

Annex 3 On-Street Parking Tariff Change – Consultation responses (redacted)

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1052	Yes	The permit it still fairly priced and I applaud your attempt to manage demand for the limited parking spaces	Yes	
1053	Yes	I support the principle, but the manner in which this is to be implemented will have little, if any, effect on reducing the parking problem - if that's the aim. I would suggest the following charging scheme for residents: first vehicle = £50/yr; second vehicle=£150yr; three or more £300/yr each. For businesses I would suggest £250/yr where space permits. In my view, this is the only way to effectively manage this. People need to be 'encouraged' to reduce the number of vehicles. I would also add that more council car parks should be available for use with a yearly purchased permit- for example, the car park in Waterloo Road would reduce local on-street parking congestion if residents were able to use this - a significant number of local residents do not have the luxury of a drive or garage. Many thanks for the opportunity to comment.	Yes	
1054	Yes	In support	Yes	
1055	Yes	Object because I think we should pay more! I don't think a £5 increase is going to make any difference to parking on the road. You are proposing £45 a year for a first car, I would happily pay three or four times that amount if it meant we had a smaller parking permit zone and I know others on my road feel the same. Also I feel that the increase should be much higher for a second car. Parking on our road needs to be improved but I think the council could find better ways to tackle it.	No	
1056	Yes	I think it right that people who 2 cars and use up a disproportionately amount of on street parking, making it harder for others to park, should pay more.	Yes	
1057	Yes	I think it's unfair that large vans owned by neighbours pay the same as I do with a hatchback as sometimes they take up 2 or even 3 spaces depending on where they park.	No	

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1058	Yes	<p>1. The increasing cost for 3rd/4th cars is a great idea</p> <p>2. Zone M is very big and we suffer from people in the upper reaches driving down to St Mary's Road / Woodfield Road and parking to shorten the journey to the station. Can zone M be divided to ensure parking is for local residents only?</p> <p>3. In an effort to improve environmental issues, can I suggest that discounts are given for low emission vehicles, or, conversely, high rates for high emission vehicles.</p>	Yes	
1059	Yes	I think it is fair for people to pay extra for additional cars as the spaces on the road are limited. The increased fee is also fair.	Yes	
1060	Yes	You state that you have not increased the on-street parking charges since 2016 but the parking permit scheme was not live in my area until this year so I think it is very unfair for us to have an increase to the price so soon after the introduction of the scheme.	No	
1061	Yes	<p>Not strictly true there has been no increase as you have removed the ten free visitors permits, so effectively that's a ten pounds increase.</p> <p>Also my area is I think poorly policed and, on many occasions,, I've been unable to find a space Not just outside my home or in my road but in the Slade area.</p> <p>Who would pay for more for a service that is not delivered, perhaps our area could have free access to the nearby car parks for free.</p>	No	

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1062	Yes	<p>I feel the primary purpose of the parking permit scheme had been lost. Being a resident since its inception I know the frustration of commuters from outside the area leaving their cars all day stopping residents parking.</p> <p>In 2006 since I first had to pay for a permit it was £15 to cover the administration. It has since grown quickly, initially justified by including visitors permits, then taking them away.</p> <p>The residents parking permit should be £20 per year and not include visitors permits.</p> <p>The visitors permits are also extortionate, at £12 for 10 that gives an hour each it is the equivalent of parking in a town centre car park.</p> <p>There is an inconsistent approach to the times a permit is required in my zone too, some including Saturdays and some including an afternoon hour.</p> <p>These decisions are being made by people that the permits don't affect and clueless about the impacts of these decisions, as proven by the disgusting, patronising, and condescending response from Andy Edwards to a genuine operational failing of the online visitors permit scheme.</p> <p>It is being treated as an income generator when it should just be for administration.</p>	No	
1063	Yes	<p>I think you could leave it at least another year to increase the prices. Especially after the year everyone has had with Covid-19.</p> <p>People have been out of work and furloughed, maybe not everyone will be able to afford it I know it's only £5 but there are more important bills people have to pay then paying extra for a parking permit and we DON'T even get the free visitors permits now when we re new them.</p>	No	
1064	Yes	<p>Whilst in principle I agree with the charges - in the Barden area, spaces are at a significant premium. To that end I would ask you to consider not allowing any commercial vehicles to park on-street, so as to prioritise families that need spaces. There is ample overnight parking in the council run car parks that could be utilised by commercial vehicles. Families are having to resort to parking on double yellow lines due to a lack of available spaces - removing commercial vehicles from the equation would ease this a little.</p>	Yes	

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1065	Yes	<p>The parking charge was introduced to stop the commuters from parking in residential streets in close proximity to the station. This doesn't seem the case now as it has continued to go up year on year and then taking away the visitor permits instead of an increase. If it is just to stop the commuters as first said then all you should have to do is prove where you live not pay extra to live there and as for it going up the more cars you have at your property this is discrimination for having more than 2 cars in your household. I have a car to travel to and from work as does my partner and my daughter who is only 18 and still lives with us has a car too for work and Uni.</p> <p>If you need to earn extra money as a council why not permit the whole of Tonbridge not just those who chose to live close to amenities!! Its just another form of tax!! :(</p> <p>Very unhappy with the proposal!!!</p>	No	
1066	Yes	<p>As all resident parking payments and applications are now online I do not see why fees should be increased as the system will be costing less in administration charges. Instead of increasing costs for car owners it would be helpful if charges were only increased for residents who own large cars, vans, or lorries for which they pay the same as for cars but often take up two parking spaces. Resident parking should be for private cars and not commercial vehicles.</p>	No	

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1067	Yes	<p>I strongly object to parking permit increases due to the fact St Mary's Road only has a one hour restriction from 9:30am until 10:30am.</p> <p>This allows non residents to park here after the restriction ends often all day and is causing residents to park nowhere near their houses and on different roads.</p> <p>The main problem is staff from the police station are parking on this road from 12pm and parking here all day until the early hours of the following morning.</p> <p>I believe this is due to the fact that police officers have been moved from Tunbridge wells and Maidstone stations to Tonbridge and they simply do not have enough parking so they choose to park on our road and take up all the free spaces.</p> <p>When St Mary's Road is brought into line with other roads near the town and has a dual restriction then I would be willing to pay a small increase but at this moment in time the permit is not satisfactory for the residents on this road and is just another waste of our money.</p> <p>I also believe it is very unfair to charge residents that only have a morning restriction the same as a road that has a morning and an afternoon restriction.</p> <p>Thank you</p>	No	
1068	Yes	<p>Though I support the idea of higher charges for additional permits within the same household, I feel the decision to do away with a visible sticker to place in the car makes enforcement of parking restrictions more difficult. Without a sticker, it is very easy for non-permit holders to park for long periods, safe in the knowledge that they can't be challenged by local residents and that the chances of getting a ticket are fairly low, so probably worth the risk for them. I have been told that this is to save paper, but the amount of paper required even for the whole borough would be very small in the grand scheme of things.</p>	Yes	
1069	Yes	<p>The increase is ridiculous, you can never park along the road anyway. The lay-bys are always full. The only way you will control the parking is if you change the times to 24 hours a day permit holders only. You would then make more money as Residents would always require visitor permits. Also the increase for a third or fourth car is just an outrage. With the current economic state due to COVID-19 some family members have had to source jobs outside of the area, resulting in requiring more than two vehicles in that household. Surely after the year this has been this is not the time to hit the community with furthermore costs and outgoings.</p>	No	

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1070	Yes	The residents of D1 parking zone do not have the choice to park anywhere else but on street, in most cases. Most residents could not afford to move to houses with off street parking, and it is very unfair to target, what is, not an affluent area, just because historically houses were built close to the town centre, by increasing park permit prices. For families with adult children living at home, who can't afford to move elsewhere, they should not have to pay £90 or more per year to park their vehicle on the street. The loss of 10 visitor parking vouchers being included in a residents parking permit has in effect put up the price of annual parking already, so to say parking charges have not increased is not true. For all of these reasons I object to increases in the price of residents parking permits. I do welcome the price increases for commercial parking permits though as they are very cheap at only a few pounds per week for a commercial business.	No	
1071	Yes	I think this seems reasonable given previous charges and the increasing number of multi family cars. I particularly support the reduced permit charges for carers I would note that although you have not increased the parking charges for some time the removal of the visitors permits when purchasing an annual permit is an indirect charge so I do feel you could have made this a more accurate statement	Yes	
1072	Yes	I object to the price being increased, as I now have to pay for visitors permits, which means we have to plan in advance when we have visitors, or not have visitors to the house due to no parking being available when the parking is free. The roads are already too busy with cars parking. The numbers of permits per house should be capped at 2. Most evenings there are no parking spaces available in zone b1 or b2, and therefore people are parking by Haysden when they live near the station. For a woman walking on their own this is not a safe walk. It is also not acceptable to expect residents who have paid for permits to park in sainsburys, and if before 6pm pay to park. There is no off street parking available. I agree with carers passes being reduced in price, as these are also used by the district nurses who provide an amazing service to the community.	No	

