

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

12 March 2012

Report of the Director of Planning, Transport & Leisure

Part 1- Public

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

1 PARKING ACTION PLAN

Summary

Tonbridge & Malling Borough Council's approach to on-street parking management has been divided into phases so economies of scale can be applied and work be delivered in a timely manner. We are now working towards implementing Phase 6a of the Parking Action Plan and have carried out the statutory consultations. We have received objections to the formal advertising of the on-street traffic regulation order and the Board is invited to consider these objections and resolve how they should be responded to.

1.1 Phase 6

- 1.1.1 Phase 6 consisted of approximately 40 locations across the Borough, and it was agreed that the proposals should be dealt with in two sections – Phase 6a and Phase 6b, to enable the more efficient use of staff resources currently available to the Council.
- 1.1.2 The proposals forming Phase 6a cover 11 locations, with the remainder of the list forming Phase 6b, to be addressed once Parking Reviews are carried out in Aylesford and West Malling.
- 1.1.3 A list of the current locations that comprise Phase 6b, along with a holding list of issues to be investigated for inclusion in subsequent phases is shown in **Annex 12**.
- 1.1.4 A summary of the locations and the proposals comprising Phase 6a are shown in the following table, and plans of the proposals, consultation responses and recommendations are shown in the respective Annexes.

1.1.5

Annex	Town (Ward) / Parish	Location	Description of Proposal
1	East Malling & Larkfield	Larkfield Road	New double yellow lines around entrance to private car park
2a*		Springfield Road and junction with Lunsford Lane	New 'junction protection' double yellow lines around the junction
3a*		Carnation Close and junction with Larkspur Road	Removal of existing double yellow lines following a request from residents
4a*	Leybourne	Rectory Lane North and junction with Castle Way	New double yellow lines along Rectory Lane North to allow emergency service access and restrictions in Castle Way to prevent obstruction of the bus stop
5	Tonbridge (Cage Green)	Shipbourne Road junction with Whistler Road	New 'junction protection' double yellow lines around the junction
6a*		White Cottage Road	New double yellow lines at either end of the road to prevent obstruction at peak traffic times
7a*	Tonbridge (Vauxhall)	Lavender Hill (around Lavender Mews)	Reduced double yellow lines and increased parking facilities on Lavender Hill around Lavender Mews
8a*		Deakin Leas (southern end)	New 'junction protection' double yellow lines the newly constructed access to Tonbridge Girls School
9a*		Deakin Leas (northern end)	Removal of redundant 'School Keep Clear' markings, and their replacement with double yellow lines around the redundant Tonbridge Girls School entrance
10a*	Wrotham	Old London Road junction with Court Meadow	New 'junction protection' double yellow lines around the junction
11a*		Old London Road junction with Pilgrims Way	New 'junction protection' double yellow lines around the junction

1.1.6 *Annexes 2b, 3b, 4b, 6b, 7b, 8b, 9b, 10b & 11b consist of redacted copies of the formal consultation responses and are available electronically and to Members on the night of the meeting.

1.1.7 In line with Kent County Council's policy, the Borough Council carried out two rounds of consultations on the parking proposals, the first being informal

consultation with immediate frontagers to ascertain their views, gauge support and provide feedback to the local ward members, then formal consultation in line with the Traffic Orders (Procedures)(England & Wales) Regulations 1996.

- 1.1.8 The formal consultation process was open to all to comment and the restrictions were advertised by on-street notice, by advertisements in the local papers, by information on the Borough Council's web pages and by letters to local residents.
- 1.1.9 Additionally, the standard 'statutory consultees' including the local Parish Council (where one existed), the County Council, the emergency services, public transport operators, motoring organizations and freight operators were approached for comment.
- 1.1.10 Kent Police commented that they had no specific observations to make on the proposals.

1.2 Local Parking Plan Reviews

- 1.2.1 As described in the report to the November meeting of the Board, in parallel with the work on the general phased programme, we have also been carrying out studies on Local Parking Plans for West Malling and Aylesford.
- 1.2.2 The West Malling project is a reassessment of the Local Parking Plan set up several years ago and some proposed changes to the existing arrangements are currently the subject of a public consultation exercise. The results of the consultation will be reviewed by the Steering Group and reported to the next meeting of this Board. The Group is made up of local Borough and County Councillors and representatives from the town's Chamber of Commerce and the Parish Council.
- 1.2.3 Public consultation on the work at Aylesford village has just ended and the results will also be reported to the next meeting of the Board after consideration by the local Steering Group. It too has local representation from the Parish Council as well as the local Borough and County Members.

