

Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	East Malling & Larkfield
Roads:	Larkfield Road
File reference:	P4/09
Site Reference:	Phase 6a-15
Original request date	2/24/2011

Initial request

Requested via County Councillor Dean and via PCSO Leng.

Summary of proposals

Amending single yellow lines to operate at all times and new 'junction protection' markings around the car park access.

Statement of reasons

The proposals are designed to reduce congestion and to improve access to the private car park.

Formal consultation

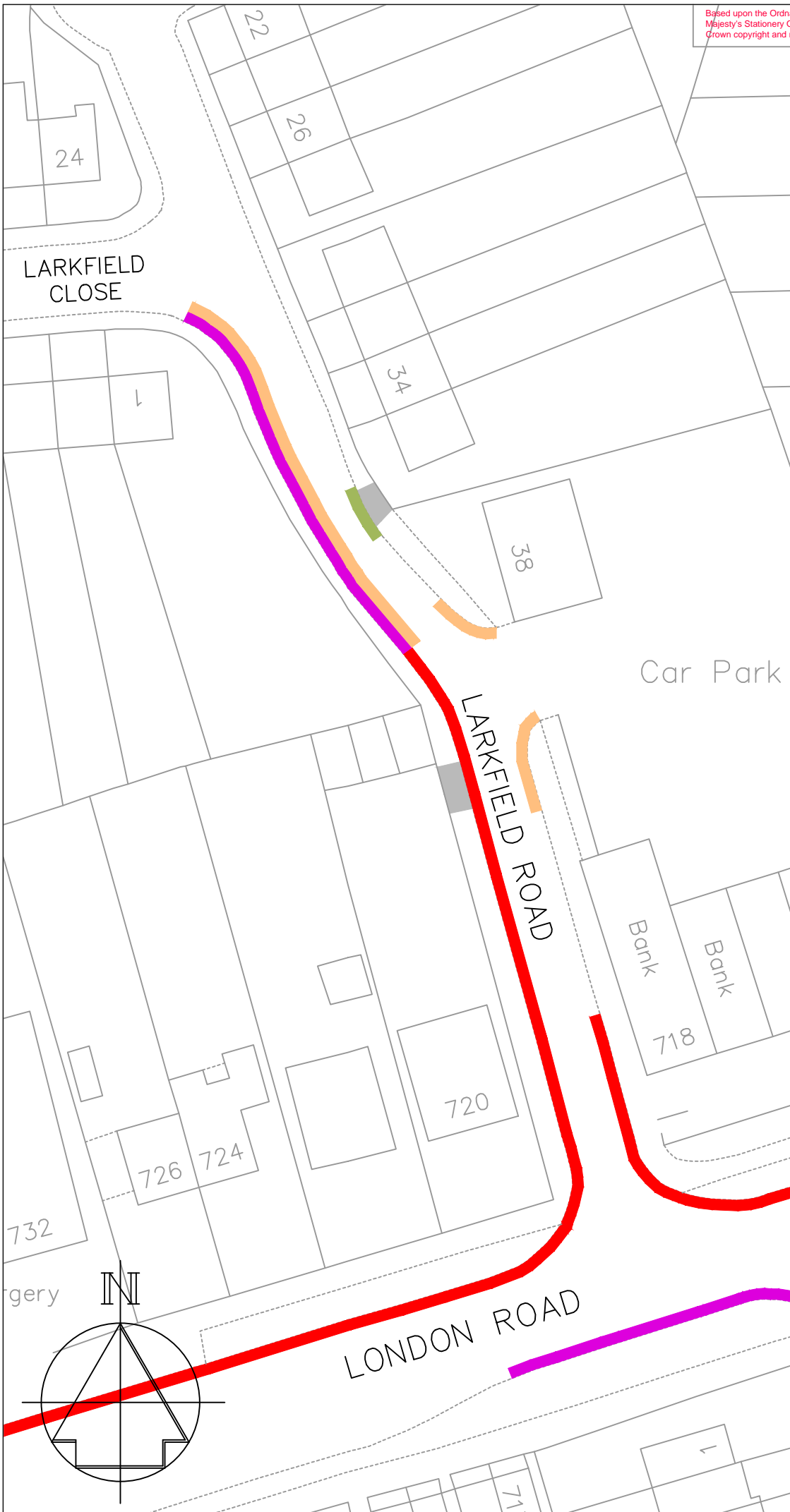
As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

The responses were as follows;

Letters out	23
Responses (%)	0
In favour	0
Objecting	0
No view expressed	0

Recommendation

Given the lack of response to the formal consultation, the proposal should be introduced and the consultation response be reported to the Joint Transportation Board for information only.



