

Permit Parking Zone C Expansion Consultation

For Joint Transportation Board on Monday 25th January 2021

Summary

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Classification: Public document

Wards Affected: Culverden

Recommendations

That Members endorse the recommendation to begin a formal consultation on a proposal to expand Permit Parking Zone C and report any objections to a future meeting of this Board.

1. Introduction and Background

- 1.1 In 2017, a report to this Board recommended an extension to Permit Parking Zone C subject to resolution of an issue in the existing zone. That issue, which was in essence the simplification of restrictions, was not resolved and the proposed extension did not take place.
- 1.2 This left the question of whether an expansion of the zone was necessary or appropriate unanswered since no formal public consultation ever took place. To resolve this, a further informal consultation has taken place to update residents views prior to the possible advertising of a traffic regulation order for permit parking restrictions.
- 1.3 This report details the extent of the new survey, the questions that were asked and the responses received together with the options available and a recommendation about whether to proceed to a statutory public consultation.

2. The Consultation Process and Content

- 2.1 When amendments are proposed to a permit parking zone, or a new zone is being considered, it has been our standard practice to initially carry out a targeted consultation to establish the views of those living in the affected area. This ensures that no proposals are taken to the more complex and costly formal consultation stage without a broad level of support from those most directly affected.
- 2.2 In this instance, an area for consultation had been established in 2017 which resulted in a report to the July 2017 meeting of this Board, a link to the report can be found at the end of this report under the heading of background papers. For the latest re-consultation, it was decided to stick with roughly the same area since there was no evidence to suggest that parking issues had expanded outwards. The area over which the consultation took place can be seen in Appendix A.
- 2.3 Prior to and during the consultation period, on-street surveys of parking were undertaken to enable a comparison between observed levels of parking and resident responses about parking problems.

3. Survey Results

- 3.1 Residents were given a month to complete and return a questionnaire and a summary of their responses is provided at Appendix B.
- 3.2 The current level of support for permit parking can be compared with observational surveys of average parking stress levels at Appendix C. This drawing also shows the proposed area for formal consultation shaded blue.
- 3.3 It is apparent from the responses that, whilst there has been some shift in opinion in respect of pre-Covid parking issues and those experienced since the various restrictions on movement and working practice have taken place, there is still support for permit parking in a number of streets.
- 3.4 The current interest in permit parking is also broadly reflected in the observed levels of daytime parking.
- 3.5 Whilst the overall level of response was not high and it can be seen that, in total, more were against the idea of permit parking, this needs to be put in context. The area surveyed was greater than currently considered appropriate for an expansion to permit parking, the reason for that being to ensure that we captured as many views as possible and avoid excluding marginal areas.
- 3.6 Overall, only 85 of 177 respondents favoured the idea of permit parking but, when marginal streets/areas are excluded, the preference shifts to 84 out of 150 responses in favour.

- 3.7 The streets excluded, by virtue of their location and limited response were Coniston Avenue, Culverden Down and Connaught Way.
- 3.8 The 150 responses mentioned at 3.6 were further reduced by eliminating two more streets. Byng Road, which was neutral in 2017, now has a significant bias towards no further restrictions. Court Road also produced a substantially negative response.
- 3.9 Of the nine Oakdale Road residents who replied, four were in favour of permit parking and five against. This street, which had previously expressed support for permit parking, is sandwiched between Molyneux Park Road and Boyne Park, both of which returned a positive response to permit parking, although the lower (western) part of Molyneux Park Road also produced a largely negative view.
- 3.10 In producing a final list of streets for a potential expansion of Zone C, Oakdale Road was included, along with Molyneux Park Road, Mayfield Road, Boyne Park, Royal Chase, Somerville Gardens, Earls Road and Hurstwood Lane.

4. Options Considered

- 4.1 Since there was still support for permit parking and evidence of high levels of parking stress in some areas, the most appropriate course of action appeared to be to promote a new restriction in appropriate streets.
- 4.2 Once the streets where there was little or no support had been filtered out and the final list at 3.10 compiled, the next step was to decide on a restriction for the purposes of a formal consultation process.
- 4.3 Permit parking restrictions usually take the form of either a daytime restriction on parking beyond a specified time period with an exemption for resident permit holders or a period, or periods, of the day during which only permit holders can park.
- 4.4 Whilst there is no established method of deciding which type of restriction should be employed, it is generally considered more appropriate to have time limited waiting with exemptions in streets nearer the town centre where short-stay parking is more popular. Where non-resident daytime parking is more often likely to be by commuters or local workers, a specified period of the day where only permit holders can park is often considered more appropriate.
- 4.5 In this instance, it is believed that non-resident parking is generally for long-stay purposes, so a single period of the day during which permits are required to park should achieve the desired result.
- 4.6 In deciding which period to restrict, the ability to enforce is an important consideration as is the likelihood of non-permit holders being able to circumvent the restriction. With that in mind, it is considered that a late morning restriction, say 10am to mid-day on Mondays to Fridays would be the most beneficial. This takes into account the proximity to existing patrol routes and also reflects the generally low level of response and current abnormal circumstances.

