

Zone A Permit Parking Restrictions, Tunbridge Wells – Proposed Amendments

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Originating Authority	Tunbridge Wells Borough Council and Kent County Council
Final Decision Taker	Kent County Council
Exemption	Non-exempt
Classification	For Recommendation

Recommendation:

- That the Board endorses the proposal to amend permit parking restrictions in the Zone A area of Tunbridge Wells

INTRODUCTION

The Zone A permit parking area lies to the immediate south of the town centre and places restrictions on parking in many residential streets. Those restrictions usually take the form of a limit on the time that a person can park or a period of the day during which parking is prohibited with, in both instances, an exemption for permit holders.

The restrictions in place have, in some areas, been unchanged for many years so whilst deemed appropriate initially, they may be less so now. Requests are received from time to time for changes to restrictions or to expand the area covered.

The current proposals, and hence this report, stem from requests by resident permit holders to make small scale amendments.

BACKGROUND

When the current Parking Strategy was adopted in 2016, a number of amendments to permit parking arrangements were detailed, including some for Zone A. When these were advertised in the latter part of that year, there was a considerable level of objection, resulting in them all being dropped.

Requests for change were, however, still being received and some have already been addressed, specifically those relating to the Grove Hill Road area. Two other issues have been the source of comment for several years and these have now been

looked at in more detail and proposals advertised as part of a public consultation exercise.

ISSUES ADDRESSED

Two specific issues were looked at, as detailed in the October JTB report (copy attached as Appendix A). One amendment proposed was that Rodmell Road be included in the restricted area and have bays marked. The other issue related to streets in the Claremont Road area where it was proposed to add an afternoon hour long restricted period to the existing morning one.

CONSULTATION RESPONSE

28 responses were received during the statutory three week consultation period. Of these, 19 expressed support for the changes, with 5 objecting and 4 either asking questions or making suggestions.

The objections all related to the Farmcombe Road/Farmcombe Close area and were against the idea of having a restriction on parking between 2pm and 3pm.

Of the 4 passing comment without necessarily expressing support or objection, 2 requested restrictions on the remaining part of the Banner Farm Estate – which is covered in a separate report - with the other 2 requesting restrictions over a wider area. The latter can be considered as and when any further amendments to Zone A come forward.

PROPOSED COURSE OF ACTION

With no objection being made to the proposal to include Rodmell Road in the restricted area, it is recommended that we proceed with amending the traffic regulation order to cover that change.

In respect of the Claremont Road area it is proposed that the additional afternoon restriction (2pm to 3pm Monday to Saturday) be imposed in Buckingham Road, Grecian Road, Norfolk Road, Arundel Road, Claremont Gardens and Claremont Road.

It is further proposed to await the results of a consultation in respect of the remainder of the Banner Farm estate before deciding whether to proceed with the additional afternoon restriction in Farmcombe Road and Farmcombe Close – a separate report on this agenda covers the Banner Farm consultation, which had not finished at the time of writing.

CONCLUSION

A consultation in respect of proposed changes to restrictions in Permit Parking Zone A has produced a largely positive response. The only exception has been objections to changes in two streets.

RECOMMENDATION

Members are recommended to endorse the making of a traffic regulation order which adds to and amends restrictions in the Zone A permit parking area as detailed in this report.

Appendices to the Report

- Appendix A – October 2019 JTB Report