- Key**
- Existing 'No waiting at any time' (double yellow lines)
 - Existing 'No waiting, Mon-Sat, 8.30am-6.30pm' (single yellow lines)
 - Proposed 'No waiting at any time' (double yellow lines)
 - Existing 'Access protection line'
 - Existing vehicle access

Plan for illustrative purposes only - do not scale

Revision	Date



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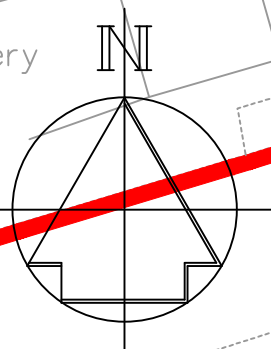
Project Title
Phase 6a - Proposed New & Amended Parking Restrictions

Drawing Title
Larkfield Road, Larkfield

Drawn **ACB** Checked Date **26th July 2011**

Scale **1:1000 @ A4**

Drawing No. DD/556/6	Rev
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Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	East Malling & Larkfield
Roads:	Springfield Road & Lunsford Lane
File reference:	P4/09
Site Reference:	Phase 6a-17
Original request date	11/29/2010

Initial request

Requested by residents and forwarded by former Cllr Thornewell.

Summary of proposals

New 'junction protection' restrictions.

Statement of reasons

The proposals are designed to re-enforce the advice set out in the Highway Code not to park near junctions. The proposals keep the adjacent driveway clear of traffic parked opposite.

The proposals are also for an advisory 'access protection' marking across the vehicle entrance to 'Hanover Green'.

Ex Cllr Thornewell originally asked for restrictions further along the road, but seems satisfied with an access protection line and restrictions across the pedestrian access.

Formal consultation

As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

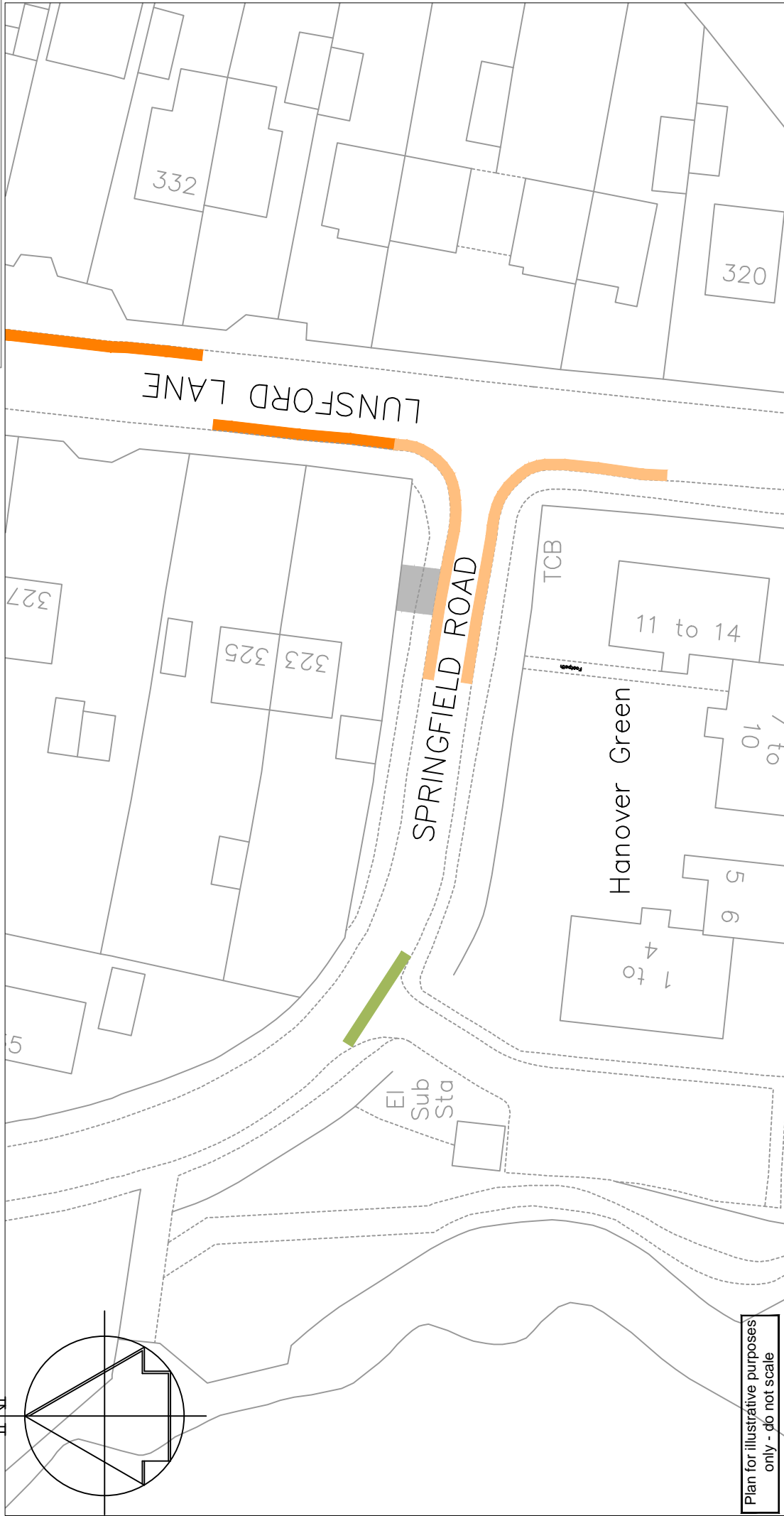
The responses were as follows;

Letters out	23
Responses (%)	5 (21.7%)
In favour	5 (100%)
Objecting	0
No view expressed	0

A response rate of 21.7% is good return rate (a 'normal' return rate would be 15%–20%)

Recommendation

Given the positive response to the formal consultation, the proposal should be introduced and the consultation response be reported to the Joint Transportation Board for information only.



