

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

30 March 2015

Report of the Director of Planning, Housing and Environmental Health

Part 1- Public

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

1 PARKING ACTION PLAN

Summary

This report updates Members on the phased approach to on-street parking management with a focus on the work in progress.

1.1 Introduction

1.1.1 The Borough Council's approach to on-street parking management has been divided into phases so economies of scale can be applied and work is delivered in a timely manner. The current priorities are set out below together with future proposals.

1.2 Review of Parking Restrictions in Tonbridge – Goldsmid Road and Royal Avenue

1.3 Background

1.3.1 The existing Residents' Permit Parking scheme (RPP) in Tonbridge manages on-street parking demand around the town centre areas. It does so by allowing some element of preference to residents to allow them more opportunities to park.

1.3.2 With any permit scheme, the decision on where the scheme ends needs to be carefully considered. A balance needs to be reached between on-street parking and the concerns of residents, and this equilibrium also has to reflect the style of residential properties and the availability of off-street parking.

1.3.3 The existing RPP scheme seems to work effectively and ends at the Goldsmid Road / Rose Street junction.

1.4 Goldsmid Road

1.4.1 There had been calls from some residents of Goldsmid Road to look at extending the existing RPP to encompass more properties in Goldsmid Road.

1.5 Royal Avenue

- 1.5.1 Royal Avenue has ongoing parking issues associated with vehicles parking for the nearby school, and where residents like to park their cars on the road.
- 1.5.2 The road is narrow and there are often problems where large vehicles are obstructed.
- 1.5.3 Some residents have asked that the obstruction problems in the road are resolved, whilst others have asked that the school parking be prevented.
- 1.5.4 All of the residential properties in Royal Avenue have off-street parking, most for more than one vehicle.

1.6 Initial consultation

- 1.6.1 As part of Phase 6a of the Parking Plan, we consulted with residents on proposals to introduce double yellow lines to prevent obstructive parking in both Goldsmid Road and Royal Avenue.
- 1.6.2 This consultation received a decidedly mixed response, with most agreeing that something should be done, but with a strong contingent not wanting the proposed double yellow lines.
- 1.6.3 Residents of Goldsmid Road commented that the vast majority had sufficient off-street parking, and that the take-up of any resident permits (in response to this question) would be remarkably low.
- 1.6.4 Some residents of Royal Avenue commented that they preferred to park on-street, regardless of the obstruction issue and preferred to do so directly outside their homes (regardless of which side of the road other parking is on), but did not want the local school parking as this impinged on their parking opportunities.
- 1.6.5 Given the mixed response local Members asked that the proposals be withdrawn from Phase 6a for further analysis, and accordingly they were removed.

1.7 Analysis of parking in Royal Avenue

- 1.7.1 We carried out further analysis of the parking habits in the road, which tended to confirm the parking issues already identified by residents, but also showed that a number of the issues were actually related to how some residents chose to use the roads and footways for parking in preference to their own driveways.
- 1.7.2 A number of the residents' comments (such as making all of Royal Avenue for residents only) were not possible on the public highway.

1.7.3 The Council's proposals to introduce the minimum restrictions necessary to prevent obstructive parking still remained valid, but in light of residents requests, restrictions to prevent school parking or to provide some form of priority were also considered.

1.8 Second round of consultation – Goldsmid Road

1.8.1 We carried out a further consultation with residents of Goldsmid Road with proposals to extend the parking scheme to cover just the junction with Royal Avenue, rather than the whole of the road.

1.8.2 This received a number of responses, again broadly against the proposals, either on the grounds that residents did not need permits as they had off-street facility, or that they did not want double yellow lines in front of their driveways.

1.8.3 We discussed the responses with local Members and it was agreed that in light of the residents comments that the proposals for Goldsmid Road would be dropped.

1.9 Second round of consultation – Royal Avenue

1.9.1 We circulated proposals to residents of Royal Avenue, covering four different options;

Option 1	Double yellow lines to regulate parking and prevent obstruction
Option 2	As Option 1, but with additional single yellow lines to prevent all-day parking by those unable to attend their vehicle
Option 3	As Option 1, but with additional limited waiting and permit parking bays between driveways.
Option 4	Do nothing, and retain the existing parking arrangements.

