter parking Parking problems worse at weekends	Some commuter parking is alleged to take place on the unprotected areas - however it has been difficult to establish the exact number but it is thought to be up to weekday/ daytime 11 vehicles concentrated in the vicinity of Manningham House which are not evident at weekends or in the evenings.	
	Sat Nav encouraging large Vehicles to use Chapel St Large vehicles ignoring width restriction.	There is a width restriction in place with exemption "Except for Access" which is enforceable by the Police. KCC compiling list of similar roads where Sat Nav information is misleading	Refer information to KCC and Kent Police.

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p><b>Suggestions from respondents</b></p> <p>Take out all parking up to Manningham House Take out all parking during the day Stop parking between 11 am and 12 noon to remove commuters</p>	<p>There is no benefit in removing all parking on this section of road although it is widely suggested by those who do not live on this road. However, additional parking management is necessary to address the potential for transfer of vehicles from other locations. There is no justification for taking out all roadside parking as suggested as there are legitimate kerbside parking opportunities</p>	<p>Subject to introducing some provision for passing places, maintain broadly the current level of on-street parking.</p>
	<p>Change DYL to SYL to operate 8 am – 6 pm Stagger parking up hill to improve visibility and flows Shorten parking lengths to allow pull in areas Traffic lights or chicane parking Allow more parking to slow down traffic speeds</p>	<p>There are sections of daytime restrictions and unprotected areas which support roadside parking but there is no opportunity to safely reduce the existing DYL and allow parking to occur in these areas. The position of driveways preclude the effective use of staggered bays which would meet expectation on the need to manage traffic flows but result in a drastic reduction of roadside parking availability</p>	
	<p>Resident only permit parking Dedicated parking spaces for each house without off road parking Allocate 1 parking space per house</p>	<p>Residents would benefit from preferential parking arrangements for “residents and their visitors” during the day which should also incorporate the local business needs. This could only be successful if linked into a corresponding control of the use of the Village car park as a facility to support the local parking demands of the area. It is not possible to assign the public highway for exclusive use if an individual. A preferential permit system will have the effect of displacing up to 11 vehicles</p>	<p>An area specific resident and local business permit scheme to be considered operating between 8am and 6pm Monday to Friday with other drivers allowed to park for up to 4 hours with no return within 2 hours. Qualifying permit holders</p>

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
			<p>and their visitors to park without restriction at all times.</p> <p>Bays to be marked where presently uncontrolled parking occurs. Where road width access points and junctions allow.</p> <p>Existing SYL to be retained on a trial basis where available road width with a parked car is 3.2 metres wide and where there are acceptable sight lines to see oncoming traffic.</p>
	Proper enforcement	The present restrictions are patrolled at different times and on different days	Review patrol times and frequency of enforcement of parking restrictions.
	Stop pavement parking Stop lorry movements.	The police are responsible for enforcement of these offences	Refer enforcement concerns to Police
	Request "Not suitable for HGV signs"  Install traffic lights  20 mph speed restrictions	<p>Kent Highway Services has considered each of these items in conjunction with the Borough Council.</p> <p>There are already sufficient signs in place to support the width restriction and adding more signs will just add further street clutter in the Conservation Area for little real gain.</p>	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Build a by pass.	Traffic lights, 20 mph restriction, together with other requests arising from earlier work by the EMCG such as a crossing at Manningham House, interactive signs and speed cameras are traffic management items and they require separate assessment in the light of the County Council's current approved scheme prioritisation system. It is recommended that Kent Highway Services duly considers each of the requests and reports its findings separately to the EMLPP Steering Group in due course.	
<b>Chatfield Way</b>  Estate Link Road Ave Width – 6.0 m Off St Parking – 95% No Parking Restriction Parking Pressure – Low	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan
<b>Church Walk</b>  Cul de Sac Ave Width – 5.6m Off-St Parking – 90% Parking Restriction – Corner protection with New Road/High Street and The Grange up to the Church boundary Parking Pressure – High but Variable depending	<b>Problems raised by respondents</b>  Commuter parking Parking pressures caused by events at the Church.  Future parking pressures caused by reopening of restaurant with new houses. Limited off road parking available for customers.	There is a high demand for parking along this short section of road which is attributed not only to the spread of commuters looking for parking opportunity during the week day but also due to the weekend and evening activities generated by the Church, Public House (restaurant?) in the heart of the Village  The area is vulnerable to parking transfer should controls be introduced in surrounding areas or the car parks.	Any proposals adopted for High St/Chapel St/ Mill St/New Road to be considered along with Church Walk to prevent commuter parking transferring during the working day. Need to co ordinate additional valid parking opportunities for nearby residents/ businesses/ social functions and Church functions

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
on Church and local business activities.	Cars double parked and on pavements	See OP6 and OP9.	Residents be advised to contact the Police to carry out enforcement against obstructive parking on the footway.
	Obstruction to The Grange	The Church entrance and The Grange junction is often obstructed during the evening	Review the extent of DYL in the vicinity of Church entrance and the Grange to preserve access
	No disabled parking		Installation of a Disabled persons parking bay near the Church entrance.
	<b>Suggestions from Respondents</b>  Parking for residents with no off street parking	There is merit in managing this area to preserve access and create a better parking opportunity for residents	Marked preferential permit parking bays where road width junctions and access points allow during the daytime with limited waiting hours for non permit holders to assist with Church and business needs
	There should be no cars parked along here to allow funeral and wedding and disabled people easier access when others can use the car park over the road.	There is no benefit in prohibiting all parking in this area	Maintain the on-street parking to the extent that it is possible to do so consistent with highway safety and access requirements.

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>Clare Lane</b>  Through Road - Rural Ave Width – 7.8 m Off St Parking – 100% Parking Restriction - Corner Protection around Blacklands and leading onto Mill Street Parking Pressure – Low	<b>No problems raised by respondents for this road</b>	Some time ago, the EMCG raised a number of concerns about matters that were essentially traffic management related such as requests for new sections of village entry treatments, footways, bollards, reduction in speed limit to 20 mph, and radar controlled speed equipment. These have been considered by Kent Highway Services and a further review of these issues is scheduled during 2010/11.	
<b>Clarewood Drive</b>  (Private Street) Cul de Sac Off st parking 100% No parking restriction Parking Pressure Low	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Cobbett Close</b>  Cul de Sac Ave Width – 5.0 Off St Parking – 90% Parking Restriction Parking Pressure – High	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Columbine Close</b>  Cul de Sac Ave Width – 5.0 m Off St Parking – 30%	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Parking Restriction Parking Pressure – Med			
<b>Columbine Road</b>  Through Road Ave Width – 5.5m Off St Parking – 40% Parking Restriction Parking Pressure - Med	<b>Problems raised by respondents</b>		
	Junction parking near Lavender Road Parking across Lavender Walk access		
	Too many residents cars  Drivers parking who do not live in the road  Lorries and vans	There is no course of action to limit the levels of car ownership.  See OP 19 on vans.	
	Protect junctions	Parking on and around junction can cause problems with access and similarly across the pedestrian access to Lavender Walk	Install junction protection with Lavender Road and footway to Lavender Walk to improve safety and access
	Permit parking with no charge Private parking for residents outside their house	See OP4. There is no indication in the responses of general need or support for preferential parking arrangements	
	Ban lorries and vans from parking	See OP10.	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Make the 2 bits of green into parking spaces</p> <p>Make more driveways for residents</p>	<p>Russet own and maintain the grassed areas</p> <p>Tenants can apply to the Housing Association to assist with creating off street parking in gardens and allocation of off street spaces</p> <p>Home owners can apply to KCC for permission to create a vehicle access onto property</p> <p>See OP2c</p>	<p>Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area</p>
<p><b>Collinge Close</b></p> <p>Cul de Sac Ave Width – 5.5m Off St Parking – 80% Parking Restriction Parking Pressure – Low</p>	<p><b>No problems raised by respondents for this road</b></p>		<p>Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.</p>
<p><b>Cottenham Close</b></p> <p>Cul de Sac Ave Width – 5.5 Off St Parking – 80% Parking Restriction - Corner protection Parking Pressure - Low</p>	<p><b>Problems raised by respondents</b></p>	<p>There is little evidence of competition for roadside parking spaces in the cul de sac although evening time can see more on street parking by residents and visitors</p>	
	<p>Inconsiderate parking by residents</p> <p>Parking bottom of the close causes obstruction</p>	<p>Action already taken to install DYL and access protection markings at the junction with Mill Street prior to the start of the parking review to deter inconsiderate parking by all drivers. Action identified and supported in EMCG report</p>	<p>Extend the existing corner protection further into the cul de sac</p>
	<p>Development on old school site will make parking worse in the Close</p>	<p>Residents of the Cottenham Close have had some temporary disruption with contractors vehicles parking in the cul de sac near the junction with Mill Street during the</p>	



Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Building site contractors parking	redevelopment of the former school site	
	Residents parking on road instead of drives	See OP2b	
	Speeding traffic	The Police are responsible for enforcing speed limits	Concerns about speeding to be passed to Police for assessment
	<b>Suggestions from respondents</b>  Reshape driveway as car grounds so will not need to park in road	Problems with the shape of a crossover to a property is a private matter.	
	Ban works vans parked in the Close	See OP10	
<b>Dickens Drive</b>  Through Road Ave Width – 5.0 Off St Parking – 45% Parking Restriction Parking Pressure – Med	<b>Problems raised by respondents</b>  Works vans parking Remove parked works vehicles	See OP10	The works vehicle comment apart there are no other items raised so no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Edward Walk</b>  Through Road	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Ave Width – 5.5 Off St Parking – 0 Parking Restriction – Corner protection Parking Pressure - Low			this road in the East Malling Local Parking Plan.
<b>Elm Crescent</b>  Through Road Ave Width – 5.5m Off St Parking – 50% Parking Restriction – Corner protection Edward Walk & 2no DPPB Parking Pressure – Med	<b>Problems raised by respondents</b>  Parking by residents too close to junction with Beech Road ignoring restrictions  Not enough spaces to park	There are undoubted parking pressures but not significantly so. Some junction protection warranted (see below).	
	Damage to vehicles when parking outside another property		Refer to Crime Reduction Team
	<b>Suggestions from respondents</b>  DYL on junction with Beech Road	Parking on and around the junctions onto Beech Road has not been observed as a daytime issue but is seen on occasions during the evening	Consider protecting the junctions onto Beech Road with DYL
	Grassed area made into car park spaces  More hard standings in gardens	The grassed areas re owned and maintained by Russet  Tenants can apply to the Housing Association to assist with creating off street parking in gardens and allocation of off street spaces	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
		Home owners can apply to KCC for permission to create a vehicle access onto property  See OP2c	
	More enforcement	See OP8 on enforcement	Review enforcement patrols
<b>Four Acres</b>  Cul de Sac 5.0 m Off St Parking – 65% Parking Restriction Parking Pressure Med	<b>Problems raised by respondents</b>  Parking by non residents	No evidence if this is an issue amongst other resident concerning visitors or drivers from adjacent roads	
	<b>No suggestions from respondents</b>		No specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Forsyth Close</b>  Cul de Sac 5.0 m Off St Parking – 95% Parking Restriction Parking Pressure - Low	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Garner Drive</b>  Through Road ( part)Cul de Sac (Part)	<b>Problems raised by respondents</b>  White van parks in Garner Drive	See OP10	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Ave Width – 5.5 m Off St Parking – 95% Parking Restriction Parking Pressure – Low			
	Residents who park on the road rather than using drives	See OP2b	
<b>Gilletts Lane</b>  Through Road - Rural Ave Width – 3.0 – 4.8 Off St Parking – 100% Parking Restriction – Corner protection Parking Pressure – Low	<b>Problems raised by respondents</b>	There is little evidence of parking problems although the area may be vulnerable to transfer of vehicles if parking controls are thought necessary in Watlington Road or The Rocks Road	
	Is used as a short cut when there are traffic jams		Consider corner protection at junctions with Chapel St and Rocks Road if parking controls are agreed for these roads
	<b>Suggestions from respondents</b>  Make it a private road to stop rat running  One Way traffic flows( EMCG)	These are traffic management items that have been discussed with Kent Highway Services. One way traffic flow is not advisable as there is a serious risk of non-compliance and also because one way flows tend to lead to speeding problems. Legally, the road cannot be made into a private street.	
<b>Hardie Close</b>  Cul de sac Ave Width – 5.0 Off St Parking – 90%% No Parking Restriction Parking Pressure – High	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>High Street</b>  <b>(New Road to Chapel Street)</b>  Through Road Ave Width – 7.3 Off St Parking – 75% Parking Restriction – Extended corner protection with New Road Corner protection The Rocks Road and Chapel Street 1DPPB Continuous DYL on West side SYL Mon – Sat 7.45am – 9.15 am and 4.30 pm and 6.00 pm on east side to ease traffic flows during peak periods Parking Pressure – High	<b>Problems raised by respondents</b>  Sections too narrow to park in safely  DPPB no longer needed	Residents have little or no off-street parking and the variable road width does not allow for parking along much of its length  Restrictions on the refuse collections, were extended from early Feb 2010 to between 7.30 to 9.30am and 3.00 to 5.00pm  Application to remove DPPB o/s 57 from resident as no longer needed. Needs to be checked with Blue Badge Team at KCC to see if there are any other BB holders in near proximity who will be disadvantaged by the removal of the bay  February 2010 application from No 31 for DPPB to be assessed.	
	Commuters parking in High St	There is a strong feeling that a high number of commuters park along this road. Although all uncontrolled spaces are generally in use during daytime and weekends there is no evidence that there are spaces available for commuters to park early in the morning	
	Residents not using nearby car parks Lack of parking – lost businesses and customers Too many cars per household	There is severe daytime competition for parking in this section with additional pressures from visitors, commuters and business needs. At night the SYL is operational but is not much used with average of 11 vehicles parked overnight in uncontrolled	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
		areas	
	Parking causing congestion at peak times Parking on the bend Damage to parked cars.	Parking is restricted to one side of the road and the lengths of continuous permitted parking and the disregard of the daytime restrictions can cause obstruction for through traffic	
	Residents have off- street parking but do not use it.	See OP2b	
	Residents blocking others accesses and drives.	See OP9	
	Speeding traffic Parking slows down traffic speeds	There is a perception that traffic speeds are high however it is more likely they are not above the prescribed limit of 30 mph rather speeds are inappropriate for the width of available road and parking configuration.	Refer to Police concerns about speeding traffic
	Parking by large commercial vehicles and 4x4	See general comments about commercial vehicles parking in residential area	
	Large lorries ignoring width restrictions	A width restriction is in force with exemptions for access which is the responsibility of the police to enforce.	
	Lack of enforcement	The area has a regular beat patrol.	Review patrol frequencies and times
	If you stop commuters in car park then there will be more on the High St	Any changes to the present arrangements will need to be carefully considered as to the impact on parking on surrounding roads.	Permit parking scheme to be proposed for the neighbourhood.

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p><b>Suggestions from respondents</b></p> <p>Residents and visitor permit parking  Proper marked bays  Charge for over 4 hours so not to affect hairdressers customers  Short term parking for clients up to 4 hours Mon - Friday  2 free permits per household</p>	<p>Residents would benefit from preferential parking arrangements during the day which should also incorporate the local business needs. This could only provide a better balance if linked into a corresponding control of the use of the Village car park as a facility to support the local parking demands of the area and prevent transfer of commuters to surrounding areas.</p>	<p>Consider an area specific resident and local business permit scheme is introduced operating between 8 am and 6 pm. Monday to Friday with other drivers allowed to park for up to 4 hours with no return within 2 hours. Qualifying permit holders and their visitors to park without restriction at all times where road width, accesses and junctions allow</p>
	<p>One permit per house and one for visitors  Allocate 1 parking space per house  Numbered parking bays for each house  No permits for those with off road parking  Residents only parking for Cherry Villas</p>	<p>Preferential parking arrangements could not assign the public highway for exclusive use for individuals but are only used to assist with balancing different local parking demands</p>	
	<p>Make SYL into DYL and enforce  Shorten parking lengths to</p>	<p>The use of a SYL to control parking during the day has helped to maintain a balance between traffic volumes, access and off peak parking. The road width covered by</p>	<p>Replace SYL with DYL across access points and around bend to improve</p>