A	Double yellow lines extended past footpath from Hanover Green	26/9/11
	Revision	

Drawn	ACB	Checked		Date	26th July 2011
Scale	1:500 @ A4				
Drawing No.	DD/556/7		Rev	A	

Drawing Title
Springfield Road & Lunsford Lane
 Larkfield

Project Title
Phase 6a - New & Amended Parking Restrictions

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TONBRIDGE & MALLING
 BOROUGH COUNCIL

PLANNING, TRANSPORT & LEISURE

Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	East Malling & Larkfield
Roads:	Carnation Close & Larkspur Road
File reference:	P4/09
Site Reference:	Phase 6a-17
Original request date	01/05/2011

Initial request

Requested by residents.

Summary of proposals

Removal of previously installed double yellow lines.

Statement of reasons

The proposal is to remove parking restrictions that the residents strongly objected to once they were implemented. The road markings have already been removed from site.

Formal consultation

As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

The responses were as follows;

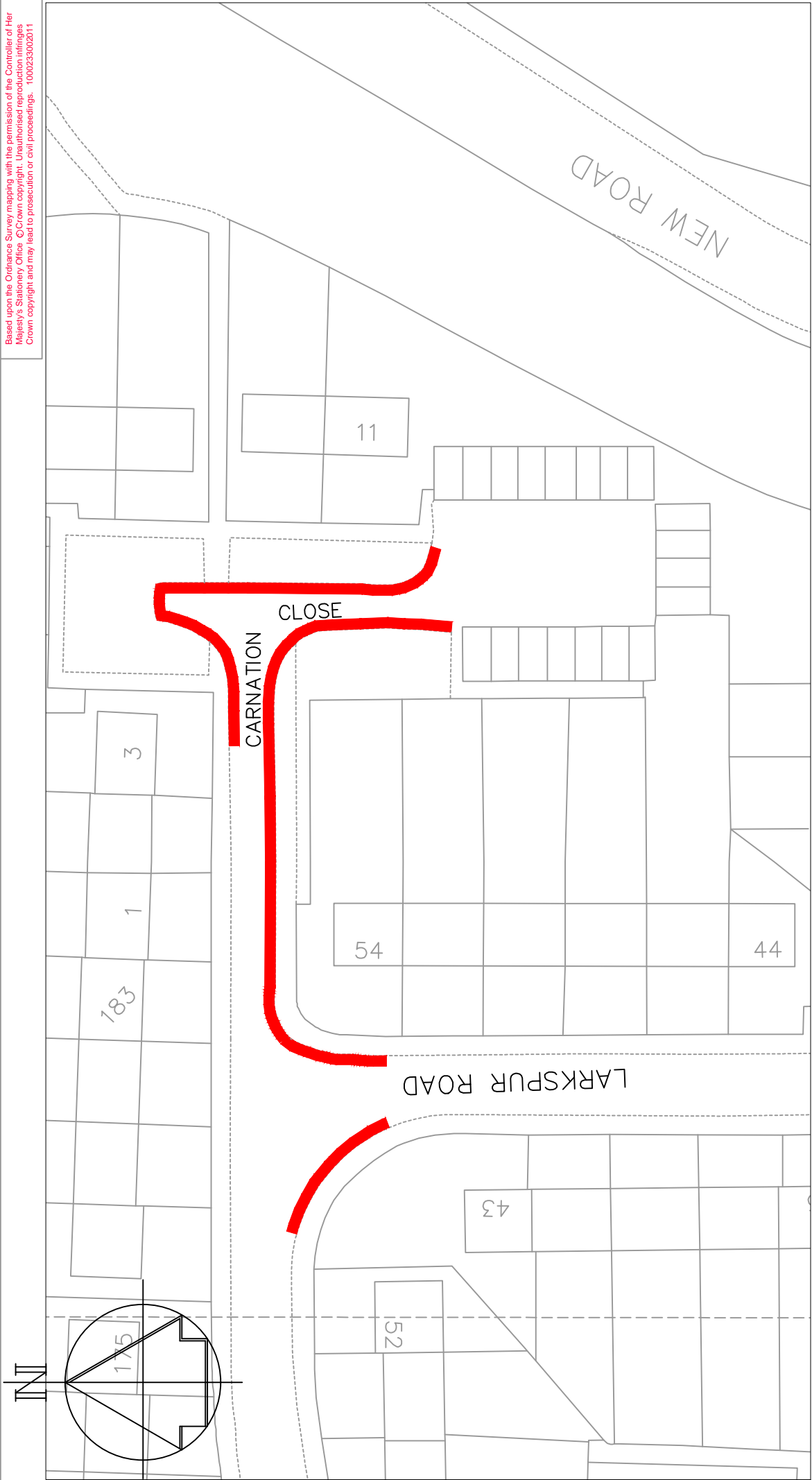
Letters out	19
Responses (%)	3 (15.9%)
In favour	3 (100%)
Objecting	0
No view expressed	0

A response rate of 15.9% is a normal return rate (a 'normal' return rate would be 15%–20%)


Recommendation

Given the positive response to the formal consultation, the proposal should be introduced and be the consultation response be reported to the Joint Transportation Board for information only.

