

## **Tonbridge Local Parking Plan**

### **INTRODUCTION**

The Tonbridge Local Parking Plan has been developed following concerns raised over a number of years by residents, councillors, local traders and the business community.

This plan is the product of comprehensive parking surveys undertaken across the town, extensive research to confirm the current problems and a thorough public consultation including a manned exhibition in the Angel Centre.

A Member Steering Group comprising of local Borough and County Councillors has followed the development of this parking plan, guiding the process and endorsing the outcomes. The Steering Group will monitor the implementation of the Parking Plan, reviewing it and, wherever appropriate, refining the changes to ensure they provide an appropriate balance between the competing interest groups.

The Borough Council has endeavoured to provide practical and realistic solutions reflecting the fact that it would be extremely difficult in some cases to create new parking spaces. In some areas the solution relies on fine-tuning existing parking controls with a view to better management of what already existed.

The Barden Park area partly lies in Judd Ward and partly in Castle Ward. To aid understanding, and be consistent with the consultation process, the common recommendations in this area are shown for both wards.

## **PARKING MANAGEMENT FOR JUDD WARD**

### **(a) The Barden Park area**

Introduce additional restriction for non-permit holders to include the hours 5 pm to 6 pm to deter long-stay parking by non-residents.

### **(b) Barden Road and Avebury Avenue**

Draw up detail for experimental one-way system with detail of exit onto High Street and Vale Road roundabout to provide increased spaces for RPP zone.

### **(c) Barden Road**

Extend RPP zone and install a 2-hour limited waiting time for non-permit holders up to Norfolk Road to increase the potential for drop off facilities for commuters, taxi services and accommodate those using local shops.

### **(d) Avebury Avenue**

Introduce short-stay, on-street charging bays for non-permit holders.

Monitor the parking patterns of local businesses to ensure compliance with new restrictions.

### **(e) Holford Street and Danvers Road**

Residents to be included in the revised Barden Park RPP zone to increase available choice of parking spaces.

### **(f) The Brook Street Area**

Continue to monitor the level and effect of parking in the adjacent residential area in view of the potential development of land owned by West Kent College.

### **(g) The Douglas Road Area**

Introduce additional restriction for non-permit holders to include the hours 5 pm to 6 pm to deter long-stay parking by non-residents.

### **(h) Amberly Close, Arundel Close, and Wincliffe Road**

Incorporate into the adjacent RPP zone.

### **(i) Waterloo Road**

Incorporate into the adjacent RPP zone. Include an operational Monday to Saturday 8 am to 6 pm, 2-hour limited waiting with no return within 2 hours, restriction for non-permit holders.

## **PARKING MANAGEMENT FOR VAUXHALL WARD**

### **(j) Quarry Hill/ Pembury Road Area**

Extend existing restriction for non-permit holders to include the hours 1 pm to 2 pm to deter long-term parking by non-permit holders.

Extend the area of the existing zone to include unprotected areas of Baltic Road, Deakin Leas, Priory Road, Quarry Hill Road, Quarry Rise, Quarry Bank, and St Stephens Street.

### **(k) Pembury Road**

Extend RPP zone and introduce short-stay, on-street charging for non-permit holders closer to the town.

### **(l) Quarry Hill Road**

Extend RPP zone spaces and introduce short-stay, on-street charging for non-permit holders closer to the town.

### **(m) Priory Road/Commercial Road**

Check sight lines and increase corner protection to improve visibility. Extend RPP zone in the vicinity of the residential area and include residents of Commercial Road who have no available on or off-street parking.

### **(n) Woodside Road**

This is very narrow road with no opportunity to increase the number of available parking spaces. Investigate breaches in parking restrictions and if necessary introduce short-term increase in parking enforcement.

### **(o) Pembury Road and Tudeley Lane**

Extend corner protection to preserve sight lines.

## **PARKING MANAGEMENT FOR CASTLE WARD**

### **(p) The Barden Park Area**

Introduce additional restriction for non-permit holders to include the hours 5 pm to 6 pm to deter long-stay parking by non-residents.

### **(q) Barden Road and Avebury Avenue**

Draw up detail for experimental one-way system with detail of exit onto High Street and Vale Road roundabout to provide increased spaces for RPP zone.

