

## Joint Transportation Board

02 March 2026

### Part 1 - Public

### Non-key Decision



Cabinet Member	Martin Coffin
Responsible Officer	Robert Styles (Director of Street Scene, Leisure & Technical Services)
Report Author	Andy Bracey (Parking Manager)

## Parking Action Plan – Phase 15 – Formal Consultation

### 1 Summary and Purpose of Report

- 1.1 This report covers the formal consultation stage of the parking restriction proposals contained in Phase 15 of the Borough's Parking Action Plan and seeks approval to implement the changes.

### 2 Corporate Strategy Priority Area

- 2.1 Efficient services for all our residents, maintaining an effective council.
- 2.2 Changes to parking arrangements are intended to improve accessibility to all users of the road network and to address residents' concerns relating to parking.

### 3 Recommendations

- 3.1 It is RECOMMENDED that the recommendations for each location for Phase 15 shown in Annex 1 to the reports be adopted and where appropriate the proposals be implemented.

### 4 Introduction and Background

- 4.1 The Borough Council has for many years divided requests for new and revised parking restrictions into separate phases of the "Parking Action Plan".
- 4.2 Following the March 2025 meeting of the Joint Transportation Board, investigations into proposed parking changes were undertaken at 30 sites across the Borough.
- 4.3 These proposals were then reported back to the June 2025 meeting of the Board, where it was decided that 16 locations should proceed to formal consultation and invitation of objections.

## **5 Proposal - Phase 15 – Formal Consultation**

- 5.1 Formal consultation was carried out on the 16 locations from 23<sup>rd</sup> January 2026 to 15<sup>th</sup> February 2026 and letters were sent directly to the frontagers affected, notices were placed on-street and in the local press, and documents were available on deposit at TMBC and Kent County Council offices. The details were also available on the Borough Council's website.
- 5.2 A list of all the locations, the issues raised and a recommendation for each is included in **Annex 1**.
- 5.3 **Annex 2** contains each location summary, with more detail as to the response rate, analysis and recommendation.
- 5.4 **Annex 3** contains plans of the Phase 15 proposals that were circulated as part of the consultation.
- 5.5 **Annex 4** contains a redacted copy of all the consultation responses relating to the Phase 15 proposals that have been received within the consultation period.
- 5.6 **Annex 5** contains a potential reduction to proposals for Booth Close, Snodland.

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

- 6.1 Funding for the development of the Parking Plans is provided within existing revenue budgets.

## **7 Risk Assessment**

- 7.1 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.

## **8 Legal Implications**

- 8.1 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 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.

- 8.2 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.
- 8.3 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.

## **9 Implementation**

- 9.1 The locations detailed in this report will, if approved, will proceed to implementation and will be progressed in the Spring and early summer of 2026.

## **10 Cross Cutting Issues**

### **10.1 Climate Change and Biodiversity**

- 10.1.1 A moderate source of emissions is likely to be maintained at current levels or increased. Use of private motor vehicles remains a major source of carbon emissions.
- 10.1.2 Climate change advice has not been sought in the preparation of the options and recommendations in this report.

- 10.2 The aim of the proposed changes is to improve traffic flow and ease parking arrangements. This may assist in reducing journey times and reduce congestion at some of the locations.

### **10.3 Equalities and Diversity**

- 10.3.1 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.

Background Papers	None
Annexes	Annex 1 – List of locations and recommendations Annex 2 – Location summaries Annex 3 – Plans of proposals Annex 4 – Redacted consultation responses Annex 5 – Potential reduction of proposals