1.9.2 The consultation produced an interesting response from residents.

Option 1	8 responses (29.6%)
Option 2	2 responses (7.4%)
Option 3	2 responses (7.4%)
Option 4	10 responses (37%)
Option 5 – Suggested by residents themselves	4 responses (14.8%)

1.9.3 Some residents commented with their own Option 5, consisting of;

- Single yellow lines in some areas, Mon-Fri, 9am-4pm
- Residents permit parking, Mon-Fri, 9am-4pm in all other areas

1.9.4 Whilst Option 5 is from the residents themselves, it does not address the principle concern about obstructive parking. As obstructive parking can occur at any time, any restriction to prevent this should also operate at any time.

1.9.5 Option 5 also does not hint at how residential driveways would be catered for, and would be difficult to achieve on the public highway with existing legislation.

1.9.6 The preferred option (No. 4) was to do nothing, but this did not address the serious obstruction and access problems in the road. 16 residents responded that they wanted intervention of some kind, and the most popular of those options was No. 1.

1.10 Discussion with local Members

1.10.1 We discussed the responses with local Members and it was agreed that the responses from the consultation showed that the residents felt that there was a problem, and that there was a will to address the issue, with more residents opting for action than those who wanted no action.

1.10.2 Whilst there was a mixed response from those who wanted action, the most prevalent response was for Option 1. Options 2 & 3 also included all of the proposals of Option 1, so it was decided that the proposals for Option 1 should be taken forward.

1.10.3 The merits of Option 5 were discussed, but this would not have addressed the concerns about obstructive parking outside of school times, and would require the erection of numerous traffic signs and posts, and so this option was discounted.

1.10.4 As the proposal to introduce restrictions has now been through the informal consultation process, it is recommended that the proposals should be combined with the other restrictions that form part of Phase 8 of the Parking Action Plan, when the other parts of that Phase reach the formal consultation stage.

1.11 Borough Green

1.11.1 We held a meeting of the local Members and the Parish Council in November to discuss the principles of a parking review for Borough Green and possible or potential changes to parking arrangements.

1.11.2 The meeting identified a number of locations around the central area, where there could be minor adjustments to parking arrangements that would assist traffic flow, improve parking arrangements and reduce congestion.

1.11.3 The roads identified where there could be changes to parking restrictions were; Western Road, Quarry Hill Road, Rock Road, Sevenoaks Road, Station Road, Fairfield Road and The Close.

1.11.4 We are now looking at developing these initial proposals to the point where informal consultation could be carried out over the summer.

1.11.5 Dependant on the progress of the proposals through informal consultation, the proposals may be combined with Phase 8 of the Parking Plan – either at the informal consultation stage or later in the traffic order making process.

1.12 Hadlow

1.12.1 The parking issues in Hadlow High Street continue to be monitored, with the main emphasis currently on the usability and times of operation of the existing limited waiting parking bays. We will also address requests by traders for some restricted local short-stay parking to encourage turnover.

1.12.2 We will meet with local Members and the Parish Council once we have finished the current review in Borough Green and will agree the extent of the review and explore any particular issues that are of local concern.

1.13 West Malling

1.13.1 The West Malling Parking Steering Group, consisting of local Members, the Parish Council, and the Chamber of Commerce and chaired by Cllr Mrs Murray, has been looking at the responses to a comprehensive informal consultation carried out with the residents and businesses of West Malling on a number of parking issues.

1.13.2 In summary the options which received the full support of the Steering Group were as follows:

- All locations where junction protection is proposed
- New restrictions in Offham Road (south) adjacent to Manor Farm
- New restrictions in Churchfields (at a reduced scale as agreed by the Steering Group)
- New Residents Preferential Parking bays along the A20 London Road, between No's 267 and 283.
- Minor changes in Swan Street to facilitate changes to a vehicle access
- Removal of a redundant disabled bay in Police Station Road
- Minor alterations to the times of operation of the loading bay outside Tesco in the High Street

- Adjustments to the current RRP zones

1.13.3 As the proposals had already undergone informal consultation, it was agreed that the next stage for the proposals is formal consultation, and so that economies of scale could be applied, that that this could be combined with the other proposals that form Phase 8 of the parking plan.

1.13.4 Proposals for parking controls in Norman Road and Offham Road (north) produced a mixed response from residents. The Parish Council has not submitted views on the proposals themselves but has argued strongly not to proceed with these changes until some further consultation is undertaken.

1.13.5 It is recommended that the agreed schemes in 1.13.2 be taken forward to detailed design and formal consultation which I anticipate will be carried out this summer. The proposals could then proceed with the other measures as part of Phase 8.

1.14 Parking Action Plan – Phase 8

1.15 Background

1.15.1 The Borough Council is nearing the end of the current Parking Action Plan that was scheduled to have 9 Phases. Phase 7 was introduced in the summer of 2014, and we have been compiling a list of locations for Phase 8.