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KEY
 Existing 'No waiting at any time' (Double yellow lines) to be revoked & removed

Drawn ACB	Checked	Date 26th September 2011
Scale 1:500 @ A4	Drawing No. DD/556/10	
Rev		

Drawing Title
**Carnation Close
 East Malling**

Project Title
**Phase 6a - New &
 Amended Parking Restrictions**

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 BOROUGH COUNCIL

PLANNING, TRANSPORT & LEISURE



Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	Leybourne
Roads:	Rectory Lane North & Castle Way
File reference:	P4/15
Site Reference:	Phase 6a-21
Original request date	11/9/2008

Initial request

Requested by Chairman of Parish Council.

Summary of proposals

Measures to control school traffic and to maintain emergency vehicle access to Rectory Lane North.

Statement of reasons

The proposals are designed to prevent parking along the narrow sections of Rectory Lane North so that emergency vehicle access can be maintained.

The proposals also prevent parking directly opposite Rectory Lane North.

Formal consultation

As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

The responses were as follows;

Letters out	32
Responses (%)	21(65.6%)
In favour	7(33.3%)
Objecting	12 (57.1%)
No view expressed	2 (9.6%)

A response rate of 65.6% is a high return rate (a 'normal' return rate would be 15%–20%)

Objections & Comments

Responses were received were from;

1. Mrs Holditch, Headteacher of St Peter & St Paul Primary School, citing;
 - loss of parking amenity for staff
 - difficulties for managing visitors
 - problems for visitors in finding the premises using satellite navigation

2. A Governor of the school objected that the school would have difficulties managing visitors and that there ought to be some parking allowed on Rectory Lane North but only for limited waiting. The Borough Council's Senior Engineer met with the Governor and explained that the reason for the proposal was to maintain emergency service access and that alternative parking was on Castle Way. The Governor then noted that point and asked that some restrictions be considered on Castle Way to deter all-day commuter parking as this reduced the opportunity for school parents and visitors to park. Measures to manage commuter parking in this area could be considered separately as part of other proposals at another time.

3. A representative of St Peter & St Paul's Church echoed the Governor's comments (2).

4. A parent of a child that attends Leybourne Primary School commented that on occasions she had to visit the school and parked on Rectory Lane North and that if this was not available she would have to park some distance away

5. A member of the public (no address supplied) commented via email, saying that as only wedding cars and hearses would be exempt on the proposed yellow lines near the church, it would adversely affect other visitors to the church. She also commented that more yellow lines would add to the urbanisation of the village.

6. Two residents of Old Barn Road, Leybourne objected to the proposals as they appeared un-necessary and that he was unaware of any issues. He also commented that the proposals could displace parking to nearby streets such as Lillieburn and Old Barn Road.

7. A Leybourne resident (no address supplied) objected to the proposals outside the church as it would be detrimental to local residents who pick-up and drop-off children for the nearby school. He also commented that the proposals in Rectory Lane North would adversely affect users of the church and parents.

8. A resident of Bridgewater Place objected, on the grounds that the proposals in Rectory Lane North would make it difficult to attend the school for an appointment or if her child was ill, and that vehicles still need to pick-up and deliver items in the road. She suggested a small area of limited waiting in the road.

9. A resident of Roundhay commented that the proposals on Castle Way should be for a one-hour single yellow line to deter commuter parking, and that any parking restrictions should consider the effect of displacement parking to the bottom of Lillieburn.

10. A resident of Grassmere, Leybourne commented that the problems related to long-term parking on Castle Way and the proposals would inconvenience short-term parking. She went on to suggest that 'take & display' parking be introduced in the lay-by.

11. A resident of Austen Way, Larkfield commented generally that the parking restrictions outside the church would inconvenience church users.

12. A local resident (no address supplied) commented that the Council should 'take over' more land in the area to provide more parking, that speeding is a problem along Castle Way and that commuter parking was now occurring at either end of Lillieburn.

13. A resident of New Road, Ditton commented that visitors to the school would have problems, and that parking by visitors to the school should not cause a problem for emergency services.

14. A Church Warden & School Governor commented that the proposals would cause problems for visitors to the school and members of the church congregation, and that long-stay parking caused a problem and that limited waiting ought to be introduced to prevent this.

15. The Chairman of the Parish Council, Mr Ulph commented in favour of the proposals, but suggested that the proposals should be more stringent and cover a wider area. He included a number of photographs that illustrated the problems in Rectory Lane North and subsequently, the parking issues in the lay-by in Castle Way.

In response to the points raised;

Problems for visitors to the School

The school has a requirement that visitors who use its access on Rectory Lane North should be 'signed in' to the building and it would be convenient if they could park on Rectory Lane North. There is an alternative to parking on Rectory Lane – parking is relatively uncontrolled on Castle Way, and can be accessed by a safe pedestrian crossing facility and visitors to the school could be advised to park there.

Problems for deliveries to the School

The school expressed concerns that deliveries would be inconvenienced by the proposed restrictions. This should not be the case as loading and unloading is permitted on the proposed double yellow lines. Vehicles that are unloading and unloading are normally 'attended' and so could be moved in an emergency, should they cause an obstruction.

