

BOROUGH GREEN LOCAL PARKING PLAN

1. General Overview of Parking Policy

1.1. Parking management in Borough Green should be carried out with particular regard to:

- **supporting the commercial vitality of the village**
- **providing parking opportunity for residents**
- **managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists)**
- **improving road safety**
- **improving the local environment**
- **improving the quality and accessibility of public transport**
- **meeting 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**
- **managing and reconciling the competing demands for kerb space of: residents, shops, businesses, visitors, pedestrians, delivery vehicles, buses, taxis, private hire vehicles, coaches, cars, bicycles, and motorcycles**

1.2. General policy

- **There will be a general presumption in favour of maximising the amount of parking consistent with highway safety.**
- **This Local Parking Plan will provide actions to deal with identified parking problems. It will avoid attempting to predict where problems might migrate to and proposing solutions where no problems currently exist. If problems develop these will be dealt with in future reviews of this Local Parking Plan.**

2. Western Road Car Park

2.1. The car park has 75 spaces and at present the cost of long stay (over 9 hours) is £2.20 which is 70p less than long stay at the Railway Station car park. There was a view held by local people that this car park is mainly occupied all day by rail travellers who do not wish to pay the higher charge for the Railway Station Car

Park. The survey results show that between 30 - 40 spaces are regularly taken up with season ticket holders. The tariff has not been reviewed since 1990.

- 2.2. An assessment of the layout of the car park has been carried out to see if there is any scope for increasing the number of spaces. However the shape of the site means the current layout is the best use of available space. It is not thought necessary to install a Disabled Persons Parking Bay (DPPB) as an additional one is proposed in the High Street which is a closer and more convenient location.
- 2.3. The Borough Council wants the car park to be available to support the parking needs of local residents and businesses and not as an alternative commuter car park. Consequently it will monitor the tariffs at the nearby rail station car park to ensure there is adequate price differential to dissuade commuters from using the Borough Car Park. The price for the railway car park is expected to increase during the summer of 2008 and annually thereafter.
 - **Complete the design for the Western Road Car Park improvement scheme and implement it by the end of 2008/9 financial year**
 - **Install security and other measures to support wider use of the car park.**
 - **CCTV Upgrade**
 - **Improve security lighting**
 - **Renew ticket machines**
 - **Improve information backboards**
 - **Improve surface and bay markings**
 - **Keep first 2 hours for weekday daytime use of the car park FREE**
 - **Maintain a tariff difference for parking over 9 hours of approximately £1 which is designed to encourage rail travellers to use the station car park and revise the other tariffs as follows**
 - **Up to 2 hours FREE**
 - **2 – 4 hours 50p**
 - **4 – 6 hours £1**
 - **6 – 9 hours £1.50**
 - **9 hours+ £4.00**
 - **Link charges for over 9 hours to Station charges in the Off-Street Order and seek endorsement of the Car Parking Charges Advisory Board to change the 9 hours+ ticket price whenever the railway station car parking charges are altered**
 - **Maintain a differential with rail station car park of £1.00 on 9 hour+ band.**

3. **Season Tickets**

3.1 There are 53 current season tickets issued for this car park of which 43 are allocated directly to local residents/businesses addresses. There are 10 season tickets issued to addresses outside Borough Green. The majority of season tickets are held by local businesses for employees. Between 5 - 8 drivers regularly park all day with long stay tickets to park longer than 9 hours. These could be rail users but vehicles and numbers vary from day to day. There is limited spare capacity for short stay parking in the mornings but more bays are available in the afternoon during the week. There is therefore a compelling case for re-assessing season ticket use in the car park to achieve a better balance for visitor and business parking

- **Suspend the present system of season tickets for a temporary period to allow the other changes in the Local Parking Plan to settle down**
- **Reassess season ticket allocation in conjunction with the Member Steering Group**
- **Issue season tickets to no more than 50% of the spaces available in the car park to ensure that there are sufficient spaces for regular short stay users**
- **Assess eligibility for a season ticket based on current access and availability of parking space at the applicants place of business or, if a resident, whether there is on-curtilage space to park a car**
- **Set a season ticket tariff that is proportional to the 6 - 9 hour band and on a similar discount to that used to calculate season tickets in Tonbridge Car Parks**

4. **Railway Station Car Park**

4.1 The car park is owned by Network Rail leased by the operator, Southeastern Railway and managed by a private company. The land at the back of the car park is also owned by Network Rail. Southeastern Railway is expected to modify its charging regime for the car park when it reviews its prices in Summer 2008.

