

# **Proposed Additional Car Club Parking Bays**

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A report by the Borough Council's Head of Customers and Communities to the Tunbridge Wells Joint Transportation Board on 19 October 2015

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## **INTRODUCTION**

1. The Borough Council's Cabinet approved the expansion of the town's car club scheme at their meeting on 6<sup>th</sup> August. To facilitate additional vehicles, extra bays are required, spread across the town. A traffic regulation order is required to formalise these bays and make them enforceable.

## **BACKGROUND INFORMATION**

2. In the summer of 2014, the Borough Council entered into agreement with a car club operator and two cars were provided for this purpose.
3. Two on-street bays were provided on an experimental basis in Mount Pleasant Road. The traffic regulation order for these bays expires early in 2016.
4. The Borough Council's Cabinet have now endorsed the expansion of the scheme involving additional vehicles and extra on-street spaces, the latter being subject to the making of a traffic regulation order.
5. Car clubs have a number of benefits and have been shown to lower levels of private car ownership thereby reducing pressure on kerbside parking space.

## **CURRENT PROPOSALS**

6. Two bays were initially provided on an experimental basis for the first two vehicles provided for car club users. These were then supplemented by an electric vehicle which is based in the Crescent Road multi storey car park.
7. The on-street bays were subject to an experimental traffic regulation order which can last for up to 18 months. Objections can be lodged with the first 6 months. Only two objections were made in that period, one to the general principle of a car club and one specifically to the bay north of Church Road, suggesting that it would adversely impact on a local business.
8. Whilst the car club has been popular, certain issues have arisen, including pigeon droppings on the car parked north of Church Road. Partly for that reason, it is proposed to relocate that bay southwards. This would, to some extent, also address the objection.
9. In addition to making the two existing bays permanent, with one relocated as above, the expansion of the car club would also entail extra cars with the consequent need for additional on-street spaces.
10. Details of all the proposed bays are contained at Appendix A. Although 5 additional bays are being proposed, the intention is that these be introduced as and when needed rather than all at the same time.

11. It should further be noted that 2 of the 5 additional spaces would be provided without loss of existing parking space. This is being achieved through minor modifications to double yellow lines.
12. To avoid the need to advertise a traffic regulation order for each bay when it is needed, however, all five, plus the two existing, have been advertised now. A traffic regulation order need not be implemented immediately, although after two years have elapsed, it would be necessary to re-advertise a proposal if it had not been introduced.
13. Since the bays require a traffic regulation order, and objections can be raised, this report is both for information and resolution of any objections. Any objections will be reported verbally.

## **CONCLUSION**

14. New on-street parking bays are proposed for the Tunbridge Wells area to support expansion of the car club. A public consultation exercise has taken place and objections may have arisen from that process.
15. If a sufficient number of objections to any part of the proposal have been made, this Board will need to consider whether to proceed either as drafted or in an amended form.
16. A verbal update will be given at the meeting.

## **RECOMMENDATION**

17. That members' views are sought as necessary.

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