Problems for visitors to St Peter & St Paul's Church

The comments relating to the use of the church relate to the loss of approximately 2 spaces on Castle Way, but these spaces are important to allow buses to be able to pull away from the bus stop. The proposed restriction would again allow loading and unloading and parking by blue-badge holders.

There is also a standard exemption for hearses and wedding cars (as these are normally 'attended') so this would enable those vehicles to park relatively

unhindered, close to the church, rather than have to double park or park some distance away.

Problems associated with parking in Castle Way (in the lay-by, at the junction of Lillieburn and at other locations)

There were a number of comments relating to long-stay parking in the lay-by on Castle Way and around other junctions in the area where long-stay parking tends to occur, suggesting that the proposed changes could displace parking to these locations, exacerbating the parking issues.

These parking issues are outside the remit of this parking proposal. The displacement parking and increased parking at the locations mentioned is of concern but should be secondary to the needs of emergency access. The problems associated with long-stay parking (attributed to non-residents who choose to 'park and ride' from the area) may need to be considered separately. There have also been comments raising concern about the speed of traffic in Castle Way and it may be that the appropriate management of parking could have a beneficial traffic calming effect, that so far has not been exploited.

Recommendation

Given the mixed response, the nearby alternative parking and the basis of the proposal being the maintenance of emergency vehicle access, the objections should be taken to the Joint Transportation Board for consideration, but then be set aside. The restrictions should then be introduced as proposed.

The members may feel that there is a need to investigate the long-stay parking issues in Castle Way and the surrounding roads, but this should be an issue for consideration at a future Joint Transportation Board.

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Key

- Existing 'No waiting at any time' (double yellow lines)
- Existing 'School Keep Clear', Mon-Fri, 8.30am-3.30pm (zig-zag yellow lines)
- Proposed 'No waiting at any time' (double yellow lines)
- Existing 'Disabled' bay
- Existing 'Bus stop clearway'

Plan for illustrative purposes only - do not scale

A	Double yellow lines on north side of Rectory Lane North joined-up	26/9/11
Revision		Date

TONBRIDGE & MALLING
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PLANNING, TRANSPORT & LEISURE

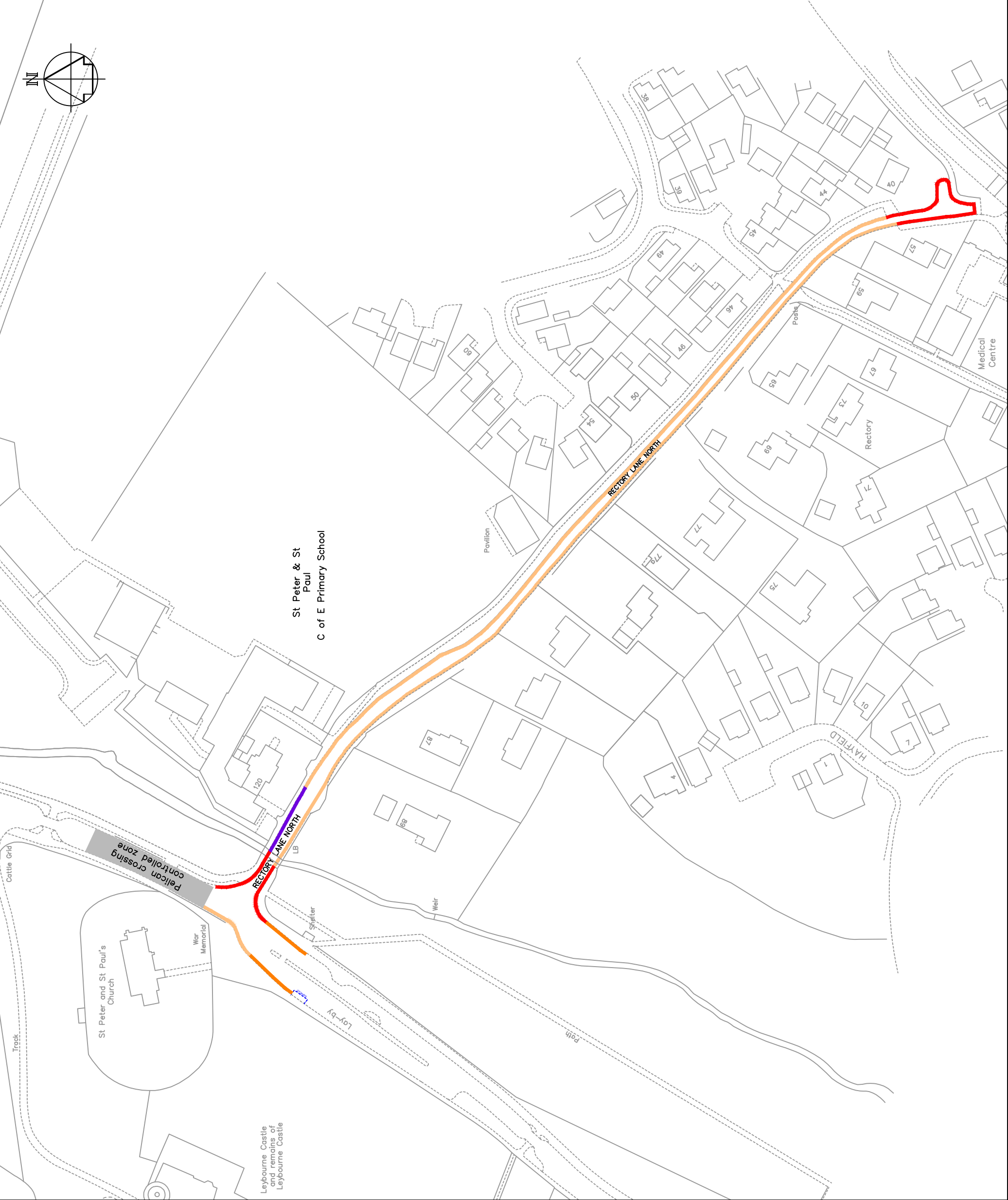
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Project Title
 Phase 6a - New & Amended Parking Restrictions

