

**TONBRIDGE & MALLING BOROUGH COUNCIL**

**PLANNING and TRANSPORTATION ADVISORY BOARD**

**03 June 2008**

**Supplementary Report of the Director of Planning Transport and Leisure  
and the Cabinet Member for Planning and Transportation**

**Part 1- Public**

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

**1 PARKING ACTION PLAN – SUPPLEMENTARY INFORMATION TO THE  
PROGRESS REPORT**

**1.1 Additional Information**

1.1.1 Paragraph 1.2.6 of the report advises the Board that further investigations have been conducted with the police and others to establish whether there is any proper way of reinstating parking in the turning head in Tudeley Lane.

1.1.2 To reinstate parking in this turning head requires a formal process of rescinding the traffic regulation order a critical part of which is the formal approval of the police. Before going to that stage we have conducted an informal trial using one of the refuse freighters with a representative of the police present. That has produced some important feedback and it is clear that the police will not support rescinding the waiting restrictions in the turning head nor indeed in Mann Square. The police have sent the following text:

- “Kent Police would not support the removal of the double yellow lines in the turning head of Tudeley Lane. As demonstrated by the difficulty experienced by the refuse vehicle in using the turning head when it was clear of vehicles, allowing parking in this area would prevent it being used as a turning point. This would result in the vehicle having to reverse an unrealistically long distance with the dangers this entails. Although the police do not use vehicles of this size the problem would be the same for the Fire Brigade and Ambulance Service which could impact on their operational capabilities.
- Kent Police would not support any changes to the current parking restrictions in Mann Square. It would not be possible to increase the availability of parking at this location. The only way in which the number of vehicles parked could be increased was if vehicles were to park on the footway. Kent Police would not support a proposal that could result in parking on the footway. The majority of residents in Mann Square are

elderly and it is important that both footpaths remain clear of obstructions to reduce any risk of injury or accident.”

1.1.3 Other emergency services have also been contacted and responses are still awaited. In the meantime, the refuse collection contractor, Veolia has also indicated support for retaining the waiting restrictions with the following words:

- “We fully support the retention of the parking restrictions introduced about 18 months ago. Since their implementation, our ability to access these areas to carry out refuse and recycling collections safely, has significantly improved.”

1.1.4 Paragraph 1.2.6 merits an additional comment to emphasise that any work to increase the amount of parking would not simply be a question of cost. Any proposal to create some additional parking as it would involve the removal of part of the grassed area which is a feature of this locality and it would not be normal Council policy to do this unless there were sufficiently justifiable over-riding reasons for setting the policy aside.

1.1.5 Given the additional information, we are proposing that recommendation 1.12.2 (1) be augmented to ensure that it is clear and comprehensive in what is included within it. We suggest that the recommendation at 1.12.2 (1) should be altered to read as follows:

- New Recommendation 1.12.2 (1) - “The Resident Preferential Parking arrangements in the relevant part of Tudeley Lane and Lodge Oak Lane and Mann Square **BE REMOVED** when the experimental order for Zone P is confirmed and that the existing ‘no waiting at any time’ restrictions in Tudeley Lane and Mann Square **BE RETAINED**.”

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:

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Nil

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