- 4.7 Although Oakdale Road and the whole of Molyneux Park Road would be included for the purposes of formal consultation, if the restriction proved to be unpopular we could exclude parts without further consultation being necessary, as would also be the case in other streets where support was outweighed by objection to a specific proposal.

5. The Next Steps

- 5.1 Subject to Member endorsement of the proposal, a detailed design will take place and a formal consultation undertaken. The results of that will be reported to a future meeting of this Board.

6. Appendices and Background Documents

Appendices:

- Appendix A: 2020 Consultation Area
- Appendix B: Summary of 2020 Consultation Responses
- Appendix C: Parking surveys compared with resident responses

Background Papers:

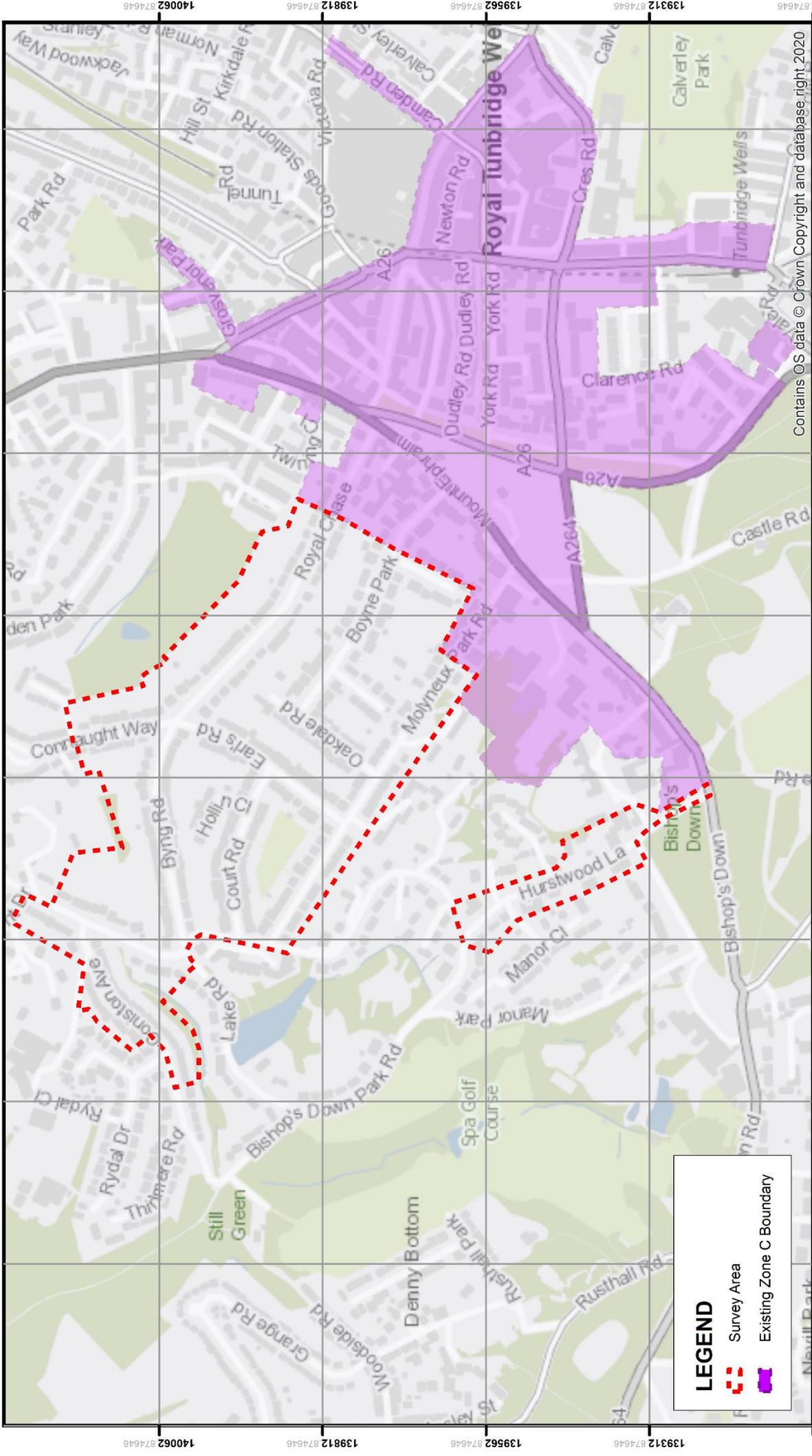
- July 2017 JTB Report - <https://democracy.tunbridgewells.gov.uk/documents/g3934/Public%20reports%20pack%2017th-Jul-2017%2018.00%20Joint%20Transportation%20Board.pdf?T=10>

Appendix A

Area Surveyed

ZONE C EXPANSION: AREA SURVEYED

Map dated: 13.01.21



139062 874646 139312 874646 139562 874646 139812 874646 140062 874646

556669 628252 556919 628252 557169 628252 557419 628252 557669 628252 557919 628252 558169 628252 558419 628252 558669 628252

