

Annex 2 On-Street Parking Tariff Change – Formal Consultation Responses – Points raised

Points raised	Tally	Response
Support the principle of escalating charges	37	Escalating charges may help households who use a larger proportion of the roadspace than others to recognise the impact they have on their neighbourhood.
Residents of Medway Wharf Road, Walters Farm Road and Botany new developments would like to join the neighbouring permit parking scheme	35	It is not possible for the new developments to join exiting permit parking schemes - the properties are not resident (or near) the permit parking roads. Other options to address this issue including the potential of a season ticket for residents are being explored.
It is an extra expense that people cannot afford in the current financial climate	20	The price increase was considered appropriate by the Council taking into account comparisons with other local authorities and to cover the costs of the Parking Service and the higher maintenance and patrolling requirements of permit parking areas. The proposed increase was scheduled for last year, but has been set back by 12 months due to the Covid-19 pandemic.
Increased charges should apply to the second car onwards, not the third.	18	Comments noted, but felt proposal maintains a balanced approach to parking permit provision.
Escalating prices penalise those households with more people living in them and more cars	16	Escalating charges may help households who use a larger proportion of the roadspace than others to recognise the impact they have on their neighbourhood.
Parking pressures have increased but parking opportunities have reduced	13	Car ownership is increasing across the country, but parking opportunities in residential areas cannot keep pace - this means that parking is becoming more of a premium.
The price of permits has already increased by £10 with the removal of free visitor permits	12	Free visitor parking permits are offered with new applications, but three years ago it was decided to remove the offer of free permits with renewals.
Residents area restrictions should be extended or 24/7 due to parking pressures	12	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Objection because Ashby's Point and surrounding developments are not allowed permits	12	It is not possible for the new developments to join exiting permit parking schemes - the properties are not resident (or near) the permit parking roads. Other options to address this issue including the potential of a season ticket for residents are being explored.
Residents ought to be allowed reduced rate car park season tickets	10	This is currently being explored.

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Increased patrols needed	9	We aim to cover as much area as possible with the resources available, and the online permit system enables better enforcement.
Business permits in residential areas should be restricted or cost more	8	The number of business permits in residential areas is low, but we have to recognize that there are some businesses that are established in commercial properties that are sited in residential streets - many have been at their premises for some time and provide a benefit to the community - and that they may rely on vehicles for the effective operation of their businesses.
Prices for second and third cars should be higher	8	Comments noted.
Comparing parking charges against others leads to a constant upward spiral - TMBC should be considered independently	7	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
The price increase is too much / I object to having to pay more / I see no reason to increase the permit prices - it is not warranted	7	The price increase was considered appropriate by the Council to cover the costs of the Parking Service and the higher maintenance and patrolling requirements of permit parking areas. The proposed increase was scheduled for last year, but has been set back by 12 months due to the Covid-19 pandemic. Resident permit prices have not increased in the last 5 years.
It is unfair that commercial vehicles pay the same as cars, even though they take more space	7	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Support for reduction in price for carers	6	It is recognized that carers provide a valuable support to residents.
TMBC should not raise prices to match other areas.	5	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
It is unfair to charge for on-street parking at all	5	There are additional costs to the Council for running permit parking schemes - more lining, more signs, a higher level of patrolling and back-office systems that all need to be funded.
Prices should not rise whilst there are already difficulties in finding a space	4	Parking pressures in residential areas are an indication that some form of parking control is needed.
This just another way of the Council raising money	4	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.

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Commercial vehicles should not be allowed to park in on-street residents parking bays	4	There needs to be recognition of the way people live and work - if someone brings a work van home at the end to a work day it may be replacing the need for another vehicle for travel to work. However, we recognise that this may not be the case in all situations. Unfortunately it is difficult to "filter-out" some types of commercial vehicle as they are legally the equivalent of cars.
There are too many cars and vans parking on-street	4	There needs to be recognition of the way people live and work - if someone brings a work van home at the end to a work day it may be replacing the need for another vehicle for travel to work. However, we recognise that this may not be the case in all situations. Unfortunately it is difficult to "filter-out" some types of commercial vehicle as they are legally the equivalent of cars.
Permits should be limited to 2 per household	4	We are not looking to impose limits on how many permits a household can have, but to make the households themselves recognize the impact they are having on their neighbourhood, and to consider alternative arrangements.
Permit parking restriction times should be all day	3	Initially the consultations that preceded the main permit parking schemes proposed longer time restrictions, but the consultation responses led to shorter restrictions to reduce residents and visitor needs for permits. However, there are a number of requests to extend permit parking restrictions to cover longer periods and where this has been done the schemes seem to operate more effectively.
The charge for the first car should remain unchanged	3	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
When there is no guarantee of a space it seems unreasonable to increase permit prices	3	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
The restrictions in Griggs Way are new, and to raise the price so soon is unfair.	3	The price of resident parking permits is set across the Borough. The price change was originally to be proposed before the restrictions in Griggs Way were introduced, but the price change was delayed by 12 months due to the Covid-19 pandemic.
There should be restrictions on the number of permits given out	2	Parking permits have never been intended to ration parking, so there is no upper limit on the number of permits a resident can buy, nor are there limits on the number of cars a resident can own - but the escalating permit price may introduce pressure on those with multiple cars to recognize the impact they have on their neighbourhood and prevent further proliferation.