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	allow pull in areas Reduce SYL by 2 - 4 spaces to reduce congestion Introduce proper breaks in parking to help the traffic flows No parking on the bend	the SYL does encourage parking in the vicinity of the sharp bend outside the old Vicarage and across access points. This need to be reviewed to improve safety and access and prevent congestion and obstruction Traffic flows and sight lines would benefit from more passing places in the vicinity of the old Vicarage and bend which needs to be protected from parking in the interests of highway safety	safety and reduce obstruction
	Take out all parking during the day	There is no justification for taking out all roadside parking as suggested as there are legitimate kerbside parking opportunities but not to the extent that is currently in place	
	Stop pavement parking	See general comments about parking on the footway	
	Stagger parking up hill to improve visibility and flows	The position of driveways preclude the effective use of staggered bays which would meet expectation on the need to manage traffic flows but result in a drastic reduction of roadside parking availability.	
	Stop vans parking	See OP10.	
	Provide loading areas  Roundabout at j/w new Road Reduce traffic volumes Make High St one way with speed restriction Traffic calming and a mirror	There is no indication locally that loading is being compromised.  This list of traffic management requests has been discussed with Kent Highway Services. None appear to be warranted or justified on technical grounds and in some cases they are physically impossible to construct. There are local concerns about speeding traffic and	



Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Install chicanes like in Castle Way</p> <p>Install traffic lights</p> <p>A by pass to take traffic away from High Street</p> <p>Reduce speeds</p> <p>Bollards to stop parking on the road</p>	<p>junction arrangements and these echo issues raised earlier in the EMCG report. The Kent Highway Service's view on each of these is as follows:-</p> <p>Roundabout at j/w new Road – physically impossible to construct in this highly constrained location.</p> <p>Reduce traffic volumes – given that there is already a degree of suppression of traffic through East Malling because the route is unattractive to through traffic there is little scope for any further diversion of demand.</p> <p>Make High St one way with speed restriction-- an impractical suggestion.</p> <p>Traffic calming, install chicanes like in Castle Way and a mirror, reduce speeds – existing parking arrangement provides as much passive traffic calming as necessary in the village and mirrors are specifically unacceptable in Kent Highways' maintenance policies.</p> <p>Install traffic lights – This would have a seriously detrimental impact on parking without any discernable gain in traffic terms.</p> <p>A by pass to take traffic away from High Street – completely unfeasible.</p> <p>Bollards to stop parking on the road – this would adversely affect parking and make the local situation worse.</p>	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Residents have identified space at Institute car park.	Operation and Management of the car park is with the Parish Council	Refer car park management suggestions to EM&LPC
	Keep it as it is		
<b>Howard Road</b>  Through Road Ave Width – 5.5m Off St Parking – 60% Parking Restriction – Corner protection Parking Pressure – Med	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Jasmine Close</b>  Through Road/Cul de Sac Ave Width –5m Off St Parking – Parking Restriction Parking Pressure	<b>Problems raised by respondents</b>  Parking of HGV and vans flat bed lorry on pavements all times causing obstruct wheelchair.	See OP6 and OP10	No specific parking action recommended for this road in the East Malling Parking Plan
	Parking on the corner	See OP6	
	<b>Suggestions from respondents</b>  Stop parking on pavements and corners	See OP6	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Police to act on motor bikes doing wheelies every day between 3 – 4		Advise police of concerns about ASB and footway parking
<b>Jasmine Road</b>  Through Road Ave Width – 5.5 Off St Parking – 40% Parking Restriction Parking Pressure – Med	<b>Problems raised by respondents</b>  Vans parking on pavements and around junction with Lilac Green	See OP6 and OP10	Junction parking to be monitored and if persistent problem consider junction protection with Lilac Green.
	Double parking	See OP9.	
	<b>Suggestions from respondents</b>  Make grassed areas Larkspur and Jasmine into parking spaces	Grassed areas are owned and maintained by Russet Homes  See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
<b>Larkspur Close</b>  Cul de Sac Ave Width – Off St Parking – 45% Parking Restriction	<b>Problems raised by respondents</b>  Residents parking obstructs fire engine Vehicles parked all times on the bend	See OP9	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Parking Pressure - Med	Not enough off-street parking	There is little if no opportunity at this location to provide more parking even if funding were to be available.	
	Cars with no tax	Enforcement issue	Refer Road tax concerns for to Operation Cubit team
	Parking on footways	See OP6.	
	<b>Suggestions from respondents</b>  Offer subsidised driveways and hard standings to get cars off road	Tenants can apply to the Housing Association to assist with creating off street parking in gardens and allocation of off street spaces  Home owners can apply to KCC for permission to create a vehicle access onto property  See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
	Make parking spaces on green	Grassed areas owned and maintained by Russet Homes  See OP2c	
<b>Larkspur Road</b>  Through Road/Cul de Sac Ave Width – 5.5 Off St Parking – 40% Parking Restriction Parking Pressure Med	<b>Problems raised by respondents</b>  Parking on the bend And vans parked in lay by at bottom of Jasmine road which was created for residents.	See OP9 and OP10.	
	<b>Suggestions from respondents</b>	Tenants can apply to the Housing Association to assist with creating off street parking in gardens and allocation of off street spaces	Russet Homes continue to work with tenants to identify areas where they can assist

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Additional parking for residents Allow more drives to be built	Home owners can apply to KCC  See OP2c	with improving off road parking provision in the area
	Grass made into parking area	Grassed areas owned and maintained by Russet Homes  See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
<b>Lavender Close</b>  Cul de Sac Ave Width 5.5m Off St Parking – 30% Parking Restriction Parking Pressure – Med	<b>Problems raised by respondents</b>  Not enough driveways		
	Parking on paths	Parking on and around the junction with Lavender Road has been noted on occasions	Consider protecting junctions – Monitor level of obstruction
	Obstruction to emergency services		
	Parking on the corners and opposite drives where Road too narrow	See OP9.	Consider junction protection for Lavender Close/Road in the interests of safety
	<b>Suggestions from respondents</b>  Mark out parking bays	There is no benefit in marking out parking bays as it will not reduce parking demand where there are too many cars and not enough road space	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Pay for driveways and dropped kerbs	Tenants can apply to the Housing Association to assist with creating off street parking in gardens and allocation of off street spaces  Home owners can apply to KCC for permission to create a vehicle access onto property	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
	More parking bays from grassed areas	Grassed areas owned and maintained by Russet Homes See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
<b>Lavender Road</b>  Through Road Ave Width – 5.5 Off St Parking – 50% Parking Restriction – Corner protection Parking Pressure – Med	<b>Problems raised by respondents</b>		
	Parking on the path	See OP6	
	Parking by drivers that do not live in the road	Unable to control this unless it is regulated with preferential parking controls. There is no indication that there is support for permit parking in this road. There is little benefit in controlling roadside parking if the vehicles have no where to transfer to however there are concerns about safety of parking on bends and in front of access points.	
	Too many cars Double parking Parking on junctions Parking over dropped kerbs	See OP9. There is evidence that there is a problem with obstructive parking and that which does occur is attributed to residents and their visitors causing problems for other residents	
	Parked cars blocking steps to bungalows		Access protection marking at the entrance to the steps

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
			of the bungalows
	Commercial vans and lorries	See OP10.	
	<b>Suggestions from respondent</b>  Allow parking one side of the road only DYL on bends DYL around and opposite junction with Columbine Road and Jasmine Road (SG)		Protect bends and junctions with DYL to improve safety
	Provide additional parking using grassed areas	Grassed areas owned and maintained by Russet Homes See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
	Designated spaces for each property Provide hard standings on front gardens	Tenants can apply to the Housing Association to assist with creating off street parking in gardens and allocation of off street spaces Home owners can apply to KCC for permission to create a vehicle access onto property.  See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
<b>Lavender Walk</b>  No vehicular access	<b>Problems raised by respondents</b>	There is no vehicular access for residents who have to park either on Columbine Road or Carnation Crescent	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Off St Parking – 0% Parking Pressure - High	No disabled parking		An application form for a DPPB has been sent to the resident
	<b>Suggestions from respondents</b>  Provide DPPB and Parking for residents at rear of properties		Applications from individual residents for roadside disabled persons parking bays are welcome and will be assessed in accordance with current criteria  Russet Homes have looked at the possibilities of providing vehicular access to the properties. However a number of the properties in Lavender walk are in private ownership leaving insufficient land within the control of Russet Homes to allow continuous vehicle access links
<b>Lime Crescent</b>  Through Road Ave Width – 5.5m Off St Parking – 60% Parking Restriction	<b>Problems raised by respondents</b>  Restricting commuters will only push commuters further into the estate to walk to station	The parking pressures stem from too many cars and not enough road-space although there is a concern that this road is vulnerable to transfer from commuter parking if restrictions are introduced in the heart of the Village.	



Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Parking Pressure – Med	Parking across drives and access points Parking opposite driveway	See OP9	Consider the need for junction protection with Beech Road
	Parking on paths	See OP6	
	Vans parking	See OP10	
	Parking on junction with Beech Road	Junction parking is not evident during the day but some evidence evenings and weekends. Parking on and around the 2 junctions onto Beech Road causes safety issues	
	<b>Suggestions from respondents</b>  Make use of front gardens	Tenants can apply to the Housing Association to assist with creating off street parking in gardens and allocation of off street spaces Home owners can apply to KCC for permission to create a vehicle access onto property  See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
	Charge to park on the road	Charges can be applied if there is a preferential parking arrangement in place however there is no indication there is any support for introducing this	
<b>Lister Close</b>	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>Lucks Hill (part)</b>	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Middle Mill Road</b> Through Road Ave Width – 5.5m Off St Parking – 90% Parking Restriction – Corner Protection and turning head protection Parking Pressure - Med But varies during the evening and weekends when it can be High	<b>Problems raised by respondents</b>	Middle Mill is a relatively new development where some work has already been carried out to protect junctions and turning areas from obstructive parking.	
	Parking in Mill St causes drivers to divert along Middle Mill	It is recognised that on occasions drivers will choose to use Middle Mill as an alternate route to travelling along Mill Street due to the access and width constraint.	Consider the need to manage the length of parking on the sharp bend from Weir Mill past Dial a Flight car park with marked bays and protection opposite the access for turning movements.
	Overspill from businesses parking on Middle Mill Road	<p>There is a degree of competition between residents of Mill Street, customers to the public house and local businesses for on-street parking places at the Weir Mill End of Middle Mill Road.</p> <p>Dial a Flight employees work extended hours and their off street car parking arrangements do not always meet demand for employees.</p> <p>Up to 13 cars are regularly parked from the junction with Mill St into Middle Mill Road which are attributed to employees but are also some cars owned by residents.</p>	
	Parking on pavement	See OP6	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	No regular enforcement of restrictions	Area is part of a regular beat patrol	
	Tradesman parking	See OP10	
	Speeding traffic	There is little evidence that there are regular incidents with vehicles travelling over the 30 mph limit due to the design of Middle Mill and the position of the raised junction points.	Police to be advised about concerns with speeding on this road
	DYL on front of garage	The DYL in front of garage were installed as part of a phased work to reinforce the rules of the Highway Code and prevent obstruction to junctions and turning areas so it would not be appropriate to encourage parking to resume in these areas.	
	<b>Suggestions from respondents</b>		
	Remove DYL from in front of garage as space is too narrow to allow for loading and unloading	See above	
	Remove parking on bend in Mill St to stop cars using Middle Mill as rat run.	See recommendations for Mill St	
	Make Middle Mill One way to ease traffic flows in Mill St Reduce speeds of traffic	A one way system in Middle Mill would assist with traffic movements in Mill Street but would have the adverse effect of diverting the buses and larger delivery/ service vehicles through the estate. A one way system does not	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
		reduce traffic speeds but can increase them as drivers do not have to need to drive to avoid oncoming traffic and potential for lack of compliance would be a concern.	
	Enforcement - disregard for parking on DYL	There is evidence of parking on existing restrictions in the areas nearest the junctions and this is noted for the regular CEO patrols	Review beat patrols
<b>Mill Street</b>  Through Road Ave Width – 4.8 – 6.0 Off St Parking – 45% Parking Restriction – Corner Protection – Stickens Lane, Cottenham Close and High St Junctions Parking Pressure - Concentrated by Institute and Stickens Lane/bends area	<b>Problems raised by respondents</b>  Parking pressures from Dial-a-Flight employees not using car park and park on street between 8 am and 11 pm 7 days a week near Elizabeth Court and Almshouses	The section between Middle Mill and Clare Lane has valid parking opportunity but there is severe competition between residents, customers to the pub and local businesses throughout the day and into late evening	Safety on the section between Middle Mill and Clare Lane would benefit from a review of the uncontrolled parking areas. Permitted parking is marked out where road width access points and junctions permit roadside parking without causing obstruction to through traffic.
	Parking pressure from Rising Sun Pub customers	Work has already been done to mark out some roadside parking bays in the vicinity of the public house where the road is narrowest. These bays are not timed or permit controlled but have been used to regulate the position where drivers park so to keep the maximum possible width of the road available to assist with bus and larger traffic using the road	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>2 spaces by the horse trough seem to be for the sole use of Harbray and cause hazard on narrow bend</p> <p>Too narrow in places for parking</p> <p>Problems parking too close to Stickens Lane junction and bend</p>	There are gaps in the current restrictions which create problems for larger vehicles	
	Obstruction to bus services	Access needs to be maintained for local bus service, local businesses and residents who all experience problems with access due to parking where the road is too narrow.	
	Damage to property backing onto Mill St from large vehicles using Mill St	The majority of drivers successfully negotiate the bends without mishap. There is evidence of vehicle damage to a boundary wall and these are where larger essential service and delivery vehicles have tried to get past parked cars. Incidents of damage appear to have reduced since the introduction of an edge of carriageway marking and uncontrolled bays to encourage parking closer to the kerbline in the vicinity of the Rising Sun however the road width is reduced to under 3m in other areas where parking remains uncontrolled.	Extent of gaps in DYL to be reviewed in relation to areas where the road width, junctions and forward visibility is compromised.
	<p>Parking opposite Institute Grid Lock High St /Mill St junction</p> <p>Parking between K&amp;Q and Cottenham Close</p>	There is some parking permitted High St end of Mill St opposite the entrance to the Institute which sometimes obstruct access out of the Institute, local driveways, forward view for drivers travelling from High St/New Road and causes occasional tail backs at peak times.	Consider the need to manage parking in Mill Street closest to High St with residents preferential parking bays to improve access and safety. To

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
		There is valid parking opportunity in this area and most problems are generated by inconsiderate parking or poor parking skills	prevent any displaced commuter parking transferring to this from adjoining roads
	Parking on DYL	See OP8	
	Parking on footway	See OP6	
	Increase in HGVs Large commercial vehicles cutting through Lorries unloading o/s Darceys	There is no restriction on the size of vehicles using this road. There are some established businesses which have genuine need for access for business purposes and deliveries as well as essential service and emergency vehicles.	
	<b>Suggestions from respondents</b>  Allow residents and their visitors to use Dial a Flight car park	Dial-a-Flight has complete say in how it uses its own car park. Given its operational requirements and extended hours, it is highly unlikely that it could consider any external use of it.	
	Restrict parking between 9 – 5 to allow parking when residents get home	This would disadvantage residents, established businesses and their respective visitors during the day.	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Free permit parking for residents ( Clare Lane end only)	There is little evidence in the responses of local support or to justify introducing preferential permit parking. The competition for roadside parking comes entirely from local residents and businesses so a permit scheme will not free up additional roadside spaces as all these categories have equal claim to park in this area.	
	Allocate parking spots per house	Unable to assign the highway for exclusive use of individuals or properties	
	Extend DYL from Cottenham Close	Some work has already been done to assist with protecting this junction. The effect of parking generated by the development of Watercress Court and The School Yard on Mill Street needs to be monitored	Monitor this area
	Remove all parking opposite Institute and only allow parking on Watercress Court side of the road	There is merit in managing parking to ensure access points and through traffic is not obstructed	Extent of DYL to be reviewed in relation to areas where the road width, junctions and forward visibility is compromised.
	Remove gaps in parking by the Wier Remove parking gaps by Stickens lane junction	There are short sections which do cause problems with larger vehicles and were also identified in EMCG report with recommendation that some current parking spaces need to be reduced in the interests of safety	Extent of DYL to be reviewed in relation to areas where the road width, junctions and forward visibility is compromised.
	Make Pub build car park	There are no powers to compel this to be done.	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Offices need to car share or find additional parking	Dial a Flight have stated that they do what they can to minimise overspill onto the surrounding area but the nature of their business is such that there are occasions when employees have no alternative but to travel to workplace by car.	
	Lorry Ban Speed Humps Stop Speeding around the bends	<p>Recommendations by EMCG for new sections of footway, bollards, reduction in speed limit to 20 mph, and radar controlled speed equipment. These traffic management requests have been discussed with Kent Highway Services. Its views are as follows:-</p> <p>A lorry ban through Mill Street would be impractical and not particularly effective because most if not all larger vehicles use the route legitimately to access and service local businesses or make other related deliveries. They would be exempt from any HGV restrictions. Concerns about speed would best be addressed through Parish Council coordination of a local participation in the Speedwatch initiative with Kent Police.</p> <p>The scope for extra footways is very limited and any additional lengths would seriously exacerbate current parking difficulties and pressures.</p>	
<b>Morris Close</b>  Cul de Sac Ave Width – 5.0 Off St Parking – 95% Parking Restriction Parking Pressure – High	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.



Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>New Road</b>  Through Road Ave Width – 7.5 Off St Parking – 90% Parking Restriction – High St/Mill St/ Church Walk/A20 Corner protection Parking Pressure – Low	<b>Problems raised by respondents</b>  Area from the High street and the service Road will become a commuter car park	There is no evidence of current parking problems on this road  The area is vulnerable to parking transfer should controls be introduced in surrounding areas or the car parks  The road is wide enough to sustain some parking but this would need to be carefully controlled with staggered/ marked areas to prevent obstruction and congestion	Any proposals adopted for High St/Chapel St/ Mill St/Church Walk to be considered in conjunction with New Road to prevent commuter parking transferring during the working day and identify additional valid parking opportunities for nearby residents/businesses and social/Church functions and events.
	<b>Suggestions from respondents</b>  Needs residents parking only up to London Road to stop commuters moving in.	There is no evidence that there is support for permit parking in this area	
<b>Owen Close</b>  Cul de Sac Ave Width –5.0 Off St Parking – 95%	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Parking Restriction Parking Pressure – High			
<b>Pikey Lane</b>  Through Road - Rural Ave Width – 3.0 – 5.4 Off St Parking – 100% Parking Restriction Parking Pressure – Low	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan
<b>Reeves Court</b>  Cul de Sac Ave Width – 5.5 Off St Parking – 95% Parking Restriction Parking Pressure – Low	<b>Problems raised by respondents</b>  Cars parked up to and around the corner	Little evidence of competition for roadside parking space other than residents causing problems for other residents by not using off-street facilities.	Parking patterns on the junction to be monitored further and if the parking situation deteriorated install restrictions to the junction with <b>Garner Drive</b>
	Residents not using garages or driveways	See OP2b	
	<b>Suggestions from respondents</b>  Whole of BF estate used for residents parking only DYL on corner of Garnier and Reeves Court	There is no evidence of support for the introduction of permit parking nor is it technically warranted in this area (see OP4).	
<b>Ruskin Close</b>  Cul de Sac	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Ave Width – 5.0m Off St Parking – 95% Parking Restriction Parking Pressure – High			this road in the East Malling Local Parking Plan
<b>Rocks Close</b>  Cul de Sac Ave Width – 5.5 Off St Parking – 75% Parking Restriction – Corner Protection – The Rocks Road Parking Pressure – Med	<b>Problems raised by respondents</b>  Commuter parking High St residents parking in Rocks Close	There is some overspill of parking from The Rocks Road where some other commuters park. The overall conditions with the High Street/ Chapel St and the proximity of the rail station does impact on the cul-de-sac in particular close to the junction with The Rocks Road. Commuter parking is evident and any controls agreed for nearby roads are likely to increase the pressure on this cul de sac	
	Commercial vans parked on corners.	See OP9 and OP10	
	Neighbours not using garages	See OP2b	
	Cars parked on DYL	See OP8	
	<b>Suggestions from respondents</b>  Enforce current restrictions and see if this makes a difference first.		Review enforcement patrols
	Resident permits only Residents parking only after 3pm.	There is little evidence of support for a preferential permit scheme as the majority of residents have off street parking.	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Short limited time restrictions during the day.</p> <p>Stop commuters parking after 9 for an hour</p>	Residents and their visitors would not benefit from any time limited restrictions unless linked to a permit exemption scheme. There is little evidence of support for this in the responses. However a short single restriction would reduce the incidence of long stay parking during the working day without unduly penalising residents.	Propose a short half-hour restriction in the morning during the working week
<b>Rosemary Road</b>  Through Road/Cul de Sac Ave Width – 5.0 Off St Parking – 60% Parking Restriction Parking Pressure – Med	<b>Problems raised by respondents</b>  Double parking by residents	See OP9	Refer concerns about obstruction to Police
	Residents who do not use driveways or garages.	See OP2b	
	<b>Suggestions from respondents</b>  Create parking on the green where the children are not allowed to play	The grassed areas are owned and maintained by Russet Homes  See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
	More Parking	Tenants can apply to the Housing Association to assist with creating off street parking in gardens and allocation of off street spaces Home owners can apply to KCC for permission to create a vehicle access onto property	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>Shaftesbury Close</b>  Cul de sac Ave Width – 5.0m Off St Parking – 95% Parking Restriction Parking Pressure – High	<b>Problems raised by respondents</b>  No enough parking	The competition for roadside parking is between residents	
	<b>Suggestions from respondents</b>  Use green areas for parking	The grassed areas are owned and maintained by Russet Homes Tenants can apply to the Housing Association to assist with creating off street parking in gardens and allocation of off street spaces Home owners can apply to KCC for permission to create a vehicle access onto property  SeeOP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
<b>Stickens Lane</b>  Through Road Ave Width – 3.5 - 5.8 Off St Parking – 80% Parking Restriction – Corner Protection with Mill Lane and around split in road Parking Pressure – Low	<b>Problems raised by respondents</b>		
	Parking between Mill St and Ivy Church Farm  Parking too close to the junction with Mill St		
	Lorries turning in Lane		

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	Lorries lost on Sat Nav		Referred Sat Nav directional faults to KCC who are compiling a central register for Sat Nav Companies to amend programmes.
	Residents not using garages Speeding traffic	See general note about the use of driveways and garages <b>OP2b</b> The police are responsible for enforcement of speed restrictions	Advise Police about concerns for speeding traffic
	Parking on existing restrictions	See general note about enforcement <b>OP8</b>	Review enforcement patrols
	<b>Suggestions from respondents</b>  Extend DYL from junction by 3 cars length	There is occasional inconsiderate parking up to the DYL near junction with Mill Street which does compromise the movements in and out the junction for larger vehicles	Extend the existing corner protection into Stickens Lane from Mill Street to Busbridge Close to assist access for essential service emergency and delivery lorries.
	Need mirror to aid turning into Mill St	Mirrors are not authorised for use within the highway limits and are not installed for use on the highway by either KCC or TMBC.	
	Ban large commercial vehicles from the Lane area. Enforce current restrictions	It is not possible to ban large or commercial vehicles as this can affect established businesses and agricultural activities as well as essential service, delivery and emergency vehicles. See OP8.	
	Bridge in Stickens Lane is a passing point and parking	<b>Referred to KCC</b> 12/4/10 for clearing as requested	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	space for delivery vehicles to negotiate narrow drive – needs to get this cleared.		
<b>St James Close</b> <b>(part of Chapman Way)</b> Cul de Sac Ave Width – 5.5m Off St Parking – 95% Parking Restriction Parking Pressure – Low	<b>Problems raised by respondents</b> Not enough residents only parking	These comments refer to the off street areas owned and maintained by Russet Homes See OP2c	Russet Homes continue to work with tenants to identify areas where they can assist with improving off road parking provision in the area
	<b>Suggestions from respondents</b> Residents parking only	Not technically appropriate at this location see Note OP4.	
<b>Sweets Lane</b> Through Road - Rural Ave Width –4.0 – 5.6 Off St Parking – 100% Parking Restriction Parking Pressure - Low	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Tassell Close</b> Cul de Sac Ave Width –5.5m Off St Parking –95%	<b>No problems raised by respondents for this road</b> DYL all around Tassell Close and East Malling	There is no technical evidence to support the need for parking controls in this area or any broader local support.	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Parking Restriction Parking Pressure – Low			
<b>Temple Way</b>  Through Road Ave Width – - 6.0m Off St Parking – 50% Parking Restriction – Corner protection Chapman Way Parking Pressure – Med	<b>Problems raised by respondents</b>		
	Parking by vans	See OP10	
	Vans parked on footway cannot get wheelchair through Difficult access and exit from road	See OP 9	
	Not using driveways	See OP2b	
	Vehicles parked too close to driveways obstructing views Parking both sides of road	See OP9	
	<b>Suggestions from respondents</b>  Extend grassed area between Temple Way and Carnation Crescent for parking Better use of the car parking spaces in Temple Way by residents	Russet Homes consulted with tenants on proposals to remove garage blocks and create more communal parking with landscaping. The consultation exercise did not receive the required response of support throughout the Winterfield Estate and funding for this specific scheme is no longer available	



Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>The Grange</b>  Cul de Sac Ave Width – 5.0 Off St Parking – 95% Parking Restriction – Corner protection with Church Walk Parking Pressure – Low - high Variable depending on functions at Church	<b>Problems raised by respondents</b>  Parking problems when events are on at the Church Church users blocking access for emergency vehicles	There are occasions when this road is fully parked due to an event at the Church	
	<b>Suggestions from respondents</b>  Resident parking only	There is little evidence to justify permit parking or local support for it. The competition comes from activities associated with the Church at weekends and evenings so a permit scheme is unlikely to free up any additional roadside parking spaces that are needed by residents.	
	Build a car park for the church	This is not within the remit of this review	
	DYL - Church side of The Grange to allow access	The issue of obstruction is of concern at the junction of Church Walk and there are valid safety concern for access especially during the evening	Consider effective length of existing DYL into The Grange to assist with access.
	Stop parking in the Grange	Parking prohibition would not benefit residents of the Grange.	
	Demarcated parking in The Grange	There may be merit in encouraging cars to park in less inconvenient locations however the responses do not indicate there is any great support for this action.	
<b>The Heath</b>  Through Road - Rural Ave Width – 5.7	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Off St Parking – 100% Parking Restriction Parking Pressure – Low			Local Parking Plan.
<b>The Rocks Road</b>  Through Road Ave Width – 4.8 – 5.6 Off St Parking – 70% Parking Restriction – Corner protection Some length of SYL Weekdays 10 am – 2 pm Parking Pressure - High due to close proximity to rail station	<b>Problems raised by respondents</b>  Commuter parking Lack of visibility Parking on hill Parking on the blind bend	Some work has already been done to manage the all day parking by commuters. Parking is controlled for the section from High Street up to Rocks Close all days and at some times during the working week. Commuter parking can some weekdays reach up to the junction with Gilletts Lane where there can be up to 10 commuter cars parking on the verge and around the bend. There are valid concerns about safety for through traffic. EMCG highlight concerns about Sat Nav misdirection.	Referred Sat Nav directional faults to KCC who are compiling a central register for Sat Nav Companies to amend programmes
	Emergency access is impossible.	See OP9.	
	Vans parking	See OP10.	
	Residents who do not use off street parking	See OP2b.	
	Too many cars for property	There is no effective way to control the number of cars owned by a householder	
	Parking on the path as no roadside width.	See OP6.	
	Parking by residents of High St and Chapel St	It is used on occasions by other residents when there is no roadside parking available in High Street.	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p><b>Suggestions from respondents</b></p> <p>DYL on Rocks Close side of road as far as Gilletts Lane</p> <p>Increase DYL to remove all daytime parking</p>	<p>There is no benefit to residents to remove all parking but some areas do need to be protected for safety and access reasons</p>	<p>On the east side between Rocks Close and Gilletts Lane around the bend introduce DYL for safety reasons</p> <p>Corner protection around the junction with Gilletts Lane and eastwards to protect the bend.</p>
	<p>Resident permit parking for those who do not have driveways.</p> <p>Stop commuter parking.</p> <p>Residents to have free permits and spaces allotted in the car park and charges for visitors</p>	<p>There appears to be little support in the responses for preferential permit parking by those who have no other off road facility. However the SYL restriction times may not need to be as long and a shorter time limit would work just as well to discourage commuters and be of more benefit to residents and their visitors.</p> <p>There is no need for the SYL to operate for 4 hours as commuter parking can be controlled with just a shorter break similar to that proposed in Rocks Close.</p>	<p>Reduce the existing SYL time restrictions - a short half-hour restriction in the morning weekdays</p>
<p><b>Twisden Road</b></p> <p>Through Road</p> <p>Ave Width –6.0</p> <p>Off St Parking – 40%</p> <p>Parking Restriction –</p> <p>Corner protection both</p>	<p><b>Problems raised by respondents</b></p> <p>Parking in bus stops</p> <p>Parking outside shops</p> <p>Parking across driveways and on DYL</p>	<p>Work is underway to protect the bus stops in the area</p> <p>See general notes on obstruction.</p> <p>Customers to the shops often prefer to park on the</p>	<p>There is some justification to introduce restrictions on the east side to protect</p>

<b>Location and brief outline of existing conditions</b>	<b>Feedback from the surveys</b>	<b>Assessment and Analysis</b>	<b>Potential Parking Plan Recommendations</b>
ends Parking Pressure – Med		footway in the front of the shops rather than use the car park. There is opportunity to park for a short time in this area but it is not acceptable for the footway to be used in this way	access to the car park area and to prevent the misuse of the wide footway for parking in front of the shops with a small limited waiting area during daytime hours.
	Drivers not using shops car park	There is a lot of off road parking available in the car park which is not used.	
<b>Tyler Close</b>  Cul de Sac Ave Width – 5.0m Off St Parking – 95% Parking Restriction Parking Pressure – High	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.
<b>Upper Mill</b>  Ave Width – 5.0m Off St Parking – 95% Parking Restriction Parking Pressure – High	<b>Problems raised by respondents</b>  Parking on the pavement	See OP 6	Refer concerns about obstruction to Police
<b>Walpole Close</b>  Cul de Sac Ave Width – 5.0m Off St Parking – 95% Parking Restriction Parking Pressure – High	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>Wateringbury Road</b>  Through Road to Chapel Street - Rural Ave Width – 6m – 8 m Off St Parking – 100% Parking pressure - Low	<b>Problems raised by respondents</b>  Creeping of commuter parking along from Chapel St Parking just as bad at weekends so its not only the commuters to blame.	Commuter parking is increasing as overspill from Chapel Street towards Gilletts Lane and the area is also used by residents and their visitors.  Most residents have off street parking although the area is on the fringe of the built up area it is still within reasonable walking distance to the Rail station. Parking will continue until such time as it is managed however there are no suggestions about what would be an acceptable method.	
	No problems – speed of traffic	Some parking between Gilletts Lane and Manningham house helps to reduce approach speeds.	
	Heavy traffic flows Congestion from High St	Parking is concentrated on the west side of the road alongside the footway traffic entering the village can back up from Chapel Street at peak times.	
	<b>Suggestions from respondents</b>  Stop commuter parking	There is valid parking opportunity in the area close to Chapel St to assist with local parking needs  Residents from Manningham house need a clear view to cross the road	Monitor identified sections from Gilletts Lane junction for transferred commuter parking from Chapel St and High Street to assess effect

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
			of roadside parking on traffic flows.
	Do not remove parking in Watlingbury Road as will increase speeds		Refer concerns about traffic speeds to Police
	Direct traffic around the by pass and A228 not through EM.	New directional signing will have little impact on ingrained travel patterns. Besides the strategic signing in the area does route traffic along the A228 corridor.	
<b>Well Street</b> Through Road - Rural Ave Width – 4.6 – 5.8 Off St Parking – 100% Parking Restriction Parking Pressure – Low	<b>No representations received about parking in this road</b>		No specific parking action recommended for this road in the East Malling Parking Plan
	<b>Suggestions from respondents</b>  Lay by Nos. 163 – 175 needs to be surfaced.	Refer surfacing request to KCC	
<b>Winterfield Lane</b>  Through Road Rural Ave Width – 5.8 Off St Parking – 100% Parking Restriction - Corner protection Parking Pressure – Low	<b>No problems raised by respondents for this road</b>	Following an earlier request to address inadequate footway links between A20 and Chapman Way, Kent Highway Services considered a proposal for a footway along this road but it secured insufficient support in local consultations.	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>Whiffen Walk</b>  Through Road/Cul de Sac Ave Width – 5.5 Off St Parking – 95% Parking Restriction Parking Pressure – Low	<b>No problems raised by respondents for this road</b>		Given the absence of comment, no specific action is being recommended for this road in the East Malling Local Parking Plan.