Drawing Title
 Rectory Lane North & Castle Way Leybourne

Drawn ACB	Checked	Date 26th July 2011
Scale 1:1250 @ A3		

Drawing No. DD/556/5	Rev A
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Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	Tonbridge
Roads:	Shipbourne Road & Whistler Road
File reference:	P4/24
Site Reference:	Phase 6a-36
Original request date	8/1/2009

Initial request

Local resident via PCSO Baker

Summary of proposals

New 'junction protection' restrictions to prevent parking in the visibility splay and slip lane of Shipbourne Road.

Statement of reasons

The proposals are designed to re-enforce the advice set out in the Highway Code not to park near junctions.

Formal consultation

As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

The responses were as follows;

Letters out	3
Responses (%)	0
In favour	0
Objecting	0
No view expressed	0

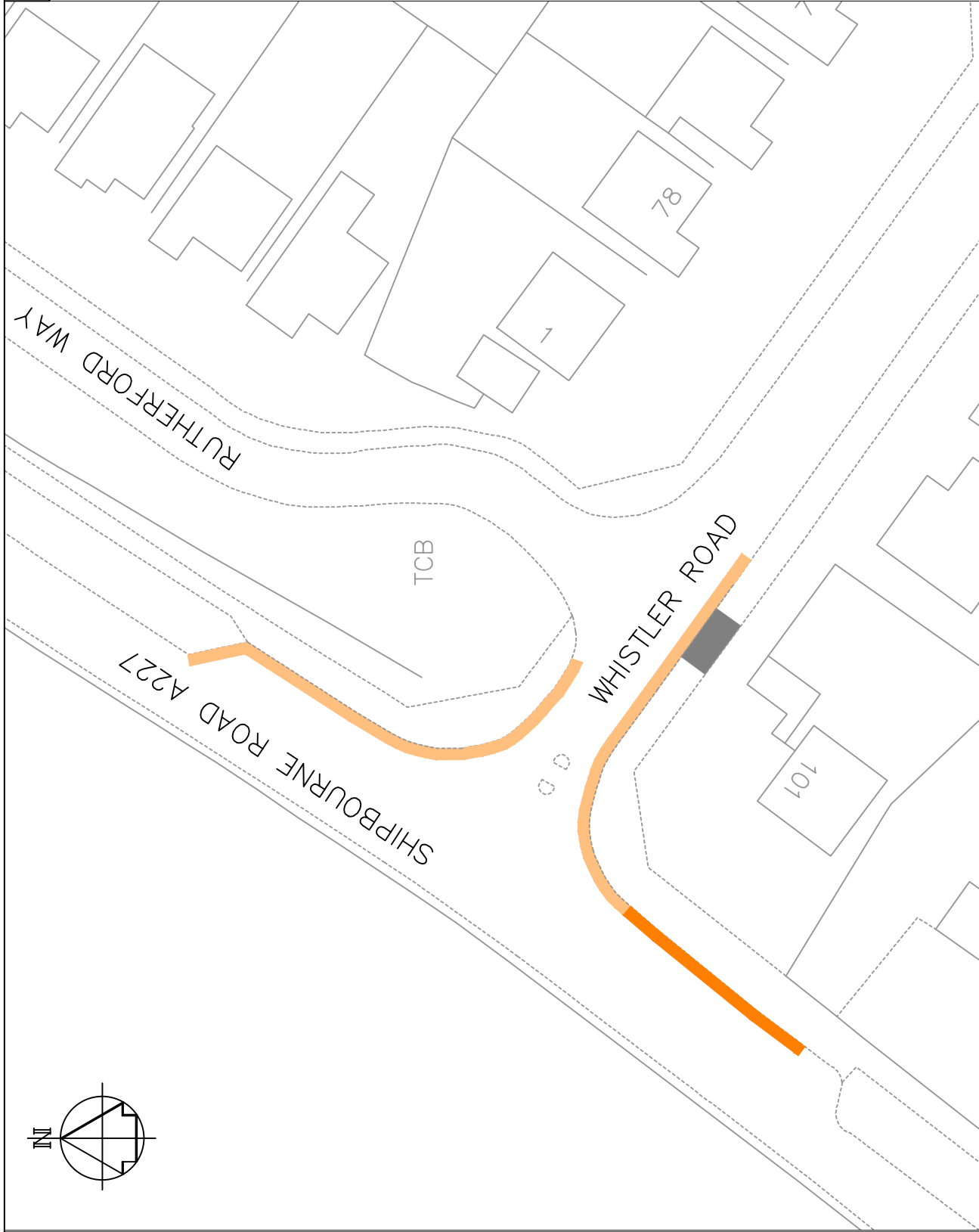
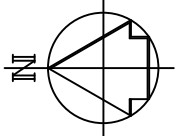
Recommendation

Given the lack of response to the formal consultation, the proposal should be agreed for introduction by the Cabinet Member and be reported to the Joint Transportation Board for information only.