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1073	Yes	<p>1. There is no 'alternative off street parking' available.</p> <p>2. Our Household comprises of 3 adults who all have to commute to areas where there is no suitable public transport.</p> <p>3. When we first moved to Tonbridge the residents permit was £7 per year it comprised 10 visitor permits and a year long permit, and an annual reminder. The visitor permits were not free, they were part of the cost. The cost has not risen incrementally but in big % rises, with visitor permits being retrospectively being called free and a bonus, they were not, they were part of 'package'. The visitor permits have been removed recently from the package. So the fee has already recently been hiked up.</p> <p>4. We anticipate that our sons will need to live at home for many years to come as they will not be able to afford homes of their own, it is inequitable to charge one fee for car 1 & 2 and then exponentially increase the fee for a 3rd car.</p> <p>5. Does the council wish to push the remaining owners of front gardens in Lavender Hill to dig up the front gardens and squeeze a car onto the insufficient space and thus 'bag' the adjacent 'drop kerb' space. This is just so unsightly and detrimental to preservation of green space in the road.</p> <p>6. This proposal just seems purely a way of squeezing money out of residents who do not own the far more costly properties in the borough with drives and off street parking.</p>	No	
1074	Yes	I broadly support the premise of the suggestion as parking is an issue and should be limited to 2 permanent cars per house (further cars should be charged substantially more) however I feel increasing the first car is not necessary given the economic climate.	Yes	
1075	Yes	I object to the proposal because charging £90 for third vehicle penalises households with grownup children who live at home because they cannot afford to buy or rent a home to move out. Also with this year of Covid money is very scarce and you want to take even more money from our pockets	No	
1076	Yes	The Slade has problem with parking, so any proposal that gets to the root of the issue - that some households have multiple cars - is worth considering. I would very much like though, if monies from parking could be funnelled into getting people out of their cars full stop. Better, safer, cleaner and healthier cycle paths would be key to this in my view.	Yes	
1077	Yes	This will not stop households having 3 cars it is just another way of the council raising money	No	
1078	Yes	No improvement in service. Website over complicated and annoying. Lack of APP	No	

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1079	Yes	We have 2 cars and 1 van supplied by the company for work purposes only. I own a car, our son lives with us and owns a car and my husband has a work van. Why should we have to pay £90 for the 3rd vehicle?	No	
1080	Yes	It maybe a little more difficult to police but for those that do have off-road parking why permit them at all or if you have to why not raise the price more to discourage this. I agree on the tier system for 2+ cars. I would perhaps look at maybe adding more parking spaces especially where not under trees as I spend as much on car washes in the summer as I do my permit! Maybe a slightly bit to advanced but have a system showing where the owner of the permit lives in relation to where they have parked the vehicle, as through no fault of my own I have had to park more than 500 yards from my house due to lack of space.	Yes	
1081	Yes	I feel that the charges for anything more than one car permit per household should be increased substantially. There is not room on Victoria. Streets for more than one car per household. Business permits attached to residential property should also be much higher.	No	
1082	Yes	I have no objection to a small change in price, however I think this needs to be evidenced that it will improve residents ability to park near to their house. My wife and I both work for the NHS and return home late at night to find no parking anywhere on Offham Road - this is a regular occurrence.	Yes	
1083	Yes	We have only had parking permits in place for 2 months, so I do not think it is right or fair to be changing the way the payment system works. I think the current pricing structure already prevents people on our road from parking cars on the road without needing to create tiers. This newly proposed parking system is also unfair for people whose off street parking is limited. It is completely reasonable to have two cars in a household. In other boroughs (Greenwich) households get one free permit and then additional permits come at a cost. This would seem like a more fair system. Also I think that the visitor parking allowance is very poor as you can only have 10 vouchers across the year. This needs to be extended. As someone who has regular childcare support, it is very limiting.	No	
1084	No	Since lockdown and Covid 19 has adversely affected many people's income planning to increase parking charges is an additional and unmerited action. The number of cars regularly parked has decreased (primarily due to reduction in shoppers using our 1+4 hrs bays, meaning pressure on residents parking has reduced by 50% in my visual estimation. Secondly residents who may have travelled for work with a non permitted car are having to park so increasing 2/3rd car penalises these people and multiple person households who generally may be on lower income. If you pursue this policy you should delay it until an assessment can be made at least a year after a return to normal to assess working pattern and not then implemented for 2 yes to allow people adequate time to dispose of or seek alternative arrangements for 2nd or 3rd cars.	No	

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1085	Yes	The parking in the meadow lawn area is crazy every weekend. When you don't need a valid permit to park. Instead of increasing the cost of the permits increase the amount of time you need a permit to park. Then you will sell more permits as those who take the car to work every day will have to buy a permit for the weekend. It will also mean more revenue for the local car parks.	No	
1086	Yes	No issue with a £5 increase for the year. Would this also include a sheet of visitors permits, that seem to have not been mentioned, as in previous years?	Yes	
1087	Yes	The price rise for residents permits is proportionally much higher than for business permits which seems unfair and unjustified. I broadly agree with rising tariffs for additional cars but the proposed tariffs for 3rd and 4th cars seems excessive particularly in areas where there is no option but to park on the road. This appears to disproportionately impact on families in denser housing areas with multiple adult families. I agree that carers permits should be reduced in price.	No	
1088	Yes	Whilst the actual permit charge has not changed as stated, the visitor permit costs have increased from zero to £12 whether you use 1 or 10. If you have one visitor in the year the permit actually cost £52.	No	
1089	Yes	I don't object to the proposal but have noticed in past years that the name and car details of someone who lived with me many years ago was still on the system and I was told it was not possible to remove them. I hope this is no longer the case.	Yes	
1090	Yes	Struggle to park as it is as non residents park in street during the day. If you take away that non residents can't park on the street then I won't mind paying an increase.	No	
1091	Yes	We have one off road parking space and are a household of four adults. At the top end of The Drive where we live, there is always space to park. Whilst I agree with a slight price increase, I do not support the price jump for third to fourth car, it is too much.	No	
1092	Yes	You are correct you did not increase charges to permit but you now charge £12 for visitor permits that have always been free we now pay £52 where before the visitor permits were free so the increase was £12. Now you want to add £5 which makes total £17 increase in two years	No	
1093	Yes	A 11 percent increase is a big sum and to me it seems that the on street parking/ residents permits is just being used as a cash cow for the Council.	No	

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1094	Yes	The Slade area is very difficult for parking, more often than not when I return home from work I have to park illegally and get up before 7.30am to move into a space. There are so many cars that park during the week and before and after the permit time that aren't here at the weekend. This would lead me to believe they aren't residents, but people who have 'acquired' a permit. I have lived here 3 years and had as many parking tickets. If the slade is to be permitted it should be 24/7, then commuters would have to use the car parks AND therefore increase revenue to the council, negating any need for an increase.	No	
1095	Yes	Multiple car households should be penalized for taking up all the parking spaces. As other residents are struggling to park, me included which is frustrating.	Yes	
1096	Yes	The number of families that clog up the road with 2 or 3 vehicles many of which don't move from one end of a week to another are the problems. I believe one car at £40 and then a jump of £150 for the second car and £300 for a third which is in line with a Sevenoaks permit. Also I believe Meadow Lawn roads should be resident parking only to deter people parking around the restricted times and over the weekends to train it to London.	Yes	

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1097	Yes	<p>The Proposed parking increases to parking charges is not in the best interest of residents for parking their cars, the majority of houses at the Vauxhall end of Pembury road do not have anywhere for the “encouraged off road parking” than an the majority of car are parked in the Doctors car park at weekends or in the bottom of Deakin Leas during the week, I for one refuse to be extorted by this increase when:</p> <ul style="list-style-type: none"> • There is an inadequate number of bays in the Vauxhall end of pembury road • KCC have refused to improve the safety of the road and parked cars after twice they have been driven into this year, one causing £4000 in damage to one of our cars • You will not install a speed camera to enforce the 20mph limit • And we are not guaranteed a space in the correct bay zone <p>This is yet another money grabbing scheme to penalise residents after the council and KCC short-sightedly wasted the money back in the summer with alterations to Quarry hill and the bike routes, only to change it back when it didn't work.</p> <p>These changes are basically enforcing residents to pay regardless and with the addition of the new builds and such inadequate off road spaces for them the council are adding to the problem rather than making building companies provide adequate off road spaces for a reasonable number of cars or increasing the road parking to accommodate the increase in houses. I have already tried to get pembury road modified with the help of Frances Hoskins but neither the councillors nor KCC want to know.</p>	No	
1098	Yes	<p>This will not decrease the number of cars people have. We have two cars because we need them, not out of choice. Your suggestion of parting off the street is ludicrous - please let me know where? I would be happy to park somewhere and walk to my house, if fact because people who live in Woodside park in our road I rarely get to park near my house as it is. Just be honest , you need to raise more cash 0- make each permit £50.00 and make it residents only for 8- 10am and 2-4pm - that will create more space as it will stop the off to london for the day and police workers . Issue 10 visitor permits with each resident permit. What you propose will not stop people having cars nobody has a car for the sake of it - ridiculous notion!</p>	No	

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1099	Yes	I feel that increasing the charges isn't fair, particularly as I do not get a guaranteed parking space near my home. There are many times that I have come home from work and had to drive around for as much as half an hour to find a parking space even remotely close to my home. If the increase guaranteed me a parking space close to my home, then I would be happy to pay. We dont have the luxury of off-street parking, and where we live, there are too many cars to fit the number of spaces. It also doesnt help that after 4pm, many cars park along the road, with their drivers going to the train station and catching trains, thus, leaving no parking spaces for the residents. There have been many times where cars have been parked on double yellow lines due to the lack of parking spaces close to their homes, spaces taken up by non residents and commuters without permits. This has become less obvious since the permits in the windscreen have been abolished, however, local residents do know each others cars. If something was done about the non-residents parking their cars and then going to the train station, along with enough parking spaces for the residents, then the increase in the charge would be acceptable.	No	
1100	Yes	I support the permit scheme as a means of deterring non residence (commuters) parking in the street during the day. However I see no reason for the proposed increase of the permit. The permit scheme, although it may address the issue of commuters, does not address residence who have commercial vans parked in the road and who do not purchase any permits whatsoever. This for me is a much bigger issue and is something that should be addressed.	No	
1101	Yes	Having multiple cars on these roads is unfair to others who only have one or two when trying to find parking. I would ask the council to consider putting lines in the bays so that there are actual parking spaces to prevent terrible parking!	Yes	
1102	Yes	Knowing full well the climate we are in, House prices at a all time high, so chance are there are many house holds with the majority of their children still living at home, who own cars, without off road parking, so this is a nice way for you to make so money out of everyone who are already struggling. I doubt you've even looked to see weather you have the infrastructure to accommodate if people are 'encouraged' to go to car parks and be charged a fortune for a season ticket. Let's go over some of the recent changes this Council has made, the High Street, 1st attempt you put the bus stops in the road, so traffic came to a complete standstill every time, so you had to rework that and still is less than ideal with them sticking halfway into the road when stationary, but you have loading bays for lorries that completely move them out the way of traffic, why couldn't you use them also as bus stops as most deliveries are not during rush-hour. Also that mess you made on the A26 by the Shell garage and Waterloo road, what a waste of time and money that was, putting a bus stop in the middle of the road, making it all single lane so again it all came to a standstill. No confidence in this Council or the changes your making, wasting so much money that could have been put to better use.	No	