## LOCAL SCHOOLS

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p><b>The Malling School</b></p>	<p><b>Problems raised by respondents</b></p> <p>Parent Parking and parking associated with evening and weekend events</p> <p><b>Suggestions</b></p> <p>Dedicated school drop off area.</p> <p>Close Beech Road gates to all vehicles.</p> <p>Communal bus for school run.</p> <p>No parking allowed outside schools.</p>	<p>The Malling School has a School Travel Plan (<b>STP</b>) in place which is aimed at reducing the amount of traffic generated at each end of the school day</p> <p>There will always be a problem at times when there are evening events of open days but the school do take positive action to stagger visitor times and accommodate as much parking within the site</p> <p>All staff and pupil parking is accommodated on site and motorcycle bays are in place</p> <p>There are two dedicated off street drop off areas in Clare Lane for parents and buses leading to a pedestrian access to the site.</p> <p>Beech Road entrance has another on-site drop off area used by parents and taxis for accompanied AEN pupils</p> <p>Work is already in place to remove obstructive parking from preventing reasonable access and exit arrangements from the school in Beech Road.</p>	
<p><b>St James The Great Primary School</b></p>	<p>See comments for Chapman Way</p>	<p><b>STP Submitted March 2010</b></p>	<p>Link established with school STP on any necessary alterations to parking areas outside school</p>



## PUBLIC TRANSPORT

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>Southeastern Railway</b>  <b>Mainline station – No car park</b>	<b>Suggestions from respondents</b>  <p>Designated drop off area and pick up points for commuters.</p>  <p>Do not stop commuter parking as will lose train service.</p>  <p>Secure bicycle parking at station.</p>	<p>The mainline services from this station are well used but there is no parking facility provided by Southeastern Railway for their customers nor is there any readily identifiable opportunity to do so since the station and the rail land-holding around out are constrained.</p> <p>There is a concern that if all commuters who currently use the Parish Council car park are displaced and have no place to park nearby, they will go to other stations. This might prompt questions about how well used the service from this station is. (Note: up to 60 commuters who drive to the station will be affected if roadside parking and the car parks is controlled in East Malling). Given the limited number vehicles involved and the substantial proportion of passengers who live locally and walk to the station, this is not considered to be a significant consideration. Nevertheless, the Parking Plan will recommend that some provision for season ticket commuter parking will be continued in the Parish Council car park.</p> <p>Southeastern Railway should be invited to address this deficiency</p>	<p>Rail related parking matters to be followed up with Southeastern Railway.</p>

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	<p>Steps from car park to station platform.</p> <p>Commuters from Bradbourne Fields – where will they park?</p>	<p>The prime use of the Parish Council car park should in the longer term be to support village activities such as resident and local business parking and for access to the allotments.</p> <p>Catering for the parking needs of passengers is a matter for the rail industry to address, not the local authority. However, this feedback begs a question. Should Southeastern Railway be catering for the parking needs Passengers who live just over three quarters of a mile from the station. This is a reasonable walk to the station for most people.</p> <p>In the longer term, the pressures for parking at East Malling should ease when the new car park at West Malling is ready. This will provide up to 280 pay and display spaces.</p>	<p>The Parking Plan will therefore not support building items that reinforce the mistaken impression that this is a 'station car park'.</p>
<b>Bus Services</b>	<p>Extend shuttle bus service from Kings Hill/West Malling station to accommodate residents of Bradbourne Fields as most of them commute using EM Station and have problems parking on the roads or in the car park</p> <p>Access problems in Mill St – Nu Venture service No. 58</p> <p>Arriva had no particular areas of concern.</p>	<p>Refer to previous comments about how near Bradbourne Fields is to the station.</p> <p>A new weekday peak hour service is proposed, funded by developer contributions for 5 years. –To link New Hythe to West Malling Station. There may be opportunities to support a more integrated route to include Chapman Way and Bradbourne Fields within the proposed route. The County Council will consider whether the route set out in the planning obligation should be changed to go through Clare Park</p> <p>See recommendations for Mill Street</p>	<p>All bus stops to be marked as clearways in the review area</p> <p>The Plan will include proposals to ease access for buses and emergency vehicles through the obstructed stretch near the Mill Street and Clare Lane corner.</p>

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
		<p>This may alter as a result of recent changes in the franchises for supported bus services. We should anticipate some requests to deal with parking problems as the new services settle down.</p>	

## CAR PARKS

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>King&amp; Queen Public House Car Park</b>  Private car park Direct access from New Road Marked Bays Surfaced Duration and use controlled by signage and policed by Landlord	<b>No problems raised by respondents</b>	The use of the car park is for “customers only” with Wheel Clamping information on display.  This car park is vulnerable to transfer by commuters should they be displaced from other car park and roadside parking in the area  On occasions there is tolerated use for overspill from the South Ward car park when large events are held at the Institute or Church. This is seen as a mutually beneficial and informal arrangement	
	<b>Suggestions from respondents</b>  Use K&Q car park as commuter overflow car park  Residents to be able use the car park during the day as it is never full.	The suggestion will be forwarded onto the landlord as this is a private car park	

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<b>Village Hall Car Park</b>  Owned and administered by EM&L PC	<b>No problems raised by respondents</b>	There is regular daytime and evening use for social and recreational purposes.	
Surfaced but unmarked Bays  DPPB  Not time controlled  No Tariff in place  Used for hirers and visitors to events at Community Centre and recreational use to adjacent playing fields	<b>No suggestions from respondents</b>	Although there was no comment received through the survey responses this car park is in an area that is within reasonable walking distance of the station and is vulnerable to transfer of any commuters displaced by potential changes in the operation of the Village car park or nearby roads	The Parish Council to be advised that daytime use and duration of stay needs to be monitored if any changes are made on the surrounding roads and any early signs of displaced commuter parking dealt with at an early stage

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p><b>Village Car Park (High Street)</b></p> <p>Situated in the heart of the Village next to mainline rail station</p> <p>Owned by EM&amp;L PC</p> <p>Surfaced and individual bays marked but in need of renewing</p> <p>44 spaces</p> <p>No DPPB</p> <p>Planning permission to develop land as a car park granted in 1986 with conditions on how the car park to operate</p> <p>Planning Conditions applied to preserve the car park use for Villagers and Allotment holders and to prevent use of car park by commuters or storage of commercial vehicles</p>	<p><b>Problems raised by respondents</b></p> <p>Poor Lighting and security. Residents not using the car park</p> <p>Lack of enforcement</p>	<p>The car park layout makes the most of available space without compromising safety manoeuvres</p> <p>Local people do not want to see this facility continue to be used by commuters although they appear reluctant to use it. Feedback from the preliminary consultation carried out by EMCG in 2008 supports the assessment from this review that suppressed local demand is low owing to lack of lighting and security.</p> <p>Enforcement of the restrictions lapsed with the discontinuing of the PC permit system. Enforcement relied heavily on regular 4 hour visits, recorded registration number observation and identification of residents vehicles through a permit displayed on the windscreen.</p>	<p>EM&amp;L PC consider taking a cautious approach to resuming a fully controlled use of the car park under the previous conditions unless in conjunction with any agreed management of parking on the nearby roads or car parks.</p> <p>The Parish Council have a quotation to upgrade to the lighting around the car park and remark the bays subject to cost. TMBC have provided estimated costs for provision and installation of CCTV for the Parish Council</p> <p>The PC would like to restore a degree of enforcement to manage a better balance of use between residents and visitors. SG The management of the car park to be enforced by TMBC</p>