4.2 Surveys of the Station Car Park reveal that it is generally about 90% occupied. This denotes a well used car park but one that still has some additional capacity.

4.3 Neither Network Rail nor Southeastern Railway have plans to expand this car park but there is scope to do so.

- **Southeastern will continue to actively monitor the situation on a monthly basis and where there is projected growth which changes this status, they will be in a position to review the car park strategy for this site in conjunction with Network Rail who are the landlord for the station and also the landowner of the empty land at the rear of the existing car park.**

- **Road markings and bus bays promised by South Eastern at the start of the review are now in place with a new rank of 20 minute drop off bays to the side of the Station entrance.**
- **Work is underway with Borough Green Primary School, KCC and South Eastern over agreement for use of drop –off bays for Walking Bus**
- **Maintain a watching brief on the current leaseholder of land adjacent to Station car park to establish its intentions for future use. The land is owned by Rail Track and the leaseholder is the Co-op**

5. Village Hall Car Park

- 5.1 The management of this car park is operated by the Village Hall Committee who introduced a maximum stay of 3 hours to deter all day parking. From the 2 hour frequency surveys taken at different times on different days there was a regular turnover of parking spaces which demonstrated that the managed operation of this car park works well.
- 5.2 This car park primarily serves the Village Hall and Library and short stay shopping it is also well used evening and weekends.
- **Work in partnership with Village Hall Committee to co-ordinate and make the best use of joint stock of parking spaces to help the Village to continue to be a vital and busy local centre**

6. Recreation Ground Car Park

- 6.1 This car park is operated by the Parish Council with an estimated 16 spaces. It is primarily used for visitors to the recreation ground with variable seasonal use.
- 6.2 The Parish Council have actively supported extending the use of the car park to accommodate a future drop-off and pick-up point for the proposed primary school Walking Bus
- **Work in partnership with Parish Council, Borough Green Primary School and KCC to support Walking Bus**
 - **Parking Bays, Keep Clear areas and access routes in and through the car park to be marked out when the rest of the scheme is installed (Right of way exists to 'Ingleside')**

7. Parking Management in the Village Centre

- 7.1 A number of residents and businesses in the village centre and surrounding roads do not have parking within their own property so there is competition in a concentrated area for available roadside space between the different and competing needs.
- 7.2 If all parking opportunities could be fully exploited, for example, private non-residential parking at some business premises and at the station car park, it would

be possible to relieve some of the current pressures on resident, businesses and visitor parking in the village centre.

- **Introduce residents preferential permit parking in the existing bays but not in the lay bys (Annual Charge of £25 pa for residents and £100 pa for businesses)**
- **Formalise uncontrolled on-street parking opportunities on adjoining roads for short stay parking with exemptions for permit holders where road width, junctions and access points allow**
- **Critically assess off-road provision and number of cars in relation to number of on- street spaces to set permit allocation**
- **Increase the permitted waiting times in existing roadside bays to 2 hours except in lay bys where parking is to be limited to 30 minute**
- **Introduce two additional disabled persons parking bay facilities**
- **Provide more conspicuous signs to car parks**
- **Refer concerns about footway parking and breached in the Weight Limit restriction to Police for action**
- **Install “No Waiting at Any Time” restrictions at certain junctions to reinforce the guidance in the Highway Code.**

8. Parking Management on Primary Roads to the Village

8.1 The Village is served by two A class roads; the A25 Maidstone/Sevenoaks Road and A227 Wrotham Road.

8.2 Although parking on these roads is largely uncontrolled there are no serious or long stay problems associated with roadside parking.

