

- 4.2 The future of the Parking Action Plan is uncertain in light of the forthcoming LGR, where a new Unitary Authority will be formed and the Borough Council will cease to exist in its current form.
- 4.3 The Council is not proposing to take forward any wider parking reviews (like Hildenborough and Hadlow) as it will not be possible to complete in the remaining timeframe.
- 4.4 This approach does allow for more priority to be put to individual locations across the Borough that have been identified from the Holding list.

5 Proposal

- 5.1 Priority will be given to accelerate the progression of the Parking Action Plan list. In terms of process that has been adopted, officers have reviewed the current Holding list previously reported to this Board and have triaged the locations to remove duplicated requests and to delete requests that are not practicable, lawful or sustainable.
- 5.2 With the revised list in mind, we have then selected locations for proposals to be promoted, based a number of factors including, the proximity to other changes, the history of the area and any (or lack of) changes in those locations and existing commitments.
- 5.3 The list of locations for Phase 16 and Phase 17 of the Parking Action Plan is shown in Annex 1.
- 5.4 The Phase 16 will broadly cover locations outside of Tonbridge with the exception of areas that have been impacted by the introduction to Sunday charging.
- 5.5 It is intended that the sites in Phase 16 Parking Action Plan be developed up to the informal consultation stage with consultation with local residents being carried out in the next few weeks, and be reported back to the September meeting of the Board.
- 5.6 These can then be further considered and taken to formal consultation and consideration of objection, for report back to the December meeting, and potential implementation in the Spring of 2027.
- 5.7 The list of locations for Phase 17 can then be taken forward through similar steps once Phase 16 has moved to the formal consultation stage.
- 5.8 Any locations that have not been progressed in Phase 16 or 17 will be held and taken forward in the new authority.

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. Page 23

9 Cross Cutting Issues

- 9.1 Climate Change and Biodiversity
- 9.1.1 Limited or low impact on emissions and environment.
- 9.1.2 Climate change advice has not been sought in the preparation of the options and recommendations in this report.
- 9.1.3 Changes to parking restrictions should assist traffic movements and reduce congestion.

9.2 Equalities and Diversity

9.2.1 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 – Phase 16 & 17 locations