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1103	Yes	<p>Good morning,</p> <p>I have recently moved into the area and do not have a drive so I have to park in the street.</p> <p>I think this increase is not fair as it is penalising everyone who does not have a drive as I have to pay more for my car to be on the road but if someone has two cars but a drive they only pay for one car.</p> <p>I agree with the sliding scale for if you own one or more cars but the price should stay the same for people without drives and the increase to the £45 if you do and then increase the more cars you have.</p> <p>It's a simple right to be able to park outside your house.</p> <p>With elderly neighbours, how do you accept them to pay the increase or if they can not to park somewhere and walk?</p>	No	
1104	Yes	<p>I object to paying more for a space to park when there are too many cars for amount of spaces! Outside our property are three spaces which invariably are used by people going to the pub. The sign says no parking from 9.30 to 11.30 am. So anyone without a permit can park all day and all night without a permit. Everywhere else around us says 9.30 to 11.30 and 4 to 6pm. Why? Is it because it's outside the pub? People without permits use these spaces to visit the park for the day, to walk to the town and not pay for parking ticket. There is even a lady who drives to park her car there and sits and eats her lunch!! People with huge work vans park there at weekends because they don't need a permit. Meanwhile we have to find spaces some distance from our home. If you insist on increasing charges this parking sign needs to be changed so that it is the same as everyone else's!</p>	No	
1105	Yes	<p>Residents with permits on Swan Street already struggle to park as it is as the council allows free short-stay parking on Swan Street for people coming into the village. It seems ludicrous to charge more for those with 1-2 cars when we already have to park in the local car parks after hours to get a space.</p> <p>The council should not be allowing free short-stay parking to non-residents at all. I am also surprised people can get more than 2 permits per household. It should be capped at 2, considering the demand for spaces is so high.</p>	No	
1106	Yes	<p>Whilst I appreciate that parking charges have to increase and that you wish to try and bring into line with those of Tunbridge Wells etc; I would like to point out that East Malling is mainly a residential area and a village. We do not have a large commercial shopping area and I fail to see why we should have our parking permits raised. I agree that multi car households be charged accordingly as this would hopefully result in the decrease of cars on our roads, but being a sole car user the increase is not warranted.</p>	No	

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1107	Yes	<p>Strongly support the tiered charges for multiple car ownership.</p> <p>The people with two or more cars clogging up our narrow streets should be deterred.</p> <p>I would, however, welcome back the voucher system for guests. It only has to be one or two temporary permits per year. I'm sure you can sort out the administration to allow this. It would be extremely helpful for the occasional visitor.</p> <p>I would also welcome less restrictions on a Saturday while fully support the parking restrictions during the week.</p> <p>Kind regards</p>	Yes	
1108	Yes	<p>I don't understand why I should be penalized further for living in an area that has permits. There is not any off road parking in my area so I don't get any choice but to have a permit. As my children get older and choose to drive the costs get more and more for again living in an area without off road parking. Would it not be better to make the whole of Tonbridge a permit zone and increase your income that way.</p> <p>In a household of 4 adults the permits could cost us £315 per year for a situation we have no control over.</p> <p>What about giving each household 1-2 permits for free each year and then charge more for 3 cars or more?</p> <p>Just another form of council tax.</p>	No	

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1109	Yes	I feel it is rather unfair to increase the prices of parking permits especially as parking wardens do not patrol the residential roads in Borough Green, only the Western Road Car Park. I have paid for a permit every year since the permit came into effect in 2007 and the warden has barely been down my road in all those years. I never get parked in my road or surrounding area and always have to park in the car park while those who do not pay for a permit gets to park in the road with no ramification for not paying for a permit or receiving a penalty charge notice for being parked in the road for more than the allocated time on a daily basis. I also see you are basing the price increase in line with that of Tunbridge Wells Borough Council and Sevenoaks District Council. One, both Tunbridge Wells and Sevenoaks are towns and Borough Green is only a village and secondly wardens are continuously walking around patrolling the residential streets and the car parks in both towns every day. It is, therefore, for those reasons I am objecting to the price increase proposal as I do wonder the need for paying for a permit especially when in a couple of years when you review your prices again you will be looking to charge in excess of £50.00 for the privilege.	No	
1110	Yes	I have one car and often find it extremely difficult to find parking on my street. There are many with drives and off road parking who don't use them and park in the street anyway and others with multiple cars oer household taking up parking space for those who really need it. I think in todays world we have to accept that many households have 2 cars so it is right the charge is the same for a second car but above this it is perfectly reasonable to charge extra and try to discourage households from parking more than 3 cars on the street. Multi occupancy households should have provision for parking or planning permission should be denied.	Yes	
1111	Yes	I support but I would like to see more residents parking in Avebury avenue from river lawn rd to Jimmy's cafe either leaving tickets machines but making for residents parking the time I come home and there no where to park in D1 " yes I no we can park in D2 but" and there's no one park from river lawn to where the D1 starts, plus then we have to put up with the ford garage parking in residence spaces.	Yes	
1112	Yes	I do not think that an increase in tariff charges for on street parking is necessary. Especially as those who do pay for on street parking permits are not guaranteed a space near their home at many points during the week anyway, or even at times when the permit restrictions do not apply outside the stated permit restriction times. myself and my partner (both TMBC permit holders) have often found on many occasions that we have to park quite a distance away from our home, so therefore I object to an increase in permit parking charges.	No	

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1113	Yes	<p>I object to the rise of the parking fee. I rarely get a space, due to a number a of cars that just park there without a permit anyway and people who park inconsiderably. I have to park up priory road the majority of the time</p> <p>. With the high price of living around here and contributing through tax etc I believe this rise is out of order.</p>	No	
1114	Yes	I support the sliding scale as a means to control the number of cars per household but I do not support the increase in the basic rate. The cost to residents should be to cover the basic administration as was originally intended when introduced.	No	
1115	Yes	<p>The question "do you object or support the proposal" is too simplistic as I support part of it but object to another part of it. So I have had to put object.</p> <p>Support - the introduction of a higher charge for three or more vehicles. This is a good idea for three cars and over. As many households have two cars I think it is fair to keep the price the same for the second car, please do not increase it for a second car. However for a third car or more I think this is a good idea. Three cars from the same household would take up a significant part of our available street parking, so this should be discouraged.</p> <p>Object - prices being higher elsewhere is not a reason to increase prices in our council area. Prices elsewhere may be higher, lower, the same - the area demographics, average pay, availability of street parking, resources for enforcement will all be different in different areas. This should have no bearing on our prices and should not be the justification. The justification should depend on what is required to run the parking scheme in this area by this council. Since moving to my property I now have to pay to park my car and have my garden waste collected, which were included in my council tax previously. This is additional tax. I object to any increase in the cost, particularly if the sole reason for it is comparison to other areas.</p>	No	
1116	Yes	<p>There are only three cars that pay for this outrages parking fee,my household two permits, 86 one permit. Nobody parks there all day apart from public house drink drivers when it's open, and school parents , its a very unfair charge, kings Rd exempt Tudeley Lane exempt, parts of lodge oak lane exempt, it seems only social housing affected. It wouldn't be so bad if the times were changed and I could park my car at three o'clock to four . Very unfair. Very unjust. This needs to be addressed properly and fairly. Commuters do not park in this area!! If it could be scrapped in Tudeley Lane why not in lodge oak Lane . School traffic is awful they park on double yellow lines on corners why aren't they told not to. Very unfair sort it please. When we can't park and our tyre touches the yellow line we have been given parking tickets? School time free for all.. wheres the justice ?? Rich get richer poor get poorer!!</p>	No	

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1117	Yes	Firstly the on street parking permit scheme was originally introduced to stop commuters taking up parking spaces used by residents, the charges imposed we were told reflected the cost of administrating the scheme, not a money making exercise for the council, as all the parking plans seem to be these days. Secondly , the fact other councils have differing tariffs should have no bearing on Tonbridge, Would the council have reduced the charges if neighbouring councils parking charges were less? I think not. With the expected increase in council tax and the lowering of services supplied I think the council are squeezing enough money from residents and should look at other cost savings, for example the total waste of the pointless exercise on Quarry hill and subsequent reinstatement.	No	
1118	Yes	There are cars in this road that are infrequently used and remain in the same parking spaces for weeks on end. I approve the rising scale to discourage car collectors and enthusiast from acquiring more cars.	Yes	
1119	Yes	Whilst I support the increase in parking charges something needs to be done about how many business permits can be issued. We have limited residents bays in George Street for the 15 houses, but S Tyres on Quarry Hill park at least 2/3 cars/vans in the street every day as well as parking their customer cars too. This stops us residents parking in the street and then we have to find alternative parking elsewhere which is quite often 2/3 streets away. I appreciate business permits are dearer but when the businesses move in they should only be allowed 1 business permit? Can more parking bays in the street be added/reviewed?	Yes	
1120	Yes	Given that people's disposable income is at an all time low given the pandemic this year and the increase in unemployment to come during early 2021, this proposal feels ill timed and outdated. As a Council I believe you should be supporting local residents, particularly ones without private parking, by trying to reduce additional charges such as these. Most residents have a permit because they have to have a car(s) for employment, which then enables the payment of their council tax. This feels like an old fashioned stealth tax, which should not be implemented, particular while private sector workers are seeing a vastly reduced income and often job loss.	No	
1121	Yes	I would like to strongly object to the increase in permit charges. Currently I am paying for a permit for an hour a day only. The road is increasingly busy with NON resident parking, so how you can justify an increase when I can rarely park on my road is beyond me. Until there is an increase in time zones particularly in the afternoon, there is no logical standing how you can put up permit charges. The parking issues up ST Mary's road are horrendous and I doubt you will find any resident up this road supporting this ridiculous idea!	No	