8.3 School traffic can cause short term congestion at each end of the school day

- **Install continuous double yellow lines from lay by outside Wine Bar to Fairfield Road to maintain sight lines at station entrance onto A227.**
- **Install junction protection Station Road and Hill View junctions with A25 and opposite Western Road junction.**
- **Maintain contact with KCC and developer of Red Lion Site over any proposals for highway improvements at junction with Western Road.**

9.0 Parking Management in Roads Adjacent To Village Centre (Quarry Hill, Road Rock Road and Station Road)

9.1 Quarry Hill Road, Rock Road and Station Road are subject to opportunist parking throughout the day by office/shop workers and some rail travellers.

9.2 There is severe competition for roadside space between the residents, some of whom live in traditional terraced properties with no available off-street parking, and drivers who need to visit Shops, Businesses, Church, Parish Hall, Pre-Schools and medical facilities.

9.3 Uncontrolled parking in these roads compromises road safety, the free flow of traffic, sight lines and access to junctions and property.

- **Introduce residents preferential permit parking (Annual Charge of £25 pa for residents and £100 pa for businesses)**
- **Issue of permits to be critically assessed in relation to available off-street parking for each application**
- **Parking to be permitted where road width, junctions, sight lines and access points allow. (This is likely to reduce current informal parking that presently occurs).**
- **Limit parking in Quarry Hill Road and Rock Road for non-permit holders Monday to Friday 8 am – 6 pm for 2 hours no return 2 hours with exemptions for permit holders**
- **Limit parking in Station Road for non-permit holders Monday to Saturday 8 am – 6 pm for 1 hour no return 1 hour with exemptions for permit holders**
- **Protect junctions, sight lines and access for through traffic with double yellow lines**
- **Adjust the Give Way lines at the junction of Rock Road and Quarry Hill Road to create parking space where road widths permit outside Nos. 15 – 23 Quarry Hill Road**
- **Structure permitted parking areas to provide ‘passing bays’ to promote free flow of traffic where junctions, accesses and road width restrict the installation of parking bays**
- **Refer concerns about footway parking to Police for action**
- **Advise KCC on the road surface conditions at junctions with A25 (by raised bed)**
- **Introduce DYL at junctions with A25 and around the junction with the Mafeking Oak in areas to protect junctions and access for through traffic and to reinforce the rules of the Highway Code**

10. Parking in Outlying Residential Areas

10.1 Fairfield Estate

- 10.2 Competition for roadside parking places is high between residents at Fairfield Gate and rail travellers.
- 10.3 Access and deliveries to 'A – Z' Offices are regularly compromised by parked cars reducing road width below an acceptable standard.
- 10.4 The School is actively developing with Southeastern Railway, TMBC and KCC, the implementation of the School Travel Plan with a proposed walking bus from the Station Car Park/ Fairfield Road to help reduce school generated traffic.

- **Introduce residents preferential permit parking from Fairfield Gate to Roman Court (Annual Charge of £25 pa for residents and £100 pa for businesses)**
- **Issue of permits to be critically assessed in relation to available off street parking for each application**
- **Parking to be permitted where road width, junctions, sight lines and access points allow. (This is likely to reduce current informal parking that presently occurs).**
- **Limit parking for non-permit holders Monday to Friday 8 am – 6 pm for 2 hours no return 2 hours**
- **Extend DYL to reinforce the rules of the Highway Code and maintain access for all traffic.**
- **Install double yellow lines at junction with spur road**
- **Refer to Russet Homes local concerns about parking on verges**
- **Monitor parking patterns in the remainder of Fairfield Estate after implementation to determine if further action will be needed to control rail traveller parking**

10.5 Residential Areas Leading off Wye Road and The Avenue

- 10.6 There is not a persistent or significant parking problem on these roads although there are local concerns about opportunist parking by commuters/ car sharers, inconsiderate parking generated by occasional meetings held at the Police Office and by visitors to the Police Office

- **Police to be asked to manage level of parking generated by Police Office on nearby residential roads**
- **Install junction protection at entrance to estate and side roads**
- **Continue to monitor the need for further parking control when the agreed plan is implemented**
- **Police to be advised about the obstruction to pedestrians by parked cars on footways and asked to take action.**

10.7 Crow Hill Estate and Fairseat Estate

10.08 There is little evidence of parking problems apart from issues caused for residents, by residents and their visitors for example, parking on the footway and not using driveways or garages.