However, comments have been made by the local Member (Cllr N Heslop) suggesting that there may be parking issues in nearby Rutherford Way and this could be exacerbated by the new restrictions.

Proposals for Rutherford Way may need to be promoted as part of the next 'Phase' and this should be monitored.

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Key

- Proposed 'No waiting at any time' (double yellow lines)
- Existing 'Bus stop clearway'
- Existing vehicle access

Plan for illustrative purposes only - do not scale

TONBRIDGE & MALLING BOROUGH COUNCIL PLANNING, TRANSPORT & LEISURE	Chief Engineer Mike McCulloch BSc(Eng) (Hons), C Eng MICE Gibson Building Gibson Drive Kings Hill West Malling Kent ME19 4LZ Tel: 01732 844522 Fax: 01732 876317	Project Title Phase 6a - Proposed New & Amended Parking Restrictions	Drawing Title Shipbourne Road & Whistler Road Tonbridge	Date 26th July 2011	Checked ACB	Drawn ACB	Scale 1:500 @ A4	Rev DD/556/2
	Annex 5		Annex 5		Annex 5		Annex 5	

Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	Tonbridge
Roads:	White Cottage Road
File reference:	P4/24
Site Reference:	Phase 6a-37
Original request date	9/13/2010

Initial request

Requested via Cllr N Heslop and PCSO Baker.

Summary of proposals

Extended 'junction protection' to ease coach turning movements and the extension of the times of existing restrictions outside the Hugh Christie Technology College gates

Statement of reasons

The proposals are designed to ease turning movements and to prevent obstruction for coaches at the western end of the road. The extended double yellow lines would allow more 'stacking' room for vehicles waiting to turn.

The proposal to alter the single yellow line at the eastern end to a double yellow line should improve access to properties and to the Technology College.

Formal consultation

As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

The responses were as follows;

Letters out	26
Responses (%)	8(30.7%)
In favour	5(62.5%)
Objecting	3 (37.5%)
No view expressed	0

A response rate of 26.9% is a good return rate (a 'normal' return rate would be 15%–20%)

Objections

1. A resident of the western end of White Cottage Road objected, stating; that the proposals would not alleviate the problems though the extended lines would give more room for vehicles passing.

(The objection was in effect a request for the road to be made one-way, or that the school buses off-load in Shipbourne Road, and should not be considered as a formal objection, but a request for other measures)

2. A resident of the eastern end of White Cottage Road objected that;
 The restrictions would not be enforced and therefore be ignored.
 That bollards should be placed along the road (but understood that this was not a Borough Council function)

(The objection was in effect a request for better enforcement and for other measures outside of the remit of the Borough Council and should not be considered as a formal objection)

3. The Practice Manager of The Tonbridge Clinic, a physiotherapy and osteopathy centre at the western end of White Cottage Road objected, with reference to their petition (previously presented to the September 2011 Joint Transportation Board), citing;

- That the proposals would mean that their customers would have further to walk
- That school buses should drop off and pick-up further from the school (and that this would provide the children a bit more regular exercise)
- Asking whether two Doctor's parking places could be reserved on-street, which would then free up more customer parking within their car park
- That any parking restrictions should be time limited rather than 'at all times'

Recommendation

This mixed response deserves further analysis – 2 of the 3 objections are more correctly considered as service requests or a wish for other measures. This leaves the objection from the Tonbridge Clinic.

The proposal near to The Clinic is to extend the double yellow lines on one side of the road by approximately 2 parking spaces. This should not have a significant effect on the distance that their customers have to walk, but would have a beneficial effect on traffic flow.

The request to have 2 reserved Doctor parking places on the Highway cannot be considered as the facility is not part of an emergency response service, but interestingly suggests that the issue relates to the convenient provision of customer parking rather than any other issue and that if this was of prime concern, the doctor's parking facility in their car park could be made available for customer parking and the Doctors then park elsewhere.

Given the mixed response, with comments against the proposal, the issue should be taken to the Joint Transportation Board for consideration, with the recommendation that the objections be set aside and the restrictions be introduced as proposed.

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Key

- Existing 'No waiting at any time' (double yellow lines)
- Existing 'No waiting, Mon-Sat, 8-9am & 3-4pm' (single yellow lines)
- Proposed 'No waiting at any time' (double yellow lines)
- Existing 'Access protection line'
- Existing vehicle access

Plan for illustrative purposes only - do not scale

Revision	Date



PLANNING, TRANSPORT & LEISURE

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Project Title

Phase 6a - Proposed New & Amended Parking Restrictions

Drawing Title

**White Cottage Road
Tonbridge**

Drawn ACB Checked

Date 26th July 2011

Scale 1:1000 @ A3

Drawing No.