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1122	Yes	I would also like to see the current 09:30 - 10:30 extended across the working day or at least another hour added to the afternoon e.g. 17:30 - 18:30 to prevent non-permit holders - e.g. those who travel by train later in the day - parking in the street making it impossible for residents to park in the early evening.	Yes	
1123	Yes	There are 4 adults living at this address - we all work in places where we are unable to get to by public transport or have commitments needing a car. We live in a terraced house with no parking available so all our cars have to parked on the street- we have no choice and your proposed permit charges are unreasonable. The original scheme was brought in to be non profit making and to deter rail commuters from parking on the surrounding roads NOT to be punitive to residents. I am opposed to these charges	No	
1124	Yes	While there was not a resident's permit increase in 2018, the 10 visitors permits which used to be included were withdrawn, effectively increasing the cost of the permit by £10.	No	
1125	Yes	I counter propose £40 for the first car and £50 for the second car to try to encourage less cars per house hold. Then any subsequent cars as per your proposal. If a household needs two cars, perhaps for work reasons, they would pay the same as in your proposal (£45+£45). I just want to put this forward, incase it is a viable option. Also 2020 has been a really tough year with many people loosing income.	No	
1126	Yes	The increased rate is, in this current time, a ridiculous thing to do. I live in a busy street, where most days I struggle to find a parking near my house. There are so many commercials vans parking in our road overnight which take up more space so why should I be asked to be pay more when I can't park outside my home and commercial vans taking up more space pay the same rate as me. i really am most annoyed by this proposal.	No	
1127	Yes	We think for £45 a 'few' visitors permits should be included and that the price for a second car should be higher than the price for the first car – at least in our area (Slade) where parking is at a premium and the roads are very narrow thus multiple-car ownership should be discouraged.	Yes	
1128	Yes	I think increased charges should apply for the second car onwards, not just from the third. Also while the West Malling Business car park sits empty as most users are working from home now, local residents (many working from home now too) can't find any parking spaces! It's a ridiculous situation, the parking restrictions in this car park should be revised to include local residents until such time as local businesses go back to working in office.	Yes	
1129	Yes	The parking along our road has been basically inaccessible all year due to the new station bike storage works and now due to a recent fire the road is closed off, further reducing parking. For these reasons I feel a rise in parking fees is unfair. I do however support the rising fees for more than 2 cars per household, being near the station it is becoming increasingly difficult to park at all, let alone near my house.	No	

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1130	Yes	I agree on the plan to discourage multiple car ownership especially where on-road parking is the only option and in short supply.	Yes	
1131	Yes	I live on a road where there is a lot of inconsiderate parking at all times by parents collecting their children from the Grammar School. An increase in the number of street patrols would be welcome.	Yes	
1132	Yes	I have recently reduced to 1 car which my wife and i share. My concern about the new plan is that i have 3 children who will soon be at driving age and will probably all want to get cars. It seems targeted at households with older children who due to circumstances are not ready willing or able to leave home.	No	
1133	Yes	I hope you are referring to all vehicles and not just cars. There are many work vans as well as motorbikes parked in my road. We also had a mobility scooter that was not being used parked here last year too. In my road, we only park one side of the road which means there are not enough spaces even if each house only had one vehicle. Would it be possible for work vehicles to be given some kind of dispensation to park in public car parks as it's free parking there after 6o'clock anyway.	No	
1134	Yes	Although It is understandable that fees have to increase, I would comment that the last price hike was unannounced and the withdrawal of a certain number of permits for guests was also withdrawn. It seems that the innocent motorist who does not have a drive is being penalised again. If the cost has to go up £5.00 that is bearable but the parking for visitors is not !	No	
1135	Yes	<p>The recent proposals put forth go against what we initially proposed when the first round of consultations occurred.</p> <p>It is ridiculous to expect households to have to pay double or more when it reaches 3+ vehicles per household. Unfortunately I live in a household where we all work in different places and each require our own vehicle in order to get to our place of employment.</p> <p>There is also no penalty for commercial vehicles parking on a residential street. They take up multiple spaces in the road and often prohibit non-commercial vehicles from parking anywhere near their own homes.</p> <p>Our original suggestion was to have a tiered system in which ordinary cars paid one fee and commercial vehicles paid a higher fee as they take up more room in the road.</p>	No	
1136	Yes	Our family income is now substantially less than it was last year so I think you'll understand that I cannot support the increase in the charge for our single car. However, any scheme that discourages those who have drives and continue to park on the road unnecessarily is a good move. I would support adding a second restricted parking period in Woodside Road, Tonbridge, to help discourage this (i.e 14.30-15.30 as well as existing 9.30-10.30).	No	

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1137	Yes	You are charging to park where I live . There is no where to park where I live and you know it. So how do you have the audacity to put up charges. You don't even supply us parking , what it exactly are these charges for, for you to administer it? This is very wrong. Parking should be abolished. It's crippling business . This should be taken to parliament.	No	
1138	Yes	I frankly find it discussing that I have to pay to park out side my own house as it stands. Comparing Tonbridge residents to other more affluent areas is also completely in fair. You state that the charge has not gone up but in real terms it has as we no longer receive the £10 visitors permits. With council taxes already on the rise I view this as just another money grabbing scheme and I strongly object.	No	
1139	Yes	I do not mind the charges going up but when you say that they did not go up before it is not altogether the truth. The actual permit did not go up but there were no free visitor permits so we had to buy them so the cost did increase.	Yes	
1140	Yes	At this time due to the pandemic I cannot see how you can expect people to pay more when many are losing their jobs shame on you {	No	
1141	Yes	<p>We feel we are being unfairly penalised in regards to parking charges. Parking on our road and in our local area is very tricky and it is often hard to get a parking spot after 6pm. There are multiple households on our street with more than one car and would like to suggest that the charge for second vehicles is higher than you have proposed.</p> <p>Due to the climate crisis there should be higher tariffs for households with two or more vehicles and the money should perhaps be used to spend on green initiatives in the local area, or electric charging points. Whilst train services are very good we would like to suggest improvements to bus services and timetables to encourage more public transport use.</p>	No	
1142	Yes	The increase is not justifiable considering the lack of parking available for the area. Barden Road is one of the busiest with part of the road being designated to visitors/short stay anyway. The reason Sevenoaks and Tunbridge Wells is more expensive is because the average household income is higher and that is why it reflects in their parking charges.	No	1
1143	Yes	I strongly feel that the time restrictions should be reviewed and changed from 1 hour per day 10 hours per day.	Yes	
1144	Yes	I would request that permits be limited to a max of 2 per household and business permits for residential areas be restricted, especially where the business already has off street parking within their demise.	Yes	
1145	Yes	Request that permits be limited to 2 per household and that business permits in residential areas should be greatly restricted, especially where the business has available parking within their own demise. Although we have permits, we are often unable to park as many of the spaces are being used by the businesses or their visitors.	Yes	1

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1146	Yes	<p>When there is no guarantee of being able to park near my house it seems unreasonable to add to the price of permits. There will be some people who are hard up due to Covid so an increase is unfair.</p> <p>There should be 24/7 permit requirements so that people don't just park in these streets when residents have to pay £40-45 a year for the pleasure. And this should then be monitored closely.</p> <p>If you give certain bays to certain houses then an increase in charge would be ok.</p>	No	
1147	Yes	<p>I don't feel it's fair for us residents to pay more money towards having a permit for a area that isn't even being patrolled. We still get non residents parking on street throughout the permit time taking what would be the residents spaces. They also park inconsiderately leaving us residents no choice but to park else where or over hanging yellow lines! Why should we even pay for the permit if we can't even park on the street we've paid for! In all fairness, Residents of the street shouldn't have to pay for it full stop, due to the amount of council tax we pay it should be included. In my opinion.</p> <p>I also find it hard to understand, how a scheme that has barely been running 3 months on this road is subject to a price review already, when it was you that originally set the price at the first consultation.</p>	No	
1148	Yes	<p>The proposals seem reasonable and I would like to publicly support both the proposed reduction for care workers and the increased charges for more than two cars.</p> <p>I would hope, however, that the online system will be substantially improved. The current system is bizarre and abysmally documented. For example if I log into my account it provides details about the visitor parking permits I have purchased but no details at all of my parking permit.</p>	Yes	
1149	Yes		Yes	
1150	Yes	<p>Whilst an increase of £5 is not all that much when consideration is given to what that amounts to spread across a year, I feel that the plan to increase any parking costs during a global pandemic is somewhat inconsiderate. There are families who may be struggling with basic household bills, putting food on the table etc as it is. £5 may not sound like a lot, but to some that could be significant. I feel these kind of decision when costing anything should be left until COVID is behind us.</p>	No	
1151	Yes		Yes	