1.16 List of locations for consideration for Phase 8

1.16.1 The locations that currently form Phase 8 of the Parking Plan are shown in the following table.

No.	Town	Location
1	Addington	Millhouse Lane
2	Aylesford	The Avenue and Hall Road
3	Aylesford	The Hawthorns and The Avenue
4	Blue Bell Hill	Maidstone Road (adjustment to parking bays for new access)
5	Blue Bell Hill	Old Chatham Road (access to industrial estate)
6	Borough Green	Station Road (Possible disabled bay)
7	East Malling	Twisden Road (disabled bay)
8	East Peckham	Chidley Cross Road and Church Lane
9	Hadlow	Twyford Road
10	Hildenborough	Church Lane/Riding Lane junction
11	Hildenborough	Church Road
12	Hildenborough	Lower Street
13	Hildenborough	Lower Street and Rings Hill
14	Hildenborough	Mount Pleasant/Riding Lane junction
15	Hildenborough	Noble Tree Road
16	Hildenborough	Philpots Lane
17	Hildenborough	Woodview Crescent / Brookmead

No.	Town	Location
18	Kings Hill	Discovery Drive (School Keep Clear)
19	Kings Hill	Francis Lane
20	Kings Hill	Hazen Road
21	Larkfield	Briar Close - DYL in turning area at northern end
22	Larkfield	Kingfisher Road, Heron Road and Woodpecker Road
23	Larkfield	Lunsford Lane (south of Leybourne Way)
24	Larkfield	Reeves Court and Garner Drive
25	Larkfield	Willow Road and Lunsford Lane
26	Leybourne	Baywell
27	Mereworth	Herne Pound
28	Platt	Grange Road
29	Snodland	Birling Road (between Roberts Road and Recreation Avenue)
30	Tonbridge	Angel Lane (disabled and loading controls)
31	Tonbridge	Barden Road (alteration of disabled bay)
32	Tonbridge	Barden Road (changes due to redevelopment)
33	Tonbridge	Chiltern Way
34	Tonbridge	College Avenue (parking on bend and hill)
35	Tonbridge	Cromer Street (alter parking bays)
36	Tonbridge	Deakin Leas
37	Tonbridge	East Street & Church Street - removal of Doctor and Disabled bays
38	Tonbridge	Haydens Mews
39	Tonbridge	Hilltop (extend DYL in front of driveways at Baltic Road end)
40	Tonbridge	Howard Drive and Norwich Avenue
41	Tonbridge	Hunt Road (disabled bay alterations)
42	Tonbridge	Hunt Road (disabled bay)
43	Tonbridge	Lower Haysden Country Park entrance
44	Tonbridge	Martin Hardie Way
45	Tonbridge	Medina Road (disabled bay)
46	Tonbridge	Medway Wharf Road
47	Tonbridge	Mill Crescent (new property near No.1)
48	Tonbridge	Priory Road (disabled bay)
49	Tonbridge	Royal Avenue (DYL - informal consultation already done)
50	Tonbridge	Salisbury Close and Salisbury Road
51	Tonbridge	Scott Road
52	Tonbridge	The Botany (disabled and loading controls)
53	Tonbridge	The Drive (adjustments to parking bays)
54	Tonbridge	The Drive (an additional afternoon hour restriction)
55	Tonbridge	Turner Road (possible removal of disabled bay)
56	Tonbridge	Vale Rise
57	Tonbridge	Welland Road
58	Tonbridge	Whitefriars Wharf

No.	Town	Location
59	Walderslade	Tunbury Avenue (parent parking and obstruction issues)
60	West Malling	Parking Review areas approved by Steering Group
61	Wrotham	Kemsing Road and Randall Hill Road
62	Wrotham Heath	A25/A20 junction

1.17 Legal Implications

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

1.18 Financial and Value for Money Considerations

1.18.1 Funding to implement the parking action plan is provided within existing approved Borough Council Budgets

1.19 Risk Assessment

1.19.1 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, 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.

1.19.2 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 through two stages of informal consultation before any formal stage of consultation is reached. There is also care given to ensuring that schemes are adjusted and adapted in the light of comments and observations received from the local community, without compromising safety or the Council's commitment to deal appropriately with identified safety concerns.

1.20 Equality Impact Assessment

1.20.1 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.

1.21 Policy Considerations

1.21.1 Community

1.22 Recommendations

1.22.1 That the way forward as set out the report **BE AGREED**.

The Director of Planning, Housing and Environmental Health 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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