**(r) Barden Road**

Extend RPP zone and install a 2-hour limited waiting times for non-permit holders up to Norfolk Road.

**(s) Avebury Avenue**

Introduce short-stay, on-street charging for non-permit holders.

Monitor the parking patterns of local businesses to ensure compliance with new restrictions.

**(t) Holford Street and Danvers Road**

Residents to be included in the revised Barden Park RPP zone.

**(u) Dry Hill Park Road and London Road**

Introduce a RPP zone to include Ashburnham Road, Dry Hill Park Crescent, Dry Hill Park Road, Dry Hill Road, Manor Grove, Shipbourne road and a short section of Yardley Park Road. Waiting to be restricted for non-permit holders from 9 am to 10 am and 1 pm to 2 pm, with waiting restricted to 30 minutes, return prohibited within 30 minutes.

Introduce double yellow lines to improve junction protection to protect sight lines and also opposite St Saviour's Church to close the gap in the existing waiting restrictions.

**(v) Chiltern way / The Haydens / Yardley Park Road / Cheviot Close / Dernier Road / Bickmore Way**

Although these roads did not have any significant level of recorded parking problems there was a high level of local concern over the risk of commuter parking transferring further out to these locations. These roads will need to be monitored to determine the level of parking after implementation of the Dry Hill Park RPP zone and ascertain any need to extend the zone and improve junction protection in that area.

**(w) River Lawn Road**

Parking is currently restricted during the day but after 6 pm it is permitted for cars to park on both sides. This creates a serious obstruction to emergency service response times. Parking should be restricted at all times on the west side between the SOS nightclub and Lambert's Yard car park to prevent obstruction in the evenings.

**(x) Shipbourne Road**

In addition to introduction of RPP zone, retain two short-stay 1-hour bays to facilitate customers to the local shops.

**(y) The Slade Area**

Introduce RPP zone. Waiting to be restricted for non-permit holders, 'Monday to Saturday, 7.30 am to 9.30 am, and 4 pm to 8 pm'. The scheme to be installed on an experimental basis for a period of up to 18 months.

The scheme allows residents who purchase and display a permit to park in the Lower Castle Fields car park on an overspill basis without further charge.

**PARKING MANAGEMENT FOR MEDWAY WARD**

**(z) The South Tonbridge Scheme**

Extend the restriction in the south Tonbridge RPP zone for non-permit holders to include the hours 12.30 pm to 1.30 pm. Some additional parking spaces to be provided closer to the town.

Extend the RPP zone to include Kings Road, Hectorage Road, Pembury Grove, Pembury Road, Priory Road and Lodge Oak Lane.

Review the need for a short section of double yellow lines around the junction of Royal Avenue and Royal Rise.

**(aa) Rose Street**

Over a number of years there have been requests for this narrow road to be included into the adjacent RPP zone. It is used for parking by non-residents during the working day and by shoppers on Saturdays.

Although no written comments were received in respect of this road a handful of visitors to the public exhibition indicated that they would welcome inclusion into a RPP zone. Equally others felt it was inappropriate, but no written comments were received at all. Individual consultation will need to be carried out if the views of the residents are to be finally determined.

**(bb) Pembury Road Area**

There is no immediate pressure to provide controlled parking spaces due to the distance from the town centre of some of the outlying residential roads. In many of the residential roads the maximum use of both on-street and off-street parking facilities is already in place. On some of the primary routes, limited waiting bays can be included into the adjoining RPP zone to help relieve parking pressures though out the day and offer extended parking space for residents at evenings and weekends.

**(cc) Hadlow Road Area**

Introduce a North Tonbridge RPP zone in Mill Lane, Mill Crescent, Lime Tree Close, Kendal Close and Kendal Drive with restricted hours for non-residents from 8 am to 9 am and 1 pm to 2 pm.

**(dd) Mill Lane/Mill Crescent**

In addition to the introduction of RPP zone, retain 2 bays nearest Tollgate shops as 1-hour bays.

**(ee) Morley Road and Vale Rise**

Install an experimental business permit scheme to assist with controlling the parking pressures between commuters and workers from the immediate area.

**(ff) Tudeley Lane and Pembury Road**

Extend corner protection at the junction to increase visibility.

**(gg) Vale Road**

Extended RPP zone with short-stay, on-street charging for non-permit holders in designated bays closer to the town.