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1152	Yes	<p>I support the proposals to charge more for extra cars after the second. I do think more needs to be done about those who have driveways and don't use them, or put more cars on the road because they can. E.g. they could have 2 car drive way (no charge) then 2 more cars on the road for the basic fee.</p> <p>Additionally, more needs to be done regarding businesses that have residential addresses (ie, running a business from home) who then capitalise by using a residents permit rather than a business permit. A basic check could be completed to see whether a business is registered to the address before granting the permit to ensure that the permit is correct and you are receiving the correct dues.</p> <p>I am of the opinion that zone N should also be split into two zones as it covers quite a wide area especially in comparison to some other zones.</p>	Yes	
1153	Yes	I think the proposal of paying more for each additional car is a good one as parking is becoming more and more difficult. I would ask though that the visitors permits be available to buy from the castle as before as the online system is difficult to navigate, especially for some of the older residents.	Yes	
1154	Yes	<p>I appreciate the fact that other boroughs charge more, but it seems that the parking around the area I live in, doesn't warrant the increase. If I leave my house with my car after 6pm, and don't return before 8/9pm I am unlikely to find a space within 2-3 roads from here. I'm not willing to pay more when I can't park on my own road that I live on. Also, when other cars can't be bothered to try to find parking elsewhere and park on the double yellows at the end of the bays making it impossible to turn down this road, or hit our cars because they are too lazy to find a space, i'm not willing to pay more for that.</p> <p>As there are no set parking bays and houses can have as many cars as they like, it's near on impossible to guarantee a space. On occasions i've had to park near Barden Park road because there are no spaces and then you also restrict where D2 parking is, so either you lift the restrictions so that we have half a chance of parking somewhere and increase the charges, or you don't increase the charges at all. Or bay all the parking spaces to at least provides cars with some guidance on how to park, because it takes a car to park directly outside of their house to put out all the parking down the road, or one car to park to far away from another car but not leaving enough space for a car to park. Or a moped to take up a space? I think it needs to be considered more before suggesting increasing the permit costs.</p>	No	
1155	Yes	When the permit was first introduced it was supposed to benefit residents, cost £5 and this , it was stated, was to cover administration costs. It is now apparent that the permit is no longer to benefit residents but, it would seem, just another way to provide revenue for the council.	No	

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1156	Yes	<p>My objection is centred around the second vehicle charge - it is too low!!!</p> <p>There are is a large proportion of terraced houses, including mine, in the streets that are covered by the parking charges.</p> <p>Each house is only 1 vehicle wide at best, not to mention the areas of the roads where there are additional restrictions (yellow lines, junctions etc.)</p> <p>If every house had only one car with a parking permit, there would not be enough space for them all to park, so I don't see why a second permit should not also attract an increased charge.</p> <p>I suggest £65 for a second permit would be appropriate.</p>	No	
1157	Yes	<p>The residents of Griggs way have had restricted parking in place just for the past few months. To raise the tariff after such a short amount of time is unfair.</p> <p>Also considering the past 12 months where thousands of people have lost their jobs and livelihoods due to covid 19 , it is highly inappropriate to consider, let alone asking for residents to pay more money to park outside their own homes . Shocking I believe is the appropriate word and at christmas too!</p>	No	
1158	Yes	<p>Good idea. I would actually favour a price differential between 1st and 2nd permits too. For example, rather than £45, £45, £90, £135 go to £30, £60, £90, £135. (Currently we have 3 permits at our property....but we do have 2 spaces on drive)</p> <p>It would also be a big help if you could buy visitors permits on line for a 24 hour period.</p>	Yes	
1159	Yes	<p>The increase is broadly inline with inflation over 5 years so I do not object but I would not support similar further increases in the near future. However, you omit that visitors' permits are no longer given free, effectively being a £10 increase in this period - I was very disappointed with the illogical response I got from you at the time and the lack of further responses.</p> <p>I support the increased charges for 3+ cars.</p>	Yes	
1160	Yes	<p>I object to the increase in charges. The cost of the permit has technically increased by £10 recently with the removal of the 10 visitor permits.</p> <p>I would suggest that business permits increase if they still insist in parking in all areas of D1 and D2, so that residents are not penalised.</p>	No	

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1161	Yes	<p>There are far too many household with more than one or two cars in the roads and not enough spaces to fill them.</p> <p>It is highly annoying when you have heavy shopping and you can't park outside your own house. For a small increase of charge this may help to reduce it.</p> <p>Charging people who don't live in the road and park up to go shopping down the high street may also be a good idea, although we note the restrictions have increased to a Saturday which is a start.</p>	Yes	
1162	Yes	I object to an increase if there is no control on the number of permits given out. Parking is getting ridiculous in the Meadow Lawn area.	No	
1163	No		Yes	
1164	Yes	I support the principle of escalating charges depending on how many vehicles a house hold parks on the road and the £5 increase for residents first vehicle seems modest. However I would request that the council considers a lower charge for motorcycles as at the moment I pay the same charge for a small motorbike for on road parking as I would for a large 4X4 car. A cheaper motorcycle / scooter permit would reflect the much smaller amount of parking space taken up by bikes / scooters and might encourage folk to get onto two wheels, thus reducing traffic congestion. It would also be in line with how most car park charging works. It would also be really helpful if the council could try to ensure there were dedicated motorbike / scooter parking spaces in the residents parking areas. The latter would help prevent bikes / scooters from being knocked over by cars whilst parked.	Yes	
1165	Yes	<p>I object to the raise in cost of 1 permit as we are not getting anything in return! We are not paying for a parking space and the permit is not stopping non-residents from parking here.</p> <p>Parking is terrible up here and as a single woman I'm afraid to go out in case I end up having to park streets away to walk home in the dark.</p> <p>Paying for a permit in this road is like forking our for an expensive waterproof coat with holes in it.</p> <p>I do agree however with the increase for multiple cars, I also think larger 4x4's and vans should be charged more as they're taking up more space.</p>	No	
1166	Yes	The permits are to stop people who don't live in Sussex Road parking there. Therefore if you live there I don't see/think why we should have to pay for a permit. Surely the revenue from fines should pay any necessary running costs? Also make the permit parking 24hrs a day that way only residents can park there. For example if I get home during school drop off times I can't park in my own road even though I the pleasure of paying £40 per year to do so!!!!!!!	No	

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1167	Yes	Considering the small amount of parking available in specifically Woodside Road it would have been good to have a considerably higher permit payment for a second vehicle in this road, and possibly a ban on large commercial vans being parked here overnight by some residents that take up at least 2 places. It is good to see regular visits by traffic wardens to penalise non permit holders when those who do hold permits often find it difficult to park.	Yes	
1168	Yes	I think this is a good idea - i also think it would be a good idea to review the visitors parking permits!	Yes	
1169	Yes	I agree strongly to the increased rate after two cars per family at the standard rate .	Yes	
1170	Yes	With there effectively only one space in front of each house, I will be pleased to see higher fees for additional vehicles per house. While I appreciate that families increasingly have a car each, those cars are taking road space that can make it very difficult for those of us with one car to park in our own road. I would like you to go even further, with the second car at a higher rate, and anything over 2 cars being at the daily permit rate. Thank you for asking our opinion on this.	Yes	
1171	Yes	<p>1. Comparing parking charges with others just leads to a constant upward spiral.</p> <p>2. TMBC have not responded well to the virus, as the Kings Hill office has been closed, (Tesco have stayed open!), making it more difficult to renew - and the current permit system does not issue reminders.</p> <p>3. Penalising multi-car households with the proposed tiered approach seems wrong as does suggesting people should park off-road - other comments elsewhere suggest that more loss of front gardens to parking is not a good thing.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1172	Yes	<p>This change inadvertently penalise people who can not afford the luxury of off street parking, which is especially limited in my postcode.</p> <p>There are no proposed increases in service levels, or the amount of time the parking restrictions will be monitored. So I do question what benefit the customer gets out of these price increases, considering the councils costs will likely be the same plus inflation.</p> <p>The council appears to just be increasing the price, because their neighbours in Sevenoaks & Tunbridge Wells happen to charge more. This is not a valid argument to change rates, nearly a comparison with what residents of those areas were prepared to pay when they decided to live there. The council has not presented an evidence based argument to increase prices, but more a 'what can we get away with considering what other councils are doing'.</p> <p>If you're going to blindly penalise those without off street parking because space is an issue, you should also blindly penalise those with larger properties who benefit from the luxury of off street parking and lower insurance costs for their vehicles.</p> <p>If this public service is operating at a deficit I would support you increasing the standard rates with an uplift equal to CPI from this year in order for the council to not be out of pocket over their operating costs for parking monitoring. I'm strongly opposed to any other change if no proportionally equal levy is placed on those residents with larger properties benefiting from off street parking.</p>	No	
1173	Yes	<p>1. I do not see how a "one-size-fits-all" policy can work for Tonbridge. Every street is different and they should be divided into sensible categories. Parking spaces are at a premium in Lavender Hill. It is often not possible to find a free space, and the situation will presumably worsen after the planned redevelopment in Drayton Road (currently this serves as an overflow when there are no spaces in Lavender Hill).</p> <p>2. The Council should be ambitious in its efforts to improve the environment. Incentives should be given to those with hybrid/electric vehicles, and no one should be permitted more than two permits for petrol/diesel vehicles. Businesses with more than two vehicles should be forced to park them elsewhere.</p> <p>3. It does not seem fair to price permits by comparison with Sevenoaks and Tunbridge Wells. Both areas are surely more affluent than Tonbridge.</p>	No	

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1174	Yes	Please also look at introducing a second chargeable period each day in zone M as there are an increasing number of cars parking at lunchtime/early afternoon that do not leave until the evening, thereby making resident parking more difficult. This situation is likely to deteriorate further once the residential development at the Pembury Road end of St Mary's Road is completed. Thank you.	Yes	
1175	Yes	I support the increase in cost for multiple vehicles but this should begin at two vehicles. This also won't change the overparking in our zone if the parking restrictions are still only for an hour a day. Many vehicles parked in the road do not have a permit because if you move the vehicle before half nine, you don't need one.	Yes	
1176	Yes	I work as a nursery nurse. I am classed as a key worker and have worked through the pandemic. In order to park outside my workplace I have to pay for a business parking permit out of my own money. Knowing that the price of the permit may go up to £175, in these difficult times, is disappointing. Also I have noticed that you are reducing the carers parking permit by £25, which doesn't seem fair to myself or others in my position who are also caring for members of our society.	No	
1177	Yes	I object to having to pay more in parking charges. Since the scheme started, I have been paying more to park but with less on-street parking availability. When permits were introduced, parking availability was deliberately reduced by adding yellow lines where previously they were not deemed necessary. Every new build and every property which converts their front garden into a drive (or widens it) reduces on-street parking still more which unfairly affects residents in older properties. Given that all new builds include allocated parking (amount depending upon property size etc), I think a similar rule or concession should apply for residents who live in older properties without any parking allocated.	No	
1178	Yes	I actually think you should go further and increase the second and third car prices more. From an environmental perspective, we should be looking to reduce car use and incentivising people to use public transport more. But related to that you ALSO need to be improving public transport and reducing its price to make it a viable option so people don't need extra cars.	Yes	
1179	Yes		Yes	
1180	Yes	I agree to a £5 increase	Yes	
1181	Yes	Parking around Baltic and Woodland Road has been a daily challenge, even vans and cars parking on double yellow lines about 9pm knowing they will leave at 6am the next day is an issue. Anything to support parking restrictions a bit more would definitely help.	Yes	