1.3 Next Steps

- 1.3.1 Following the implementation of Phase 6a and the outcomes of the work to the Local Parking Plans for West Malling and Aylesford I had intended to continue immediately with Phase 6b. However I am aware of the need to revisit the Local Parking Plans for Borough Green and Snodland with local Members and consider the extent of any concerns which might need addressing with, subject to consultation, the view to implementing any appropriate changes.
- 1.3.2 We have a current commitment (JTB November 2011) to address the Zone M (in Tonbridge) petitioners' request for an additional afternoon period of permit-only parking. Members agreed that this should take place following the completion of Phase 6. However in view of the above I consider that this should now be done in

parallel or following immediately after any work in Borough Green and Snodland depending on the degree of intervention required. This will include an initial stage of public consultation across the nine streets of Zone M without the afternoon restriction.

- 1.3.3 If this leads to some agreed changes these will be implemented prior to consideration of those locations identified in Phase 6b in **Annex 12**. This is quite a comprehensive list and inevitably the solutions to some of the problems described may be contentious and attract objections.
- 1.3.4 It would be premature at this stage to be prescriptive about the remaining schemes currently held on the Holding List, also in **Annex 12**, but it is likely that residual locations currently on the list would be appropriate for inclusion in what would be Phase 7.

1.4 Legal Implications

- 1.4.1 The on-street parking service is undertaken by the Borough Council on behalf of the County Council under the terms of the formal legal agreement

1.5 Financial and Value for Money Considerations

- 1.5.1 Funding to implement the parking action plan is provided within existing approved Borough Council Budgets

1.6 Risk Assessment

- 1.6.1 The assessment and consultation process applied to parking management should provide the assurance that the Borough Council has the will and ability to adapt the Parking Plans in the light of comment and circumstances to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that we can correctly and effectively manage on street parking in these areas as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.
- 1.6.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals through two stages of informal consultation before any formal stage of consultation is reached. There is also care given to ensuring that schemes are adjusted and adapted in the light of comments and observations received from the local community without compromising safety of the Councils commitment to deal appropriately with identified safety concerns.

1.7 Equality Impact Assessment

- 1.7.1 See 'Screening for equality impacts' table at end of report.

1.8 Recommendations

- 1.8.1 That the 'next steps' as set out in Section 1.3 **BE ENDORSED**.
- 1.8.2 That the recommended actions for Phase 6a of the Parking Action Plan, set out at **Annexes 1 and 5 be noted, and the restrictions BE INSTALLED**.
- 1.8.3 That the recommended actions for Phase 6a of the Parking Action Plan, set out at **Annexes 2, 3, 4, 6, 7, 8, 9, 10 & 11 BE ENDORSED, and that where objections to a proposal have been made, the objectors BE ADVISED of the Board's endorsement (or otherwise) of that proposal**.

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

Background papers:

contact: Andy Bracey

Formal consultation responses supplied as Annexes 2b, 3b, 4b, 6b, 7b, 8b, 9b, 10b, 11b, (Available on the night of the meeting and electronically)

Steve Humphrey
Director of Planning, Transport and Leisure

Screening for equality impacts:		
Question	Answer	Explanation of impacts
a. Does the decision being made or recommended through this paper have potential to cause adverse impact or discriminate against different groups in the community?	No	All of the proposals are in line with national guidelines and re-iterates advice set out within the Highway Code. Any such parking that is affected by these changes is already contrary to that advice. There is no established right to park on the public highway, and the proposals all assist the maintenance of the right of access along the highway and to properties.

Screening for equality impacts:		
Question	Answer	Explanation of impacts
b. Does the decision being made or recommended through this paper make a positive contribution to promoting equality?	Yes	The proposals should ease traffic movements and improve access to properties for all road users.
c. What steps are you taking to mitigate, reduce, avoid or minimise the impacts identified above?		N/A

In submitting this report, the Chief Officer doing so is confirming that they have given due regard to the equality impacts of the decision being considered, as noted in the table above.