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Charging for parking permits penalises those without driveways	2	This is already a factor of property prices as properties with off-street parking facilities tend to be priced higher than similar properties without parking.
Car park season ticket prices should be lowered for residents	2	This is currently being explored.
KCC have wasted money on alterations to Quarry Hill Road and bike routes	2	This would be an issue to raise with KCC as the Highway Authority rather than the Borough Council as this would be their remit.
KCC have refused to improve road safety	2	This would be an issue to raise with KCC as the Highway Authority rather than the Borough Council as this would be their remit.
Discounts for low emission vehicles / Higher rates for higher emissions	2	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Meadow Lawn roads should be residents parking only	2	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Permit parking areas should cover more of the town	2	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Parking bays should be divided in to individual bays	2	Whilst it may seem practical, subdividing bays in to spaces actually reduces parking capacity, as spaces have to be provided to cater for larger cars rather than the average size.
The proposed charges seem proportionate and fair	2	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
Don't allow more properties to be built in areas without adequate parking	2	The Council's Planning Team look at all planning applications and follow the national planning requirements.
General unstated objection	2	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
The last price hike was unannounced, as was the withdrawal of free visitor permits	1	All previous changes have been through the same public consultation processes. The last permit price rise was five years ago and the withdrawal of free visitor permits with renewals was three years ago.
There should be checks on businesses that are running from residential properties	1	Business permit applications include checks on their location. However, where there are breaches of planning conditions associated with property classifications, they are reported to the Planning Enforcement team.
Some visitor permits should be included	1	Free visitor parking permits are offered with new applications, but three years ago it was decided to remove the offer of free permits with renewals.

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TMBC have not responded well to the virus - the offices are closed, but Tesco stayed open This makes it difficult to renew permits	1	In line with the Council's Digital Agenda, we have an online system that allows residents to manage and renew parking permits and season tickets from home, at any time rather than have to make journeys in to Council offices. This is particularly relevant in the current Covid-19 pandemic.
Residents should be able to buy visitor permits from the Castle	1	In line with the Council's Digital Agenda, we have an online system that allows residents to manage and renew parking permits and season tickets from home, at any time rather than have to make journeys in to Council offices. This is particularly relevant in the current Covid-19 pandemic.
Zone M should have a second restriction time in the afternoon	1	Initially the consultations that preceded the main permit parking schemes proposed longer time restrictions, but the consultation responses led to shorter restrictions to reduce residents and visitor needs for permits. However, there are a number of requests to extend permit parking restrictions to cover longer periods and where this has been done the schemes seem to operate more effectively.
Parking in Barden Road is more difficult due to the station bike storage works and recent fire	1	It is hoped that the parking arrangements in Barden Road can become more stable as the situation resolves.
Parking should be allocated to particular houses	1	Parking on the public highway cannot be allocated in this way.
Parking charges should be abolished as there is nowhere to park where I live	1	Parking pressures in residential areas are an indication that some form of parking control is needed.
Prevent pavement parking	1	Pavement parking (where there are no restrictions in place) is currently only enforceable by the Police, though this is under review at a national level.
Each permit area should be considered separately	1	Permit prices are set uniformly across the Borough.
An escalating price is unfair to those who have more cars but only park one on-street, though vary which vehicle it is	1	Permits can be swapped between vehicles by changing which vehicle is "active" on the online system.
Charge non-residents who park in the roads	1	Some permit parking schemes have elements of limited waiting or uncontrolled parking periods to allow non-resident parking - this was requested when the schemes were set-up as residents wished for easy access for their visitors.
The prices are too high - other parts of Tonbridge park for free	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for at least three years. The Council feels that the increase is proportionate and appropriate.