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1182	Yes	<p>The visitors permits cannot carry an expiry date. It is not fair in respect that you have to buy them visitors and maintenance such as boiler service or emergency call out. If you don't use them we are just making an unsolicited payment to the council pockets.</p> <p>The permit scheme doesn't even work correctly when using the parking website you find you have to telephone in to receive technical advice to go to another website!</p> <p>Now you're asking for more money to keep in line with other council areas. Has it been considered that they should be coming in line with T&M and they are changing too much. Also the price should reflect the size of the vehicle.</p> <p>Now the council wan</p>	No	
1183	Yes	I think it is grossly unfair that you charge for on street parking at all, and charge for visitor permits. This is a rise in Council Tax by stealth.	No	
1184	No	<p>I support the price increase, however, I have a request:</p> <p>Please add the apartments in Waterside Reach (Sovereign Way) to Zone N. Residents do not have any residential parking options. Our only option is to pay £1,000+ for a season ticket, which is an incredibly high price for those simply living on sovereign way - not commuters. Alternatively, you could offer discounted season tickets to residents, discounted to the equivalent price of the residents permit. There is plenty of parking availability in the sovereign way car parks (mid and north), so there would be no impact on parking for the town centre.</p>	Yes	
1185	No	I live in the flats on Sovereign Way. We have no other option but to buy a season ticket for the Sovereign Way car parks. This costs approx £1000 a year - Nothing like the £40 you are quoting for other residents parking elsewhere in Town. please look into allowing our residents discounted season tickets for those car parks	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1186	No	Since I moved in to newly built apartment I'm paying outrageous amount of parking money as builder did not have us the parking and the reason was council did not allowed to have everyone a parking space. So, I am paying £1200/ year. Which is totally unacceptable compared with other residents who only pays £40/year. Why can't we added to the same parking zone and charge the same amount and not the business rate? I'm a resident of Tonbridge and pay high amount of council tax despite having only 1 bed apartment. This is so unfair with the new build apartments. I would request council to include us in the parking zone and provide the permit which is affordable to us. I'm on the verge of losing my job and cannot keep up with the outrageous charges for parking my car and that t far away from the apartment. Please consider us for the permit which we can afford.	No	
1187	No	I feel that residents should be entitled to reduced rates. I am paying for an off peak permit (I am a nurse at the nhs hospital) and sometimes I get annual leave and have to pay for a full day of parking. It is a lot of money per year especially when the underground parking is so high. I've had my car hit on many occasions which is also adding on money.	Yes	
1188	No	Request waterside reach buildings are added to Zone N, or a discounted season ticket is provided to residents on sovereign way equal to that of resident permits in Zone N (£40/£45).	Yes	
1189	No	I am requesting our buildings (Sovereign Way) are added to Zone N, or a discounted season ticket is provided to residents on sovereign way equal to that of resident permits in Zone N (£40/£45). As a local resident of Tonbridge it seems both vital and fair to ensure those living here aren't expected to pay excessive four-figure parking fees.	No	
1190	No	I am requesting our buildings (Sovereign Way) are added to Zone N, or a discounted season ticket is provided to residents on sovereign way equal to that of resident permits in Zone N (£40/£45). As a local resident of Tonbridge it seems both vital and fair to ensure those living here aren't expected to pay excessive four-figure parking fees.	No	
1191	Yes	With many people struggling this is not the time to increase fees. There are too many work vans with permits, especially in D1&2 who take up the space of 1.5/2 cars - instead of increasing the standard permit please consider introducing a size scale ie cars and vans which would take into account the spaces used. Please also consider increasing the. Business permit not the residents - a business can park in the public car parks leaving spaces for residents and any increase in their fees are part of their expenses and does not eat into their income.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1192	No	I'd like Sovereign Way added to Zone N! Paying £1000+ for the right to park near my home is extortionate.	Yes	
1193	No	Residents of Sovereign Way (Blue Bell Court, Azure Court, Cornflower Court and Orchid Court) to be entitled to Zone N parking permits.	Yes	
1194	No	Hi I'm a resident of ashby point we are unable to use our allocated space at the moment and have to find alternative parking, If residents would be able to get the resident permits for the sovereign way car park that would help us out so much, it would make parking so much easier and not just for our building other building around us would also benefit from this.	Yes	
1195	No	I'd like the parking for our area to be updated to zone N. Or a discounted rate for residents of sovereign way. There is little parking in the area and it's expensive. It would be good to standardize the parking for the local residents	Yes	
1196	No	Residents of Sovereign away (Blue Bell Court, Azure Court, Orchid Court, Cornflower Court) to have permits for Zone N.	Yes	1
1197	No	Hi I live in Ashby Point Walter's farm road we have a allocated space that we are unable to park in at the moment, we are having to find alternative parking, if we were moved into zone N then it would make a massive difference to our building parking but also the buildings around us making it easier for us.	Yes	1
1198	No	<p>I live in Ashbys point, and have no options for on street or affordable parking. I only have 2 choices which is to pay TCHG or the council around £1000 a year for a parking permit. I feel this is very unfair, and would like to have my property added to Zone N or have an option for a discounted parking permit for Sovereign Way car parks at a cost to match that of the street parking scheme.</p> <p>I do think the cost increase are reasonable, and support the change, but would like to have the same options as other local properties.</p> <p>The Sovereign Way car parks are never even half full, and during the lockdown season earlier in the year when we were able to park there, and also using TCHG's discounted scheme to use the same car parks, there was never a lack of spaces, and shows there would be no loss in revenue to offer this service to us.</p>	Yes	
1199	No	I support the proposal only on the proviso that Ashbys Point is included in zone N	Yes	
1200	Yes	I strongly support this proposal to reduce the number of vehicles parking on the road. However, I think the cost should increase even for a second car. The parking on Danvers Road is abysmal so anything to reduce the number of cars would be appreciated. The houses aren't huge so I doubt many people need regular access to 2 cars on the road!	Yes	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1201	No	I object as residents of Walter's farm road and Ashbys Point are not included in the Zone N parking permit. There is a clear lack of parking available in this area. Whether this be addressed by including us in zone N or making use of the grossly underused Sovereign Way car parks but not at the cost of £1000+ per year. You run schemes elsewhere for residents to have permits in car parks that do not cost that amount and it is grossly unfair that every other road around here can apply for a permit for £40. The clear lack of parking available to residents here needs to be dealt with.	No	
1202	Yes	Business not residents should pay more. We do not need to follow other councils, we should be independent. Cgg he argue for the size of transport and the discs they take - cars and vans and commercial vehicles. Not per household.	No	
1203	No	I live in Ashby's point and think the carpark charge from tchg is extortionate especially for shared ownership. It would be a huge help to all that live in Ashby's point and sounding buildings if we could park in zone N.	Yes	
1204	Yes	I think its a brilliant plan to ease parking congestion and reduce car pollution by encouraging people to catch public transport and not own multiple cars. As a teacher I work long hours and at least 2 nights a week we cannot park on our own street and have to drag marking, shopping and other stuff to the house from far away while people leave their second and third cars in our street and don't move them for weeks at a time. We have had vans and cars parked outside our house that have been left for over 4 weeks without being moved and that was before coronavirus! There are very few houses in the area that actually need more than 2 cars and if they really do they should be willing to pay a bit extra for it. In conclusion, this is a brilliant innitiative which will encourage people not to have 'spare cars', will ease parking for people who work long hours and will encourage people to catch public transport.	Yes	
1205	Yes	Having been a resident of Barden Road for over 25 years, I feel we pay enough for the parking permits already. It is extremely hard to find a parking space in our road as it is, so I find it unfair to be charged for a permit which doesn't guarantee a space. Due to Covid, many families are struggling financially, I feel this is not the right time to be raising prices just because you haven't done it for a while!	No	
1206	No	Object, as Ashby's Point is not included in Zone N. I can see Sovereign Way car park from my flat and it is under-utilised. It is never full, and I would say only a handful of people pay for a season ticket. If Ashby's Point is included it would create an extra income as many of us would pay for a permit for £40/£45 a year.	No	
1207	No	This does not allow residents of Ashbys Point to apply for a permit.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1208	No	I am a resident that uses the sovereign way car parks. The price difference between a residents permit at £40 and the permit i have to pay for at near £1000 is crazy. I am only renting my flat so to have to pay an extra £1000 a year for my permit is very unfair towards myself and other residents in this situation. To add to this, I cannot use the closest car park next to waitrose, I have to park further away as this car park does not allow long stays, which is ridiculous as the car park is never full anyways. A huge reduction is needed in the price for residents, not necessarily to £40 but much closer to that number than £1000. It would also be great if the carpark for waitrose could allow long stay for residents, as it would give this car park much more use.	Yes	
1209	No	I strongly object as zone N does not include Ashby's Points or surrounding flats.	No	
1210	Yes	There are not enough spaces per vehicles at the moment. Instead of putting up the cost for the current residents, perhaps look at extending the permit times and do not have any more properties built in the area without adequate parking. Us residents are captive to the costs of parking permits and will pay whatever the charge through necessity, permits are not a luxury! It is unfair that we are penalised. I appreciate that perhaps putting up the cost for those with more than two vehicles could be beneficial but otherwise this is opportunism to a captive client base. It feels very unfair, especially during a time of unprecedented social and economic upheaval. I object to this.	No	
1211	No	<p>Why are residents of waterside reach not entitled to apply for a SINGLE permit yet there is a scheme where by a house hold can park more than one car on the road ? This is an unfair system.</p> <p>The council approved the development of these flats without enough provisions in the first place for residents parking.</p> <p>The residents of the flats pay a substantial fee in council tax yet have very few of the benefits that other households across Tonbridge benefit from - parking being one and recycling being the other.</p> <p>There is ample parking available in the botany carpark (waitrose) consistently so would the council please give us the same parking consideration that it does to other residents across Tonbridge.</p> <p>A season ticket for a resident in order to park costs over £1000 in comparison to a £40 charge.</p> <p>future developments in Tonbridge MUST must have a parking space for each unit created, it is ESSENTIAL and should be part of planning permission.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1212	Yes	<p>I support the change for higher charges for any additional cars after the first, but I feel the permit for the first car should remain at 40 GBP at this time, particularly in light of the ongoing covid related economic hardships.</p> <p>Any changes should not penalise 1 car permit households in my opinion. I fully support the reduction for carers.</p>	Yes	
