

**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 8B TONBRIDGE**

**1.1 Summary**

**This report relates to an alteration to parking restrictions within the D2 area of Tonbridge that had been recently introduced as part of Phase 8 of the Parking Action Plan.**

**1.2 Introduction**

- 1.2.1 The Barden Road area of Tonbridge has had a residents' permit parking area for a number of years, introduced to deter the high level of commuter and town centre workers who were parking all day in the residential streets, reducing the already limited parking capacity.
- 1.2.2 The roads at the eastern end of the area have the worst parking problems – due to a number of reasons; the proximity to the town centre, the narrow road widths and the style of properties (narrow terraced houses).
- 1.2.3 The roads in the central part have lesser problems – the roads are wider, as are the properties (so there is more kerb space per property).
- 1.2.4 The roads at the far end of the area tend to have few parking issues, with spaces often available – due to the reduced level of development, the wider road widths and more properties having off-street parking.
- 1.2.5 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 the subdivision of the existing Zone D permit parking area of Tonbridge in to two separate parking areas (D1 and D2), and the extension of the permit restriction times.
- 1.2.6 The extension of the permit restriction times has been beneficial in deterring non-resident parking, but there has been significant demand from residents to review the decision to make parking areas D1 and D2 two discrete zones.

### 1.3 Proposal to change D2 permit parking areas to D1 & D2 permit parking areas

- 1.3.1 To address these concerns about the operation of zones D1 & D2 and about permit oversubscription in the D1 area, where demand from residents exceeds the number of permit spaces available the local Councillors, Cllr Bolt and Cllr Cure asked that we urgently review the operation of the scheme and suggested that the permit spaces in the D2 area be available to permit holders from both D1 and D2.
- 1.3.2 To this end the Council has proposed an alteration to the permit parking spaces in the D2 area to allow D1 permits.
- 1.3.3 Formal consultation was undertaken from 4<sup>th</sup> to 29<sup>th</sup> August 2017 and the responses received were as follows;

Response	Percentage
641 properties were consulted	
150 properties responded	
95 were in favour of the changes	63.3 % in favour
47 objected to the changes	31.3% against
8 expressed no firm opinion	5.4% no view
5 letters were returned as undelivered by Royal Mail	

These responses have been further analysed, and can be disaggregated into the respective roads and existing parking area, as shown in **Annex 1**.

Details of the responses are included in **Annex 2**.

### 1.4 Analysis

- 1.4.1 In general the responses show that the residents who live in roads within the D1 area are supportive of the proposal, whilst those living in the D2 area are against them.

However, the level of response needs to be taken in to consideration – generally there was a higher percentage response from the roads in the D1 area than the roads in the D2 area.

This suggests that the residents of D1 want the change more than the residents of D2 don't want the change.

### 1.5 Other comments

- 1.5.1 There were a number of other comments received during the consultation – these are listed in **Annex 3**.

## **1.6 Next Steps - Implementation**

1.6.1 Any change that the Board decide to implement would be introduced during autumn of 2017.

## **1.7 Equality Impact Assessment**

1.7.1 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.

## **1.8 Legal Implications**

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

## **1.9 Financial and Value for Money Considerations**

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

## **1.10 Risk Assessment**

1.10.1 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.

1.10.2 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.

## **1.11 Policy Considerations**

1.11.1 Asset Management

1.11.2 Communications

1.11.3 Community

1.11.4 Customer Contact

## **1.12 Recommendations**

1.12.1 It is RECOMMENDED that:-

- i) the objections are noted and set aside and that the proposed change to the D2 permit parking area is implemented.

- ii) the changes in line with the above recommendations are made to the draft Amendment 14 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:

contact: Andy Bracey  
Parking Manager

Annex 1 – Analysis of consultation responses

Annex 2 – Redacted consultation responses

Annex 3 – Other comments

Robert Styles

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