

**To:** Maidstone Joint Transportation Board  
**By:** Tim Read, Head of Transportation  
**Date:** 18<sup>th</sup> July 2012  
**Subject:** Tudor Avenue, Maidstone – Parking Restrictions  
**Classification:** For Decision

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**Summary:** The purpose of this report is to provide members with updated results of the Tudor Avenue parking proposal consultation and ask Members to decide whether to implement the proposals.

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## **1. Background**

Residents of Tudor Avenue and the surrounding roads have been campaigning for the installation of parking restrictions to eradicate commuter parking together with trying to improve highway safety over the length of Tudor Avenue. Historically residents have been in discussions with Maidstone Borough Council (MBC) Parking Services to try to resolve parking issues. Maidstone Borough Council discussed the issues at length with residents clearly explaining where the parking responsibility lies between MBC and Kent County Council (KCC).

Maidstone Borough Council subsequently discussed the safety aspect of the proposals with Kent County Council with the view for KCC to implement any restrictions should they be deemed safety critical. The safety concerns consisted of blind bends and the possibility of collisions due to passing parked vehicles on the opposite side of the road.

Mr Chittenden has been approached from residents to seek whether he supports their request for parking restrictions, after much research and discussions between Mr Chittenden and residents; he supports their concerns and is willing to fund the proposals from his Member Highway Fund budget.

Tudor Avenue is a distributor road on the urban edge of Maidstone Town Centre. The route is residential on both sides of the road consisting of private driveways over the 400m length.

## 2. Proposals

A public notice of intention to implement parking restrictions on Tudor Avenue was published in March 2012. The notice requested comments and objections be made to the Highway Authority by 23<sup>rd</sup> April 2012 for consideration.

The proposals consist of Double Yellow Lines (DYL) on Tudor Avenue in the vicinity of its junctions with Park Avenue, Norman Close and Sittingbourne Road.

The remainder of the road is to be subject to Single Yellow Line restricting parking between the hours of 11am – 1pm Mon to Saturday

Details of these proposals can be seen in the drawings attached to Appendix 1 of this report.

The reasons stated for the restrictions were as follows:-

- 1) Drivers park inconsiderately and obstructively in the roads, this has led to frequent access issues for residents and emergency service vehicles. By stopping the parking on both sides of the roads it will provide better access into the roads and hopefully reduce damage to property caused by drivers trying to pass inconsiderately parked vehicles.

## 3. Results of the Consultation

Notices were erected on-site identifying the proposals asking for comments during the consultation period.

### Summary of Results

	<b>Support</b>	<b>Object</b>
<b>Proposed Parking Restrictions</b>	50	3
<b>Total</b>	50	3

The results provided show the overall results of the consultation showing that 50 supported the proposal and 3 objected to the proposal. The main reasons given for supporting the proposals were the improvement of highway safety on Tudor Avenue. The main reasons given for objecting was due to the potential increase in vehicular speed due to no parked vehicles acting as a natural traffic calming feature.

#### **4. Discussion**

As there have not been any recorded personal injury crashes at this location in the last three years the Highway Authority can not state that the proposals will statistically improve road safety in the area.

The environmental impact of installing parking restrictions will result in additional signs being installed on Tudor Avenue stating the times of the restrictions. This will result in approximately 8 additional signs installed on Tudor Avenue together with different forms of yellow lines on its entire length.

Installation of parking restrictions can increase the vehicular speed of vehicles using the lane. Mr Chittenden is very aware of the carriageway layout and does not want to install Double Yellow Lines on the entire length of Tudor Avenue because of the safety implications. He does want to eradicate commuter parking on the road together with allowing an ease of access onto Tudor Avenue for residents.

#### **5. Conclusion**

The purpose of this report is to provide members with results of the Tudor Avenue consultation. Members are therefore asked to decide whether to implement the proposed parking restrictions on Tudor Avenue based on the consultation responses.

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**Appendices:** Drawings of Proposals

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**Appendix 1 – Drawings of Proposals**