1213	Yes	<p>I have lived here since 2015. Since then on Nelson Avenue you have removed some parking and restricted us from parking elsewhere yet D1 can park on our road. On top of this we now do not get 10 free parking tickets when we pay for £40 so it has already increased by £10. So why should you put it up more. There are many other issues regarding parking that is not relevant to this consultation but is necessary to discuss.</p>	No	
1214	No	<p>Outrageous to increase charges to park outside your own dwelling and also to increase charges for additional cars.</p>	No	
1215	No	<p>We have lived in bluebell court for over 2 years. When buying our flat we where told we could park locally for free.</p> <p>Just a few weeks ago they made the only free parking available to us, pay and display. As our work situation has changed we have been in able to afford to park and have to park over a mile away.</p> <p>We also live in affordable housing and since there is no reduction for local residents makes it impossible for us to afford .</p> <p>I would like to request a reduction to local residents or be brought into local zone to allow is to park locally.</p> <p>Thank you</p>	No	
1216	Yes	<p>Why the increase at such bad timing</p> <p>We keep being put up but yet no wardens to check those who don't abide by rules and regulations</p> <p>Our parking is a nightmare in Barden with business permits</p> <p>The online system is a nightmare</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1217	Yes	My husband can never park along our road, let alone outside our house. Local schools use the area to collect their children from school and local businesses and people use the street to park rather than town. So there are less spaces for residents. I have epilepsy and my parents have to care for me at times and the payment for visitors is high for us and at times they can not park safely to help me. I feel the money does not get used well as we have 5 reported pot holes in the road and we are being penalised for living along this road to have to pay for somewhere where we can not park anyway!!	No	
1218	No	On the basis that Waterside Reach residents without allocated parking are ineligible for on street permits at the prices one can obtain within zone N in other parts of the town.	No	
1219	No	Currently, residents on our street are having to pay up to £1000 for a parking permit, which is ridiculous. We would like to be put under Zone N, or pay residential parking costs like other areas.	Yes	
1220	No	Because the extent of the consultation does not allow Ashby's point residence to apply for one. I believe it is very unfair on residents, such as myself who are very limited to park at our homes.	No	
1221	No	I dont support this!	No	
1222	No	I live in Bluebell Court, Tonbridge. I do not have a parking space and it was not an option for me to have a space when we purchased the property. I used to go into work Monday to Friday which meant I could rely on the off peak parking permit for waitrose carpark. Due to covid 19 I am now working from home and it is likely to be indefinitely. I therefore have relied on the free parking spaces near the Halfords car repair shop. These spaces have recently been changed to zone n meaning that I no longer have an option for parking that doesn't cost a fortune. I know about the parking permit in waitrose but it costs almost £1000 pa which means it's unrealistic/ unaffordable. I have no options for parking and I have been refused to be added into zone n, despite receiving support from our MP Tom Tugendhat. I am having to park in business car parks as I simply don't have anywhere to park my car. Again, I stress that I only have 1 car and no parking space underneath Bluebell Court. The parking in Tonbridge has become impossible. This is my home and I should be able to park my car within a reasonable distance from my home. This is possible but TMBC are not allowing this to happen.	No	
1223	No	I feel the cost of parking for residents in Sovereign Way is already excessive. We're charged a far higher amount for parking than other zones within Tonbridge. We should have charges lowered rather than increased.	No	
1224	No	I object to this because the extent of the consultation does not allow Ashbys Point residents to apply for such permits.	No	
1225	Yes		No	1
1226	No	We have a huge issue with the parking, with not enough parking space allotted for the development it is very expensive to park near the flats almost 1000£	Yes	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1227	Yes	<p>With the year we have had so far & many people struggling financially & the government supporting households & businesses I think its unfair to increase the parking charges at all.</p> <p>Yes the fee has remained the same but we no longer get a free sheet of visitors & the cost of the sheets have done up so we are theoretically paying more.</p>	No	
1228	No	The plan does not include addressing the parking for residents of Ashby's Point, where although there is allocated parking, the landlord charges £960 per year which is totally unaffordable and unexplainable in an "affordable housing" development. Lack of affordable parking for these residents has directly led to parking chaos on Medway Wharf Road. Residents of this development should be allowed a residents permit for zone N.	No	
1229	No	Please can we be put into a zone or resident parking	No	
1230	Yes	<p>PLEASE stop penalising the people who live in South Tonbridge. The prices go up and up. We have two cars and it's too much money to find already. Others who live in Tonbridge Park for free. It's only us few near the station and it's not fair.</p> <p>To say it hasn't been increased is absolutely not true.</p> <p>You stopped us receiving free visitor permits. That was a massive increase in one hit. How would you feel if you couldn't let someone park outside your house without driving to the council and spending £12 on a sheet of parking vouchers?</p> <p>Just stop and think.. You are picking on a few postcodes to get more funds.</p>	No	
1231	No	Objecting on the bases that Ashbys point is not included in zone N	No	
1232	No	I think paying over £950 a year for parking is too much for a resident, we should have a parking permit like other residents for £40 and be included in a parking zone	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1233	No	I think residents in waterside reach should be added to zone N and pay a normal charge of £45 a year for parking. £950 is too much for a resident	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1234	Yes	<p>Strongly object.</p> <p>The parking costs have risen already and we have now also lost access to free parking permits that used to be part of the cost so that shouldn't cost more, particularly as they used to be used to justify the cost going up that specific year.... the service has gone online which shouldn't cost us more particularly as the council used to make such a massive deal about lost paper permits and getting your permit from the office because it took up time and resources.....we are not Tunbridge Wells or any other local area, we are Tonbridge and everything else in our town reflects that including lower housing prices, a degrading town, and economical status of most residences, therefore comparing it with other area price rises is ridiculous and opportunistic in an attempt to make back parking fines for during the first lockdown. If nothing else it is downright nasty to introduce higher prices when people have lost jobs, finances, business's, and people they love. I think the idea to introduce different tariffs for numerous cars makes sense as does higher prices for vehicles over a certain size as in the case of our "replacement" parking bay which barely holds two smaller cars but allowed you to sell off a bay for financial gain under the guise of "right of access" which if your truly honest with yourself we can all agree is a term thrown around depending on whether it benefits you or not. I propose a freeze on the current tariff whilst we are still in a pandemic and global crisis (if you needed a better reason I'm really not sure what that could be) and then this time next year depending on the current situation to re visit this idea then.</p> <p>I have seen some small honest acts from the council to enhance our town but as a whole the continuous road mess ups and "innovative" design to our town which has created constant traffic, ridiculous shop rent prices which forced our town to be empty even before the pandemic and a list as long as your arm of other things suggests those who make these decisions either are completely dillusional, only motivated by their yearly appraisal box ticking exercise to receive their bonus or don't live here so are clueless of what Tonbridge is and needs. It saddens me greatly .</p> <p>I will await the outcome of this propersition in the hopes our voices can actually make a difference when money is involved.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1235	No	To have to pay so much for parking in your own home is just theft. I would like to request that our buildings on sovereign way are added to zone N, or a discounted season ticket is available to residents equal to that of residents in zone N. (£40/£45).	No	
1236	No	<p>Dear sir/madam,</p> <p>Hope you're well and thanks for reading,</p> <p>I currently live in azure court and have the sovereign way complex parking permit, at a cost of nearly 1k a year,</p> <p>Would it be possible to raise a discussion in the department of allowing a residential permit in these areas, I appreciate the car parks are for public and business use too, but I find the sovereign way car parks usually very empty, and from my own observations may not impinge on public business access due to Sainsbury's and Waitrose having there own parking systems.</p> <p>The disparity between amount paid for residents in our development compared to other areas where residential parking permits are available is substantial, especially considering parking in some of the zone N areas to be in high demand and short supply.</p> <p>Please feel free to contact me if there's a wish to discuss, and thanks again for taking the time to read my comment,</p> <p>Kind Regards and Many Thanks, [REDACTED NAME] [REDACTED NUMBER]</p>	No	
1237	No	<p>Since working from Home in 2020 I cannot afford to keep my car in a carpark paying over £6 a day so have had to leave it with a relative and have not had my freedom to travel. Usually I would be at work from 8am-6pm but due to the COVID-19 pandemic this has not been possible.</p> <p>I would like to request that our buildings on sovereign way are added to Zone N, or a discounted season ticket is available to residents equal to that of residents in Zone N (£40/£45).</p> <p>If there was a cheaper alternative for residents this would have a massive impact on me and my partner and I wouldn't not have to rely on her when not working as a carer to drive me where I need to go</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1238	Yes	We have just one car, why don't you increase the tariff for the second car upwards. Also, you could encourage people with a drive to actually park on it! £40 p.a. is enough to pay with the amount of cars that park on our road.	No	
1239	No	Very disappointed to see that the council have let residents of Ashby's Point down again with this proposal. It is deeply unfair that we are left to the mercy of our greedy, cowboy led housing association and their developer mates for our parking. If residents of Ashby's Point can't be included in Zone N, can an equivalently priced ticket for the Sovereign Way Car Parks be an option?	No	
1240	No	Objecting on the basis that Waterside Reach residents without allocated parking are ineligible for on street permits at this price.	No	
1241	Yes	Firstly I do not believe that any resident that falls in an area that is permitted and has access to off street parking is going to choose to purchase a permit rather than use their own free parking. You are simply going to penalise residents that do not have off street parking that require more than one vehicle. Also, if a resident has off street parking they are not going to choose to park in the road from an insurance premium perspective. Secondly in the argument for the increase the council has looked at Sevenoaks and Tunbridge Wells, however there has not been a consideration of an area such as Maidstone that has considerably lower permit costs. Is the cost even justified if another council has a permit that is almost half the cost. Thirdly there are a number of principles that the council must take into account including the sufficient availability of parking. I do not feel this is the case for the St Marys Road area of Tonbridge. I feel that resources would be better used aligning restrictions across the town so that local roads are not used by commuters and so stop residents being able to park. This is an issue at the moment and has been brought to the councils attention. I would be happy for an increase in the permit if I was able to park in my own street and not have to battle with commuters for space.	No	
1242	No	Our buildings should be able to join Zone N	Yes	
1243	Yes	There are far too many cars especially large cars and vans taking up the roadway.	Yes	
1244	Yes	Completely unfair, people have to park their work vans ect. Just another way for you to take money off residents. People are struggling to buy food and pay for everyday expenses , just seems ill timed and greedy	No	1

