

Agenda Item No: 8
Report To: Joint Transportation Board
Date: 8th Dec 2009
Report Title: Proposed Alterations to the Waiting Restrictions & Parking Places in High Street, Tenterden
Report Author: Ray Wilkinson



Summary: This report details the results of the recent consultation in respect to the implementation of changes to the waiting restrictions and parking places in the vicinity of Tenterden Town Hall, High Street, Tenterden in order to accommodate the agreed implementation of a forecourt area as part of the Tenterden Improved works. In addition the proposed traffic order amendment contains a number of additional minor amendments to restrictions relating to the High Street parking bays utilised by the Friday Street Market.

Key Decision: YES

Affected Wards: Tenterden South & Tenterden North

Recommendations: **Subject to the views of the Board I proposed that:-**

- 1. The amendments to the waiting restrictions & parking places be implemented as proposed.**
- 2. The Kent County Council (various Roads, Borough of Ashford) (Waiting Restrictions and Street Parking Places) (Amendment 15) Order 2007 Road Traffic Regulation Act 1984 be sealed.**

Financial Implications: The budget for the capital works for these proposed schemes is available through the Tenterden Improved project based on current estimates.

Other Material Implications: None

Background Papers: Tenterden Improved – Town Hall Forecourt Improvements report to & minutes of JTB on 1st September 2009.

Contacts: ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

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Purpose of the Report

1. This report provides an analysis of the statutory consultation carried out on the changes to waiting restrictions and parking places proposed to accommodate the installation of a forecourt area outside Tenterden Town Hall as recommended by this Board on 1st September 2009 (Minute No. 191 refers).

Issue to be Decided

2. As set out in the recommendations of this report, the Board is asked to approve the making of the Traffic Regulation Order and implementation of the changes to the parking and waiting restrictions in High Street, Tenterden.

Background

3. In July 2009 Tenterden Improved held a public consultation at Tenterden Town Hall on a number of proposals including the installation of a forecourt area outside the Town Hall. The public were offered 2 options, the first (and preferred option) consisted of a forecourt area spanning all 8 of the existing parking bays outside the town hall while the second option consisted of a smaller forecourt area spanning 5 of the existing parking bays.
4. 92% of the 98 individuals who made written comment on the proposals were in favour of a forecourt area and of these 85% were in support of option 1. The Joint Transportation Board therefore subsequently recommended the approval of the scheme for implementation and the authority be delegated to Officers to take the necessary amendment to the waiting and parking places restrictions to statutory consultation (Minute No. 191).

The Proposals

5. In line with the proposals taken to the September meeting of the Joint Transportation Board, the proposed traffic order amendment removes 8 x 1 hour limited waiting bays from outside the Town Hall (where the forecourt is to be installed) and installs 3 x 1 hour limited waiting bays in a parking area to be created outside W H Smiths / Clinton Cards.
6. In addition the opportunity has been taken to correct an outstanding administrative error relating to the suspension of those bays used by Tenterden Street Market on Fridays between 6am – 10am (this period allows traders the opportunity to set up their pitch).

Consultation

7. A formal public consultation on the proposals was held between 15th October '09 and 5th November '09. A letter and plan detailing the proposals, where to obtain further information, and how to make a representation was sent to 91 businesses and residences within the affected area. In addition the statutory notice was printed in the local paper and copies erected at the locations at which the changes were proposed. Deposit documents were placed at Tenterden Gateway, the Civic Centre, Invicta House and were made available in electronic format on the Council's website.
8. A total of 2 objections were received (one consisting of 4 comments/suggestions, and the other of a single comment). The first objection related to concerns over the loss of parking and the second concerned the perceived impact of the proposed bays on traffic congestion. Full responses to the points raised can be found in the appendix.

Conclusion

9. It is the view of Officers that the objections raised in the 2 received representations have been fully addressed within the attached appendix and it is therefore proposed that Members set aside these objections and approve the recommendations included in this report.

Portfolio Holder's Views

10. The Portfolio Holder has confirmed that he supports the recommendations in this report.

Contact: Ray Wilkinson (01233) 330299

Email: ray.wilkinson@ashford.gov.uk

Appendix 1

Comments Received During the Formal Consultation Period

Comment	Representation	Response
Due to the proposed loss of 5 parking bays, believe that the scheme should be postponed until an additional town centre car park be made available	Am15/01	The amount of available spare capacity in Tenterden town centre was thoroughly investigated as part of the Tenterden & St Michaels Parking Review. As part of this work a survey was conducted in July 2007 which found that even during the period of peak demand (11am) there remained 155 empty car park spaces within the town centre car parks. There would therefore appear to be little argument that the removal of 5 bays would result in a parking deficit within the town centre area.
As an interim measure (i.e. until such time as an additional car park becomes available) parking could be allowed to take place along the full length of the High Street with the relocation of the bus stop on the southern side o/s Lemon Tree Restaurant and the pedestrian crossing – both to the Highbury Lane area.	Am15/01	As discussed above, there is no evidence that the proposals will result in a parking deficit within the town. Furthermore as part of the work carried out in 2007 under Tenterden & St Michaels Parking Review, the use of road space within Tenterden town centre was reviewed with reference to the needs of the various competing user groups and such changes as were considered necessary were subsequently implemented in July 2009. In respect to the specific points raised, relocation of the bus stop and pedestrian crossing would not be feasible – both play an important role in aiding accessibility to the town centre area and are therefore location sensitive. The bus stop is located in order to offer users a choice of which end of the town centre they wish to alight/depart (an

		additional stop is already located adjacent to the Highbury Lane junction).
The Coach Park in Station Road should be converted to car parking and the coaches moved to the Kent & Sussex Railway site	Am15/01	In spring 2009 work was completed (as part of the Tenterden Improved works) on improvements to the Coach Park in order to help encourage coach trippers to visit Tenterden. Coach trippers, particularly during the summer months, make an important contribution to the town's economy. During the winter season when coach parking demand is lower, part of the Coach Park is opened up to car parking to optimise use of the space. Furthermore it should be noted that although Kent & Sussex Railway have been approached in the past in respect to the use of their site for coach parking (as a permanent arrangement rather than the temporary one during the improvement works), they have stated that they would not be interested.
Tenterden Market should be relocated to an off-street location to remove the additional pressure on parking spaces on a Friday.	Am15/01	Although Tenterden Market was originally held in Station Road West (Museum) car park, it was moved to its current location following requests from traders. It was found that due to the relatively small size of the market it was better suited to complementing the town centre shopping amenity rather than acting as an attraction in its own right – as such the Station Road location was too remote from the main shopping hub. It should be noted that this past relocation did not affect the market's impact on parking capacity within the town – simply moving from an off-street parking location to an on-street parking location. Although alternative locations have been investigated, a suitable off-

		street location within sufficient proximity has not been found.
Object to the proposed parking o/s W H Smith/Clinton Cards because it will aggravate already bad congestion around the junction.	Am15/02	The proposed bays (the location of which has already been approved as part of the Town Hall Scheme submitted to JTB on 9 th September 2009 - minute No. 191 refers) are proposed to be located outside the carriageway (in what is currently a pavement area) and orientated parallel to the highway in order to minimise impact on traffic flows.