

TONBRIDGE & MALLING BOROUGH COUNCIL
PLANNING and TRANSPORTATION ADVISORY BOARD

22 May 2006

Supplementary Report of the Director of Planning & Transportation

Part 1- Public

Matters for Recommendation to Cabinet - Non-Key Decision

1 TONBRIDGE LOCAL PARKING PLAN – ZONE K

Summary

Further advice is offered to fine tune the way that the parking management proposals meet the competing needs of a number of separate groups of parkers within Zone K.

1.1 Introduction

- 1.1.1 The report in the agenda papers advises the Board that a package of waiting restrictions for Zone K to reinforce the guidance of the Highway Code is essential on the grounds of highway safety. However, the report advised against implementing the full permit parking scheme at this time.
- 1.1.2 Since drafting the report, further effort has been devoted to devising a range of detailed parking measures capable of resolving the varied and difficult parking problems in a way that assists local residents in the spirit of the original proposals and is fair to other road users. The Board may wish to promote a scheme broadly in line with the resident preferential aspects of the current traffic regulation order that is now before members for consideration. Officers have been studying how this can be achieved while also going some way towards meeting the concerns of those who have written to the Council.

1.2 Proposed Parking Arrangements

- 1.2.1 Based on those studies and discussions with local members, plan DD344/5 Rev1 has been drafted and this will be on display at the meeting. In summary, it contains the following series of parking proposals:
- For Dry Hill Park Road, the first few metres of Yardley Park Road, the western part of Dry Hill Road, Portman Park and Keswick Close (including the length at the eastern end of Portman Park – Introduce Permit Parking Areas operational from Monday to Friday from 8am till 6pm with waiting allowed for non-permit holders but limited to four hours with no return within two hours. This will provide residential parking priority but also provide for

some other relatively short stay parking demand. It will also accommodate the practical workings of the schools and enable parking for businesses within the zone with a business permit in line with the normal practice in resident preferential parking zones.

- At the eastern end of Dry Hill Road, Old London Road, London Road – introduce permit parking areas operational from 8am till 6pm Monday to Friday with waiting allowed for non-permit holders but limited to two hours maximum with no return within two hours.
- In Dry Hill Park Crescent and a small length of Dry Hill Road near its junction with Dry Hill Park Crescent – permitted parking bays to be unrestricted. This is the part of the zone where the pressure for parking is least.
- In Ashburnham Road and Manor Grove – the proposals in the current draft order to be deleted; that is, no parking management work to be carried out within these two roads, save introducing some white line ‘keep clear’ markings at the end of the Ashburnham Road to deal with the access obstruction currently occurring.
- Shipbourne Road – proposed bays to be unrestricted.
- Include the school drop off arrangements and disabled persons’ parking bay at Dry Hill House in line with the information in the agenda paper.

1.2.2 Formulating a parking management scheme in an area such as this is inevitably difficult owing to the range and nature of different parking pressures. The scheme devised above attempts to bring an even more subtle and localised approach to zone K in recognition of this situation. It is almost impossible to judge with certainty how the proposed regime will work in practice and, as with all zones, there will be an experimental period which will inevitably throw up some detailed issues for subsequent consideration.

1.3 Implementation Programme

1.3.1 If the Board is minded to recommend these changes to the Joint Transportation Board and the Cabinet, a new order will be drafted and re-advertised. The procedure from then on depends very much on the results of that process. If there are no objections to this new notice, the scheme proposals could be introduced immediately thereafter. If objections are received, these will be reported back to members at the first available meeting so that a decision can be taken on how these should be addressed.

1.4 Legal Implications

1.4.1 The same as considered in the paper in the agenda.

1.5 Financial and Value for Money Considerations

1.5.1 The same as considered in the paper in the agenda.

1.6 Risk Assessment

1.6.1 The same as considered in the paper in the agenda.

1.7 Recommendation

1.7.1 That the advertised experimental order for Zone K **BE REPLACED** with a new draft experimental order giving effect to the measures displayed on drawing DD 344/5 Rev1.

1.7.2 That parking patterns within Zone K **BE MONITORED** and the scheme operation be reconsidered prior to endorsing permanent arrangements at the end of the experimental period.

1.7.3 That objectors **BE ADVISED** accordingly.

Background papers:

Nil

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