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1245	No	I think this is a really good idea. Although it would be better to introduce a higher charge from the second car (so £45 first car, £60 second, £90 third etc). I'd also suggest increasing it to cover a wider part of town. So many people park in residential roads where there isn't space and cause problems. Start charging them. And fine them for parking on the pavements, too.	Yes	
1246	No	These charges seem proportionate and fair. Many people I have spoken to are in favour.	Yes	
1247	No	I feel it is wrong that I should pay to park where I live. We should have permit parking like all other residents in the town of Tonbridge! I request that we can be added to to zone N permit scheme. There is ample parking spaces to provide this for residents with no excuse.	No	
1248	Yes	I think it fair that those parking more than two cars on the street should pay more for subsequent vehicles. Although, in effect by not giving permit holders visitor permits, the price has gone up recently I can see that the Council needs our support. I do think that the rate for businesses needs to be controlled when they have been through so much this year.	Yes	
1249	Yes		Yes	
1250	No	I am a resident at Bluebell Court, and I find it unacceptable that as a resident I have to pay to park on a daily basis such outrageous costs . Other residents are given permits from here to Tunbridge wells, it seems that as residents of this development we are treated extremely unfairly. I am politely requesting that we be added to Zone N. Thank you	No	
1251	Yes	.	Yes	
1252	No		No	
1253	Yes	I think these are fair.	Yes	
1254	Yes	I think this is quite outrageous. Having to pay to park outside your own house is bad enough, let alone having to pay £135 for being the fourth member of your family to own and park a car. As a family of four, plus partners making a family of 6, this is appalling. We are having to remain in one family unit while we are trying to save for houses. After this year, people are struggling financially, including people in my household so increasing the price of permits will just make this worse for so many people. We have just signed a three year tenancy agreement which we have to honour so this is a huge kick in the teeth and a total abuse of power because you know people have to pay whatever you make the price.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1255	Yes	<p>Just because other councils charge higher parking permit fees is not a justifiable reason to increase them.</p> <p>Sliding scale will not deter those wanting to park multiple vehicles - providing only 1 or 2 permits per household is the only way to do this.</p> <p>Or charge based on vehicle emissions per household as LB Haringey did.</p> <p>Penalising those (by increased costs) who live on a permit road by increasing fees is not justifiable - where is the transparency on how much it costs to administer the scheme - if this was shown, a more considered view can be given - it appears this scheme is looking to justify increases fees just because other councils (in more affluent areas!) have.</p> <p>What is even more galling is having paid for one resident's parking permit for the 18 years I have lived in the same house - it must be on one hand I can count the times vehicles with no permit have been ticketed (this is pre-electronic permits) - so why have the scheme when this is not backed by the penalties for those that do not comply?</p>	No	
1256	No	<p>Since the covid-19 situation I am now working from home much more than previously. Prior to this I was able to use the off-peak permit and park in the botany carpark and paid around £270 for the year. Since working from home I have now had to pay for a full time parking permit which costs around £1000 per year. As a resident I feel that we should be eligible for a more reasonable price to park close to where we live.</p>	No	
1257	Yes	<p>Tired of the motorist alway being punished. Quarry Hill Road and Rock Road in Borough Green where we reside has a majority of houses with no driveways or off-street parking available. We have no choice but to park in the 'residents parking areas' on the road. We feel yet again that we are just the easy target to prise yet more money out of our pockets especially after a year when most people (my wife and myself included) have been on reduced wages and lost contract work meaning more income lost. You should be ashamed for even contemplating such and idea after one of the worst years mankind has had since the 2nd world war. You disgust me.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1258	No	<p>I am a resident of Azure Court and pay nearly £1000 per year to park my car near to where I live. I would like to raise a discussion in the department of allowing a residential permit in the Sovereign Way public car parks. I have found that these car parks are very quiet and usually mostly empty due to the proximity to Waitrose and Sainsbury's car parks and from my own observation would not impinge on public business access because of this.</p> <p>The disparity between the amount residents in our complex pay compared to other residential parking areas is substantial, particularly as the parking in Zone N areas is in high demand and short supply.</p> <p>Many thanks for taking the time to read my comments.</p> <p>Kind regards [REDACTED NAME]</p>	No	
1259	No	On the basis that Waterside Reach residents without allocated parking are ineligible for on street permits at this price.	No	
1260	No	I work at Hilden Oaks School in Dry Hill Park. There is no effective public transport available from my home in Platt to Tonbridge so I have to drive. As there are only a few off-street parking spaces available on the school premises and no long-stay public car parks within walking distance, I have to park on the road. Whilst I would be prepared to pay £40/45 per annum for a parking permit (the same as residents) I don't agree with TMBC discriminating against people trying to do an honest days work (rather than claim benefits) by charging an extortionate £175 per individual business parking permit or risking daily parking fines!! Contrary to what you may think, people who work for Educational Trusts only earn similar salaries to their counterparts in state schools - which isn't much!!!	No	
1261	No	Increasing charges to park outside people's own homes is silly. We already pay enough through council tax... after the year we've had, people may not be able to afford these changes.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1262	Yes	<p>Blue Bell Hill Village was being used as a commuter car park with cars parked anywhere and everywhere which is why the parking permits were introduced. It is better than it was but the scheme is not being managed on a regular basis and we still get commuter parking which makes it unfair to residents paying for a parking permit. We have had several abandoned vehicles (ones that did not look delapidated dented etc.) and pre Covid that have sat in the same place for months and did not receive one ticket. Therefore for the above reasons we feel we need to object to the proposed rise in charges. If the scheme was managed on a regular basis to deter commuter parking then we would support the proposed change.</p> <p>We pay for two parking permits but only one vehicle is actually on the road at any one time. We wonder if this could be the case for households with three vehicles where they may only have two vehicles on the road at any given time but would need to pay a premium for the third vehicle.</p>	No	
1263	No	Our development at Waterside Reach is not currently eligible for reduced rate on-street parking. We request that it be include in these arrangements.	No	
1264	Yes	Good to see that more than 2 cars per property will now cost more and that the price for carers has been reduced.	Yes	
1265	Yes	<p>We live in a terraced house. We have nowhere to park other than the road, parking on a drive would be nice. My wife needs a car as do I and because of the price of housing my children are still living at home. My eldest drives to work and is on basic living wage, she is not in a position to pay the increased charge that is proposed.</p> <p>As it is we have difficulty parking in the road or anywhere close to the house. A rise in the cost of a permit is understandable but not by the tiered charges proposed. £40 is more than enough for a car but I feel a higher rate should be charged for commercial vehicles taking up two spaces or more on occasions.</p> <p>We work shifts and often find that during school drop off and collection times there are no spaces in or around Sussex Road at all. Amending the restriction times would be more beneficial (e.g. morning 8am to 10am and afternoon 2.30 pm to 4.30pm). All school families should be within walking distance of the local schools.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1266	Yes	We had a large increase in cost last year and the removal of the 10 visitor permits. You have reduced your costs through not having to send any paper documents and having everything online. The scheme is designed to support local residents to be able to park near their own homes and protect areas where non-residents could take up all the spaces e.g near the railway station and shopping centres. There should be an absolutely minimal charge for this. We are residents of these roads and should not have to pay these ever increasing costs in order to park our cars. I strongly object to any further increases.	No	
1267	Yes	<p>We are a village with limited amenities and not akin to a town like Sevenoaks or Tunbridge Wells with a vast array of shops and restaurants, therefore not warranting an increase.</p> <p>Wardens are never seen doing rounds to enforce the parking charges, the price of permits keep going up whilst there are residents who don't bother to pay for a permit and never face any repercussions so they are laughing at people who keep paying for yearly permits. This makes a mockery of the paid permit system.</p> <p>Most residents can't actually park outside their own properties and have to rely on the safety of a car park which is not very safe or secure.</p> <p>It's an extra expense that most people can ill afford to pay in the current financial climate.</p>	No	
1268	Yes	I think the scaling cost is a great idea. Parking on Lavender Hill is always really difficult, there are almost never any spaces at peak parking times, and this might encourage people to park elsewhere. I also love the cost change for carers, I think that's so important. Thank you for showing support!	Yes	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1269	Yes	<p>So you no longer give us a permit, and you no longer give us visitor permits and yet you want us to pay more?!</p> <p>Saying that you want to charge us more because Tunbridge Wells charges more is not a good enough excuse, its reminiscent of when you tell a child if all your friends jumped off a cliff would you!</p> <p>As I have to pay for this stupid permit to park anywhere near where I live, even though my car is normally at work during the permit requiring hours I refuse to pay more for that.</p> <p>If all the money this scheme raised actually went towards enforcing the restrictions, and we had a warden come round every day during the permitted hours then I maybe more inclined to understand the rise in charges but as we don't see a warden round here with any regular frequency, asking for more money is ludicrous!</p>	No	