

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

25 September 2017

Report of the Director of Street Scene, Leisure & Technical Services

Part 1- Public

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

1 PARKING ACTION PLAN – PHASE 8C LEYBOURNE

1.1 Summary

This report relates to the introduction of double yellow lines to the north side of Baywell in Leybourne, opposite the junction with Highberry, to complement restrictions on the south side of the junction that had been recently introduced as part of Phase 8 of the Parking Action Plan.

1.2 Introduction

- 1.2.1 Last summer the Borough Council introduced changes to a number of restrictions across the Borough as part of Phase 8 of the Parking Action Plan, which included proposals around new double yellow lines on the southern side of the Baywell / Highberry junction, aimed at maintaining visibility around the junction.
- 1.2.2 The original proposal was for double yellow lines on both the north and south sides of Baywell. However, the formal consultation produced a strongly polarised response from residents, with 9 residents (all from Highberry) in favour of the changes and 3 against (from residents in Baywell and elsewhere).
- 1.2.3 In light of the polarised views it was decided by the March 2016 meeting of this Board to introduce the restrictions on the south (Highberry) side of the Baywell junction, and to progress this reduced proposal.
- 1.2.4 The introduction of restrictions on the south side took place at the start of September 2016. The changes have been effective at deterring parking on the south side, and have successfully highlighted the junction.
- 1.2.5 However, there have been continuing calls for restrictions on the north side of Baywell, to prevent parking opposite the junction, and on the inside of the bend. Local Councillors and the Parish Council fully supported the introduction of double yellow lines to the north side of the road.
- 1.2.6 In light of the prior objections from the immediate residents of Baywell that would be affected by introducing restrictions to the north side of the road, it was decided to re-advertise the proposals through the formal consultation process, to gain the

current public views so that the Members of the Board could consider any objections or indications of support.

1.3 Formal consultation

1.3.1 The Council proposed introducing double yellow line restrictions to the north side of Baywell, as shown in the plan in **Annex 1**.

1.3.2 Formal consultation on the proposed change was undertaken from 4th August to 29th August 2017 and the responses received were as follows;

22 properties were directly consulted (though the consultation was appropriately advertised and open to all to respond)
10 discrete responses were in favour of the changes (8 from Highberry, 2 from the nearby area)
2 objected to the changes, both from residents of Baywell

1.3.3 The Parish Council also responded in favour of the proposal.

1.3.4 The arguments put forward by the objectors are set out in their responses. Details of the responses are included in Annex 2 for Members' consideration.

1.4 Analysis

1.4.1 Once again there was a strongly polarised response from the residents, with the majority in favour of introducing the parking restrictions to the north side of Baywell.

1.4.2 Members need to review the responses we have received and weigh up the wishes of those who support the proposal against the concerns of those who objected

1.5 Next Steps - Implementation

1.5.1 Any proposals that the Board decide to implement would be introduced during Autumn 2017.

1.6 Equality Impact Assessment

1.6.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

1.7 Legal Implications

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

1.8 Financial and Value for Money Considerations

1.8.1 Funding to implement works associated with this proposal is provided within the Council's Capital Plan.

1.9 Risk Assessment

1.9.1 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 and 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.

1.9.2 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 at this statutory formal stage.

1.10 Policy Considerations

1.10.1 Asset Management

1.10.2 Communications

1.10.3 Community

1.10.4 Customer Contact

1.11 Recommendations

1.11.1 It is RECOMMENDED that:-

- i) the objections are noted and set aside and that the proposed parking restrictions for Baywell are introduced.
- ii) the changes in line with the above recommendations are made to the draft Amendment 15 to the Borough's on-street Traffic Regulation Order, and the Order is sealed.

The Street Scene, Leisure & Technical Services confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

Annex 1 – Plan of Baywell proposal DD/581/01

Annex 2 – Redacted responses

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