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Long –stay parking operated by a permit system issued by EM&amp;L PC and granted to qualifying Villagers. Permit stay restricted to 23 hours in any 24 hours on all days</p> <p>Short stay use of up to 4 hours on all days applies for non- permit holders</p> <p>The access road to be kept clear of parked vehicles</p> <p>Enforcement of the conditions carried out by TMBC and the operational restrictions incorporated into the Borough Off Street Parking Order</p> <p>There is no charge levied</p> <p>Some lighting</p> <p>No CCTV</p>	<p>Unregulated use by commuters to the disadvantage of residents</p> <p><b>Suggestions from respondents</b></p> <p>Permit parking for residents only</p> <p>Permit parking set aside for allotment holders</p> <p>Segregated parking areas for each type of user</p>	<p>The permit scheme lapsed some time ago and the spaces are now fully occupied during the working week by up to 39 regular identified commuters</p> <p>There is strong local feeling that the domination of the car park by commuters is detrimental to nearby villagers with no off street parking. However there is no clear indication there are sufficient numbers of residents willing to occupy all the spaces, particularly given the security concerns expressed above.</p> <p>Initial management of this car park would need to be carefully controlled as it is not recommended to displace large numbers of commuters to other car parks owned by the PC or nearby roads. This transfer can be minimised if consideration is given to the need to carefully manage these other areas to stop commuters fully transferring and monopolising these uncontrolled facilities.</p> <p>The reinstatement of a local permit system for qualifying residents and allotment holders would be the first step to identify the level of local demand for the car park and to consider any potential for a balanced, shared use.</p> <p>It is not recommended in the first instance that bays are assigned exclusively for qualifying permit holders or any other user group. This is not an effective use of parking</p>	<p>Reinstate a preferential permit parking scheme for qualifying residents, their visitors and allotment holders that is in accord with approved parking management on the nearby streets (SG) cost of car park permits to be set at same level as that levied for on-street, Residents permit income to TMBC to cover admin and enforcement. Any additional Admin costs to be discussed</p> <p>A proportion of bays not occupied by permit holders are subject to a weekday, daytime, 4 hour time-limit to accommodate the needs of visitors and customers to local businesses.</p> <p>Introduce controlled issue of season tickets on a quarterly/half year/ annual for a percentage of bays not covered by permits. The levels of issue to be</p>

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<p>There are DYL on the private access road</p> <p>There is an area of spare land next to the Allotment main gate which is not surfaced and is used by the allotment holders for parking during dry weather</p>	<p>Residents and Hairdressers customers to have dedicated Parking space</p> <p>Permit parking set aside for residents and allotment holders and any spare bays set aside for commuters permits Pay and display for commuters</p> <p>Unrestricted parking only after 10 Charges to apply after 2 – 3 hours Pay and display with 1<sup>st</sup> 1 -2 hours free Charge in car park before 9.30am and after 16.00</p> <p>Stop parking along access road Parking for residents of Cherry Villas</p> <p>Extend car park Maintain the car park so all spaces are usable i.e. trees and hedges cut back Reline the car park to make more spaces</p>	<p>space as it is detrimental to short stay needs for businesses and visitors. Recommendations by EMCG to provide segregated areas for different users would result in loss of capacity.</p> <p>There is secondary need to create an effective turnover of some time-limited parking spaces for businesses and visitors. Whether this is subject to a charge or not is up to the PC but it does give the opportunity to fully utilise bays when not in use by permit holders</p> <p>The third category of parking need stems from the commuters themselves. There is no evidence that residents demand will fill all spaces during the working day so there is an opportunity to allocate a proportion of remaining bays on a long stay basis and make the best use of all available bays. Whether this is done by season ticket or permit would be for the PC to decide. There is concern that if all commuters are prevented from using the station due to the exclusion of all available parking then the service to the station will be lost</p> <p>There is no indication that restrictions need apply during weekends or evenings or that a tiered system of pay and display is required</p> <p>Parking spaces on the access road behind the SYL are mainly occupied by residents. The PC will need to decide if this area needs to be controlled on a formal or informal basis for the use of residents of Cherry Villas or for all to use.</p>	<p>reviewed each year with residents permits issued as priority. (SG) Income from season tickets to EMLPC and cost to be at same level as that set for Season Tickets in Borough Green</p> <p>A draft 5 year plan be drawn up to identify future maintenance, operational conditions, funding and improvements and these are reviewed on a regular basis</p> <p>Any recommendations taken forward are reviewed after 18 months to ensure the operation of the car parks and the nearby roads remain as balanced as possible</p>



Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
		<p>The purpose of the car park review is not to promote the construction of further parking areas but to recommend ways that may achieve a better balance of use of what is already in place. There is potential to increase the car park area next to the allotments but the future use of this space and the development of a programme of routine maintenance is a matter for the Parish Council to consider developing along with management of the existing car park.</p>	

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p><b>South Ward Car Park</b></p> <p>("Institute" Car Park)</p> <p>Owned and maintained by EM&amp;L PC</p> <p>24 spaces</p> <p>2 DPPB and loading area marked</p> <p>Surfaced and bays marked</p> <p>Duration of stay not controlled</p> <p>No charges apply</p> <p>Some lighting No CCTV</p> <p>Access arrangements from New Road and through K&amp;Q Car park</p> <p>Legal status of this arrangement not documented</p>	<p><b>Problems raised by respondents</b></p> <p>No CCTV in this car park Quite well used but needs to be better lit</p> <p><b>Suggestions from respondents</b></p> <p>Allocate permits for High St residents Should be used to help Mill St residents who park opposite the Institute causing problems Increase size of car park Needs time limit on parking Needs protection from commuters already moving into the bays</p>	<p>There is no evidence of any significant commuter use of this car park although it will be vulnerable if a local permit parking scheme is introduced.</p> <p>There is low regular use by residents in an area where there is high competition for off and on road parking</p> <p>Drivers mainly use this for short stay of up to 4 hours for daytime and evening events, services and meetings at the Institute and the Church and as overspill area for K&amp;Q pub car park</p> <p>Regular groups of walkers use this as a base for the popular EM Circular walk and can park for over 4 hours on occasions</p> <p>The established use of this car park demonstrates that it is not suitable for long stay parking arrangements</p> <p>Commuters should not be encouraged to transfer to this car park as it would be detrimental to the social vitality of the village community and compromise the informal, reciprocal arrangements that have existed for many years between the Institute, Church and Public House</p> <p>The car park is vital to maintaining a thriving community There is no indication that there is support for regulating the use of this car park for residents use</p> <p>The car park is highly vulnerable to transfer of up to 60 commuters from surrounding areas</p>	<p>EM&amp;L PC consider the vulnerability of long stay parking transferring to this area should management of other car park and roadside parking be installed</p> <p>Formal or informal controls on duration of stay should be considered to protect this use if there is evidence of transfer of commuter parking</p>

Location and brief outline of existing conditions	Feedback from the surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<b>Twisden Road Car Park</b>  Situated behind shops in Twisden Road 27 spaces CCTV in front of shops Some lighting Surfaced and bays marked No DPPB Owned and maintained by TMBC No tariff Max stay 23 hours	<b>Problems raised by respondents</b>  Its not used Shoppers not using the car park	There is little pressure on this car park as residents and shoppers prefer to use the roads and footways in front of the shops  Proposals for corner and access protection in Twisden Road and a time limited drop off bay in front of the shops could encourage more use	Monitor use of car park when proposal for corner protection and drop off bay in front of the shops is implemented
	<b>Suggestions from respondents</b>  Make more people use the car park  Improve signage to car park  Create residents permit parking areas only in this car park	There is medium to low use of the car park  There is no evidence of support or need to regulate this car park with a permit system	There is no evidence that there is support to regulate the use of this car park for residents  Signing to the car park to be improved