

Parking Strategy 2016-2026

A report by the Borough Council's Parking Manager to the Tunbridge Wells Joint Transportation Board on 15th February 2016.

Introduction

1. A draft parking strategy was prepared in December 2014 followed by a public consultation in the first quarter of 2015. Feedback received from that consultation and together with subsequent correspondence received from members of the public has been used to inform the Parking Strategy enclosed at Appendix A.
2. A summary of the consultation feedback can be found at Appendix B and a link to enable viewing of all responses will be included in the April Cabinet report.

Actions taken

3. The draft parking strategy identified four key objectives. Since then these four objectives have been slightly modified to encompass that feedback (see also section four of the Parking Strategy at Appendix A):
 - I. To ensure that the quantity and type of on-street parking provision and kerbside space is managed to help meet current and future demands of residents, businesses and visitors.
 - II. To keep under review the effectiveness of restrictions within the Borough, identifying those roads without restrictions where parking causes concerns, working with KCC where safety and congestion could be an issue.
 - III. To ensure that car parks are maintained to a high standard, that there is adequate space to meet public demand, aid traffic circulation, and provide sufficient revenue for future investment to support communities, businesses and visitors.
 - IV. To invest in navigational, payment and other digital technology now and in the future to improve efficiencies and customer service, issuing regular progress reports and establishing policy as necessary.

Further clarification of each objective can be found at section 4.1 of the Parking Strategy.

4. Information about parking and related issues in the borough is described within the Parking Strategy followed by a series of Proposed Actions, covering key concerns of the public. The lack of kerbside parking space for resident permit holders represented the largest percentage of respondents' comments. (See section 7 of the Parking Strategy).
5. Some other areas of major concern addressed within the Parking Strategy include:
 - Footway parking (Section 9)
 - Congestion (Section 10)
 - Car parks (Section 11)

6. Section 20 includes an Implementation Programme that amalgamates 22 Proposed Actions outlined throughout the Parking Strategy. The programme highlights the objectives that each one meets and the source of funding with a timeframe for completion, under three stages:
 - Stage one: 2016 to 2018
 - Stage two: 2019 to 2022
 - Stage three: 2023 to 2026
7. Some of the Proposed Actions will require public consultation which therefore may need to be varied or even abandoned. Such events will consequently need an adjustment to the Implementation Programme and where necessary be reported back to the JTB or Cabinet before implementation.
8. It has been recognised that the Parking Strategy will need to be flexible in terms of reprioritising actions to deal with an ever changing environment, in particular with the provision of parking space to meet future demands (see Section 16). Any changes will be outlined in annual and stage progress reports that will be published on the Council's website (see Section 4.2).

Recommendation

9. That the JTB endorses the Parking Strategy 2016-2026.

Route

10. Following presentation to the JTB, the Parking Strategy will go to Cabinet in April 2016 requesting approval and adoption.

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Appendices

- Appendix A Parking Strategy 2016-2026
Appendix B Consultation Summary