**PARKING MANAGEMENT OF LORRIES, COACHES AND TAXIS**

**(hh) Angel East Car Park**

Formalise the provision of overnight parking by lorries by ticket purchase with proviso that the spaces are vacated by 7 am.

Formalise the provision of 3 coach parking spaces overnight with ticket purchase.

**(ii) Lower Castle Field Car Park – Overflow Area**

Formalise the provision of 3 coach parking spaces with ticket purchase

**(jj) Taxis – drop off and pick up facilities**

The one-way working proposals for Barden Road will extend the RPP zone and install a 2-hour limited waiting times for non-permit holders up to Norfolk Road. This will increase the potential for pick up and drop off facilities taxi services.

## PARKING MANAGEMENT IN THE CAR PARKS

### General

Upgrade signing in all car parks and provide information maps of other long and short-stay car parks in the town.

Upgrade directional signing to provide continuous and consecutive signing between car parks.

Upgrade motorcycle and bicycle parking facilities in car parks.

Install additional disabled persons parking bays.

### (kk) Short Stay Car Parks - River Lawn, Lambert's Yard, Kinnings Row, Bradford Street, Botany, and Angel Car Parks

Time limits reduced to short stay of up to 3 hours to encourage better use of larger long-stay car parks and increase available spaces for shoppers close to the town centre.

### (ll) Long Stay Car Parks - Upper Castle Fields, Sovereign Way (mid), Sovereign Way (north), Sovereign Way (east)

Time limits are rationalised to increase long-stay parking provision of up to 9 hours + to reflect the usage of the car parks around the perimeter of the town centre.

### (mm) Lower Castle Fields Car Park

The nature of usage of Lower Castle Fields car park places it in a category of its own and the 'banding' will not be changed.

### (nn) Season Tickets Allocation

The survey of use and availability showed that there was spare capacity to increase the allocation of season tickets.

Car park	Allocated	Unallocated	Total
Sovereign Way East	15	35	50
Sovereign Way North	76	24	100
Sovereign Way Mid	23	24	47
Upper Castle Fields	20	0	20
Lower Castle Fields	88	7	95
Vale Road	26	2	28
Waterloo Road	10	0	10

Season tickets to be issued to allow use of adjoining car parks as and when renewed.

**(oo) Vale Road and Waterloo Road Season Ticket Car Parks**

Ticket machines to be installed to allow use by shoppers on Saturdays.

**PARKING MANAGEMENT IN THE HIGH STREET AREA**

**(pp) The High Street**

Adjust road markings to match current waiting restrictions and changes in the Traffic Signs Regulations.

Allow parking in recessed loading bays except where there are designated bus stops Monday to Saturday between 6 pm and 8am and all day Sunday.

Bus stop “clearways” to be installed at all bus stops to support enforcement and assist with bus operators meeting timetable commitments.

**(qq) Lyons Crescent/Mortley Close and Portman Park/Keswick Close Areas**

Implement new North Tonbridge RPP zone to include short-stay, on-street charging for non-permit holders on bays nearest the town centre.

**(rr) East Street and Church Street**

Subject to further local consultation with residents, include East Street and Church Street in proposed north Tonbridge RPP zone.

**(ss) Angel lane**

Install additional disabled persons parking bays.

**(tt) Bradford Street**

Parking is restricted during the day but after 6 pm it is currently permitted for cars to park on both sides. This creates a serious obstruction to emergency service response times. Parking should not be permitted on the north side of the road at any time. However, parking should be allowed on the south side but only after 6 pm to prevent obstruction of the road during the early evenings.



## GENERAL COMMENTS

- Review enforcement levels and times of operation
- Car park tickets to be transferable between car parks
- New dwellings and commercial units to be excluded from existing RPP zone
- Annual RPP zone permit renewal to include information about the conditions and aims of the RPP zone
- New style visitor vouchers strips are not very popular and we will return to book form
- Review policy on issue of RPP zone permits to commercial vehicles registered to a residential address
- Consider policy on number of permits per household or pay premium rate for additional permits
- Policy on new dwellings and commercial units for exclusion from existing Resident's preferential Parking Zone
- The enforcement times of the various RPP schemes need to be considered carefully so that enforcement can follow on from one adjoining scheme to the next
- Consider revising the current position where there is no limit on the number of permits issued per property