10.09 It is unlikely these roads will suffer from transferred parking from other areas so there is little justification for introducing parking controls in these areas except for safety reasons

10.10 Parking in turning areas occurs on some Culs de Sac which should be kept clear to allow for larger service and emergency vehicles to turn

- **Install corner protection on A25 and estate branch junctions to reinforce the rules of the Highway Code**
- **Refer concerns over footway parking to Police for action**
- **Monitor parking patterns after implementation of Parking Plan in particular in turning areas where access could become a problem for essential services, refuse freighter of emergency vehicles**

10.11 Woodland Estate and Roads leading off Conyerd Road

10.12 There is not a high demand for roadside parking on these roads but they may be vulnerable to the transfer of all day if parking controls are introduced in nearby areas.

10.13 It is not possible to predict the number or pattern of parked cars that may transfer into these estates and parking controls cannot be introduced on the probability that this might happen

10.14 Parking in turning areas, occurs on some Culs de Sac which should be kept clear to allow for larger service and emergency vehicles to turn

- **Install junction protection into Harrison and Conyerd Road to preserve sight lines onto Quarry Hill Road**
- **Monitor the effect on parking patterns on the estate roads for an experimental period of 18 months following implementation of approved measures in Quarry Hill Road**
- **Refer concerns over footway parking to Police for action**
- **Monitor parking patterns after implementation of Parking Plan in particular in turning areas where access could become a problem for essential services, refuse freighter of emergency vehicles**

10.15 Hill View and Hill View Close

10.16 These cul de sacs are quiet for most of the day and most residents have off-street or dedicated parking.

10.17 Competition between school traffic and residents occurs at each end of the school day. Parent parking in these narrow roads causes obstruction to traffic movements and presents a danger to the large number of vulnerable pedestrians between the A25 and the access gate to the school at peak times

- **Install enforceable ‘School Keep Clear’ markings to operate at each end of the school day to improve safety for pedestrians and protect access and turning movements for other road users.**
- **Reserve option for installation of further parking controls until School Travel Plan is underway with proposals to operate a Walking Bus via Hill View from the Recreation Ground Car Park and the effects of this in reducing school traffic can be measured.**
- **Monitor effect on congestion and parking at school times when the Walking Bus is operational and include Hunts Farm Close and Griggs Way in the programme.**
- **Work in partnership with Parish Council, Borough Green Primary School and KCC to support Walking Bus**

11. General Parking Improvement Actions

- **Continue to ensure that the Parking Plan for Borough Green works for the benefit of local residents, businesses and visitors to the town through effective control of the car parks and on-street waiting restrictions.**
- **Monitor the resources needed for effective parking management in the town and elsewhere in the Borough so that the numbers of Civil Enforcement Officers (CEO) are kept in balance with their commitments and priorities.**
- **An overall review of the enforcement patrols to be carried out as part of this review**
- **Review arrangements for evening patrolling with emphasis on known “hot-spots”**
- **Sign posts and plates no longer needed for double yellow lines to be removed and highway surface reinstated in appropriate materials**
- **Continue to work with Parish Council, Rail Operator, School and KCC to support implementation of School Travel Plan**

- **All bus bays to be upgraded to Clearways to aid public transport movements**
- **Refer concerns about footway parking and Weight restriction offences for Police action**

12 Parking Trends

12.1 Pressure for more parking on and off-street in Borough Green will inevitably increase over time. However this needs to be considered against a constraint that creating additional parking space will be extremely difficult because of the very limited opportunity of securing necessary land

- **Ensure the Local Parking Plan for Borough Green is reviewed after an operational period of no longer than 18 months so that the measures introduced continue to address local parking needs.**
- **Monitor changes in local circumstances and parking patterns to ascertain the need to modify the Local Parking Plan and determine the requirement for remedial measures**
- **Continue to monitor the Local Parking Plan through a Steering Group consisting of local County, Borough and Parish Members, the Group to meet annually. The findings are to be reported annually to the Planning Transportation Advisory Board.**
- **Continue to monitor trends in residential estates and roads outside the village centre so any problems for these residential areas caused by “over-spill” parking are identified at an early stage and suitable measures introduced to deal with them.**
- **Review other options for creating additional parking if local parking demand warrants it.**