

**TONBRIDGE & MALLING BOROUGH COUNCIL**

**JOINT TRANSPORTATION BOARD**

**18 September 2023**

**Report of the Director of Street Scene, Leisure & Technical Services**

**Part 1- Public**

**Matters For Decision**

**1 PARKING ACTION PLAN, PHASE 14**

**Summary**

The Borough Council has for many years divided requests for new and revised parking restrictions into separate phases of the “Parking Action Plan”.

This report covers the investigation and informal consultation stage of the parking restriction proposals contained in Phase 14 of the Parking Action Plan, and seeks approval to proceed to formal consultation.

The report also considers a Satisfaction Survey relating to new restrictions introduced in Shakespeare Road, Tonbridge (between Burns Crescent and Scott Road).

**1.1 Introduction**

1.1.1 Following the June 2023 meeting of the Joint Transportation Board, investigations into proposed parking changes have been undertaken at 30 sites across the Borough.

1.1.2 Initial assessment of the locations was carried out and where appropriate, proposals were drawn-up.

**1.2 Phase 14 - Informal Consultation**

1.2.1 Informal consultation was carried out on the 30 locations from 19<sup>th</sup> May to 11<sup>th</sup> June 2023 and letters were sent directly to the frontagers affected.

1.2.2 A list of all the locations, the issues raised and a recommendation for each is included in **Annex 1**.

1.2.3 **Annex 2** contains each location summary, with more detail as to the response rate, analysis and recommendation.

1.2.4 **Annex 3** contains plans of the Phase 14 proposals that were circulated for as part of the consultation.

- 1.2.5 **Annex 4** contains revised plans in relation to Howard Drive, Woodside Road, Forest Grove (all in Tonbridge) and Woodbury Road (Walderslade) reflecting the recommendations set out in Annexes 1 & 2
- 1.2.6 **Annex 5** contains a redacted copy of all the consultation responses relating to the Phase 14 proposals that have been received within the consultation period.

## **2 SHAKESPEARE ROAD, TONBRIDGE**

- 2.1.1 Following the introduction of new parking restrictions to the Shakespeare Road area of Tonbridge (promoted in Phase 12 and implemented in Phase 13 of the Parking Action Plan) there were representations from one of the local Members, Cllr Hood, that the double yellow line restrictions on Shakespeare Road (between Burns Crescent and Scott Road) were not what the residents wished for.
- 2.1.2 In line with our processes for reviewing the effectiveness of new parking controls, we carried out a Satisfaction Survey with the residents of that section of road, asking if they wished to retain the new double yellow line restrictions or to have them removed.
- 2.1.3 We wrote to 14 properties as part of the Satisfaction Survey and received 11 responses. 1 was happy to keep the existing double yellow lines, 1 expressed no opinion on the question asked but wanted double yellow line restrictions (but on the other side of the road) and 9 wished for their removal.
- 2.1.4 The redacted responses to the Satisfaction Survey are shown in **Annex 6**
- 2.1.5 The views of the local Members are sought on this issue. If supportive of removing the double yellow line restrictions the changes could be made without invalidating the current Traffic Regulation Order.

## **3 LEGAL IMPLICATIONS**

- 3.1.1 The powers allowing the Borough Council to carry out parking management activity are contained in the Road Traffic Regulation Act 1984, supplemented by formal agreement with Kent County Council as the Local Highway Authority, in respect of its powers under the Traffic Management Act 2004. In particular, Page 15 4 JTB - Part 1 Public 21 September 2020 section 122 of the Road Traffic Regulation 1984 Act imposes a general duty on local authorities exercising functions under the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of safe and adequate parking facilities on and off the highway.
- 3.1.2 The Borough Council carries out parking enforcement under an Agency agreement with Kent County Council by way of a Traffic Regulation Order, under the terms of the Road Traffic Act 1988 (and its amendments), the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.

- 3.1.3 Changes to parking charges are made via an Amendment Orders to the Council's on and off-street parking Traffic Regulation Orders, using the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and will reflect any temporary amendments to procedures introduced to address Covid-19 restrictions. The proposals have followed and exceeded the requirements of the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996
- 3.1.4 The matters raised in this report are considered to be routine, uncontroversial or not legally complex and a legal opinion has not been sought on these proposals.

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

- 3.2.1 Funding for the development of the Parking Plan is provided within existing revenue budgets.

## **3.3 Risk Assessment**

- 3.3.1 The comprehensive assessment and consultation process applied to Parking Action Plans provides the assurance that the Borough Council has the will and ability to adapt proposals brought forward, in the light of comment and circumstances, and to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that the Council correctly and effectively manages on-street parking in these areas, as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.
- 3.3.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals both informally and formally.

## **3.4 Equality Impact Assessment**

- 3.4.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

## **3.5 Policy Considerations**

- 3.5.1 Asset Management
- 3.5.2 Communications
- 3.5.3 Community
- 3.5.4 Customer Contact
- 3.5.5 Health and Safety

### 3.6 Recommendations

- (1) It is **RECOMMENDED** that the recommendations for each location for Phase 14 shown in **Annex 1** to the report be adopted and where appropriate the proposals be taken forward to formal consultation.
- (2) It is **RECOMMENDED** that the Board consider the Satisfaction Survey for Shakespeare Road, and the views of the local Members, and the double yellow lines in the section in question be removed/retained.

Background papers:

Annex 1 – List of locations and recommendations

Annex 2 – Location summaries

Annex 3 – Plans of proposals at consultation

Annex 4 – Revised plans;

DD/598/21A Howard Drive

DD/598/26A Forest Grove

DD/598/28A Woodside Road

DD/598/30A Woodbury Road & Falkland Place

Annex 5 – Redacted consultation response

Annex 6 – Redacted responses to Shakespeare Road Satisfaction Survey

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