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Appendix B

Summary of Responses

Road	Properties Consulted	Response Rate	In favour	Not in Favour	Percentage in Favour
Molyneux Park Road	134	20%	17	10	63%
Coniston Avenue (part)	52	35%	0	18	0%
Mayfield Road	20	30%	4	2	67%
Court Road	51	43%	3	19	14%
Boyne Park (part)	55	40%	18	4	82%
Culverden Down (part)	18	39%	1	6	14%
Connaught Way (part)	16	6%	0	1	0%
Royal Chase (part)	29	38%	8	3	73%
Somerville Gardens	18	67%	9	3	75%
Byng Road	38	53%	6	14	30%
Oakdale Road	29	31%	4	5	44%
Earls Road	43	44%	12	7	63%
Hurstwood Lane	13	23%	3	0	100%
TOTAL			85	92	48%

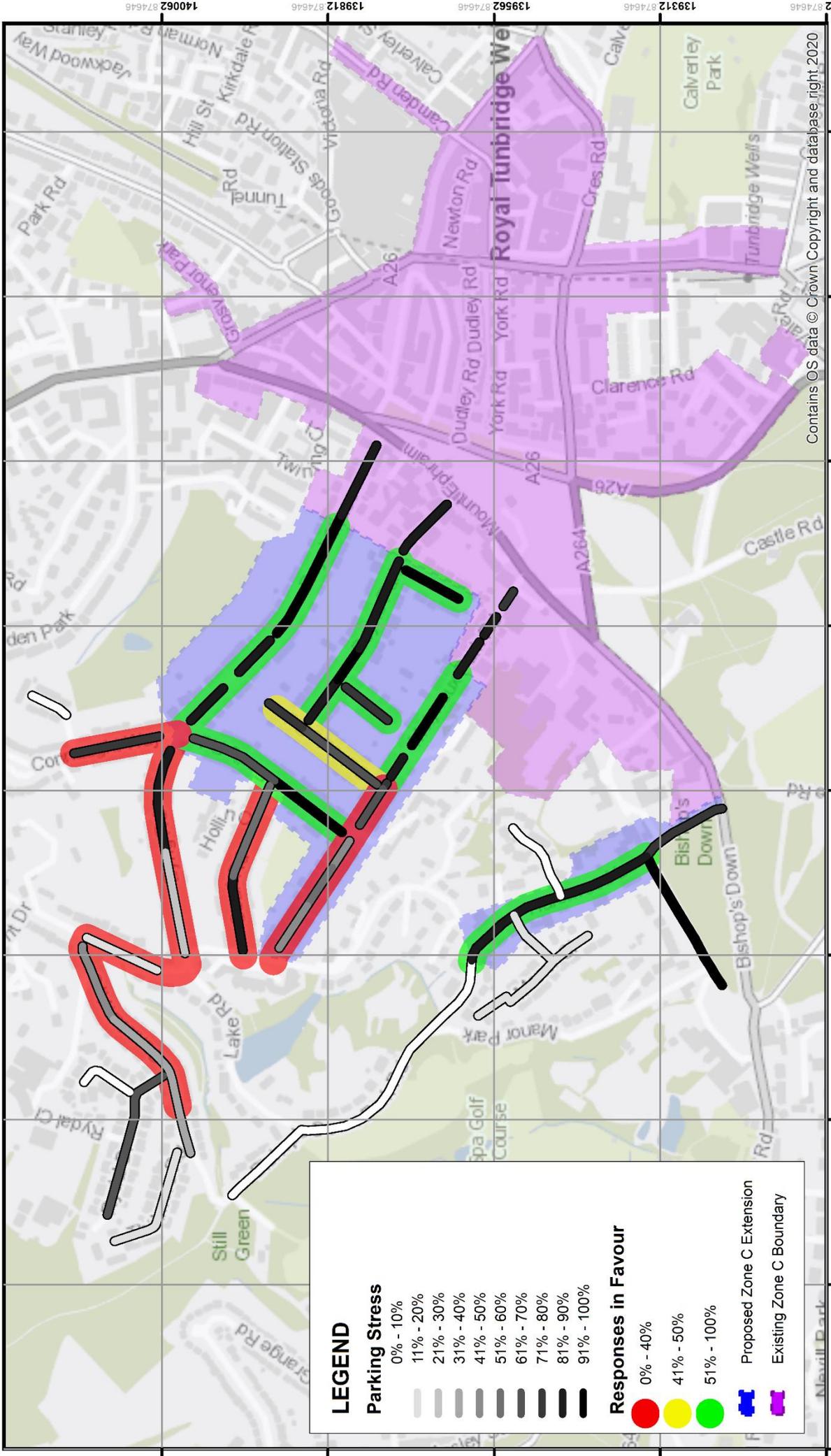
Appendix C

Responses Compared to Observed Parking Stress

ZONE C EXPANSION: RESPONSES VS AVERAGE PARKING STRESS



Map dated: 13.01.21



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