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Money from permits is not well used as there are potholes in my road	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for at least three years. The Council feels that the increase is proportionate and appropriate. Highway maintenance issues such as potholes are the responsibility of Kent County Council as they are the Highway Authority, rather than the Borough Council.
No improvement in service for the increase	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
We had a large increase in price last year	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
The %age price rise for residents is a higher rate than for businesses which is unfair	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
An 11% increase is too big and is just being used as a cash-cow for the Council	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
Permit charges are too low - they should be a deterrent	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
If permits are to stop commuters you should not have to pay where you live	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
There is no proposed increase in service level	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
Work vehicles (commercial vehicles) should be given dispensations to park in public car parks as its free to park after 6pm anyway	1	The facility to park overnight at no charge is already available in the car parks but few choose to do so, favouring the convenience of nearby on-street parking.
Swan Street (West Malling) should be residents only	1	The parking arrangements in Swan Street in West Malling were reviewed approximately 4 years ago and there was a wish to maintain some short-stay parking for the local businesses.

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Money from permits should go to green travel initiatives, electric charging points and improvements to bus services	1	The price increase was considered appropriate by the Council to cover the costs of the Parking Service and the higher maintenance and patrolling requirements of permit parking areas. The proposed increase was scheduled for last year, but has been set back by 12 months due to the Covid-19 pandemic.
Parking in the West Malling business car park (Ryarsh Lane) should be available to residents as well until businesses go back to work	1	The Ryarsh Lane car park is a permit holder car park and we have pressure to increase the number of permits issued.
Less restrictions on Saturdays	1	The timing of permit restrictions is difficult and it is likely that we will not be able to please everyone as we have conflicting requests for longer restriction times with more enforcement, and calls for restrictions to be less invasive.
The rate for businesses needs to be controlled when they have been through so much this year	1	There have been a number of calls for business parking permit prices to increase or the permits to be removed altogether. We recognise the need to have some facility for local businesses and are retaining the permits but at an increased price.
Issue 10 free visitor permits with each permit	1	These are still offered with new permits, but the Council decided to withdraw free visitor permits with renewals three years ago.
School families should be within walking distance of the local schools	1	This is a matter outside the Borough Council's remit as it is linked to KCC as the Education Authority and the schools respective admission policies.
Slade residents should be allowed to park in the cars parks for free	1	This is not a facility that we can extend to residents.
You (KCC) will not install a speed camera to enforce the 20mph limit	1	This would be an issue to raise with KCC as the Highway Authority rather than the Borough Council as this would be their remit.
Prices should be on the amount of space vehicles take, not per household	1	Unfortunately this is not practical to administer as we do not have vehicle lengths available.
Visitor permits should be available online	1	Visitor permits are already available to residents online.
Overnight parking on double yellow lines is an issue	1	We aim to carry out as much enforcement as our patrolling resources allow.
Vehicles should display where the owner lives in relation to the vehicle	1	We are unable to do this as it would present a number of concerns about personal safety and security.
Concessions should apply to residents in older properties without any allocated parking	1	We cannot offer this, however this is already a factor of property prices as properties with off-street parking facilities tend to be priced higher than similar properties without parking.

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Larger properties with off-street parking should pay more	1	We cannot provide this, however larger properties tend to be accompanied by off-street parking provision, with smaller properties less well catered for and have to rely on on-road parking.
Parking spaces should not be under trees	1	We have constant calls to provide more parking, and some of the available parking places are under trees. We are not looking to prevent parking where it is safe to do so, or to remove trees to facilitate more parking.
Residents with off street parking should not be allowed permits	1	We hope that the introduction of escalating prices will encourage more use of off-street parking facilities.
There should be incentives to those with hybrid and electric vehicles	1	We will investigate whether this would be feasible as an alteration to the existing arrangements, but parking electric vehicles on-street is problematic as it can require trailing cables for recharging which can cause a hazard.
Zone N should be split in to two zones	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Motorbikes should have cheaper permits	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Zone M should be split in to two zones	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Make more residents parking in Avebury Avenue	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Lansdowne Road should be residents parking only	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Its our right to park outside our houses	1	Whilst many may wish it, there is no right for a resident to park outside their own property on the public highway.
Permit restrictions in Lodge Oak Lane are unnecessary	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Business permit price increases are disappointing	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
First 2 permits should be free and pay more for additional permits	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.

Points raised	Tally	Response
Business permits for people working in resident areas should be the same as resident permit prices	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.