DD/556/3

Rev



Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	Tonbridge
Roads:	Lavender Hill (near Lavender Mews)
File reference:	P4/24
Site Reference:	Phase 6a-31
Original request date	3/25/2011

Initial request

Requested by the TMBC Parking Manager to alleviate on-street parking pressures.

Summary of proposals

Reduction of existing double yellow lines around Lavender Mews to provide more on-street parking.

Statement of reasons

The proposal is to reduce the existing double yellow lines around the access to Lavender Mews to increase the availability of on-street parking in the area.

The existing double yellow lines seem excessive and the proposed reduction should not impede access to the Mews properties.

The proposal provide two additional on-street parking places.

Formal consultation

As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

The responses were as follows;

Letters out	23
Responses (%)	7 (30.4%)
In favour	3 (42.8%)
Objecting	4 (57.2%)
No view expressed	0

A response rate of 30.4% is a good return rate (a 'normal' return rate would be 15%–20%)

Objections






The 4 objections all related to residents of Lavender Mews, concerned over visibility when emerging from Lavender Mews on to Lavender Hill.

Recommendation

Given the mixed response, with more comments against the proposal, the issue should be taken to the Joint Transportation Board for consideration, but with a recommendation that the proposal be abandoned.

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Key

-  Existing 'No waiting at any time' (double yellow lines)
-  Existing Area N Permit parking bay, Mon-Fri, 9.30am-10.30am
-  Proposed Area N Permit parking bay, Mon-Fri, 9.30am-10.30am
-  Existing 'Access protection line'
-  Existing vehicle access

Plan for illustrative purposes only - do not scale

Drawn	Checked	Date
ACB		26th July 2010
Scale	1:500 @ A4	

Drawing No.	Rev
DD/556/4	



Drawing Title
**Lavender Hill,
 Tonbridge**

Project Title
**Phase 6a - New &
 Amended Parking Restrictions**

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TONBRIDGE & MALLING
 BOROUGH COUNCIL

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Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	Tonbridge
Roads:	Deakin Leas (southern end)
File reference:	P4/24
Site Reference:	Phase6a-42
Original request date	7/26/2011

Initial request

Made necessary by the change of use of the Highway following re-development.

Summary of proposals

Amended parking bays and restrictions around the new school entrance.

Statement of reasons

The proposal are to amend the existing parking facilities to take account of the new school access that has already been constructed.

Formal consultation

As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

The responses were as follows;

Letters out	10
Responses (%)	5(50%)
In favour	3 (60%)
Objecting	2 (40%)
No view expressed	0

A response rate of 50% is a high return rate (a 'normal' return rate would be 15%–20%)

Objections

1. A local resident commented that they did not want double yellow lines in front of their property (No.57), as they never had anyone park directly outside their property, though they did state that ingress and egress had been hindered a couple of times. They felt that the double yellow lines in the parking place would be sufficient to prevent this from re-occurring and that double yellow lines in front of their driveway were un-needed.
2. A local resident objected, but his comments related to the enforcement of the existing permit parking arrangements, the signing of restrictions and the traffic calming. In essence, this does not comment on the proposals and should not be considered as an objection to the

proposals, though the points raised have been passed on to the parking enforcement team and the Highway Authority.

In response to the objections

Should the Board wish, the restrictions outside No.57 could be amended so that there were no double yellow lines in front of their vehicle access, but experience elsewhere has shown that this tends to encourage obstructive parking, and may well create a problem for the residents where none currently exists.





Recommendation

Given the generally positive response to the formal consultation, and the existing Highway Agreement and Planning Approval for the already constructed new school access, the objections should be presented to the Joint Transportation Board for consideration, but be set aside.

The proposed restrictions should then be introduced.

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Key

-  Proposed 'No waiting at any time' (double yellow lines)
-  Existing 'Permit Holders (M), Mon-Fri, 9.30-10.30am & 1-2pm' parking bays
-  Existing 'Access protection line'
-  Existing vehicle access

Plan for illustrative purposes only - do not scale



Drawn ACB	Checked	Date 28th July 2010
Scale 1:500 @ A4	Drawing No. DD/556/8	
Rev		

Drawing Title
**Deakin Leas (South),
Tonbridge**

Project Title
**Phase 6a - Proposed New &
Amended Parking Restrictions**

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BOROUGH COUNCIL

Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	Tonbridge
Roads:	Deakin Leas (northern end)
File reference:	P4/24
Site Reference:	Phase6a-42
Original request date	7/26/2011

Initial request

Made necessary by the change of use of the Highway following re-development.

Summary of proposals

Amended parking bays and the removal of the existing 'School Keep Clear' restrictions around the former school entrance.

Statement of reasons

The proposal are to amend the existing parking facilities to take account of the change of use of the existing access from a school entrance with zig-zag markings to that suitable for a private development.

Formal consultation

As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

The responses were as follows;

Letters out	17
Responses (%)	2 (11.8%)
In favour	2 (100%)
Objecting	0
No view expressed	0

Recommendation

A response rate of 11.8% is a low return rate (a 'normal' return rate would be 15%–20%)

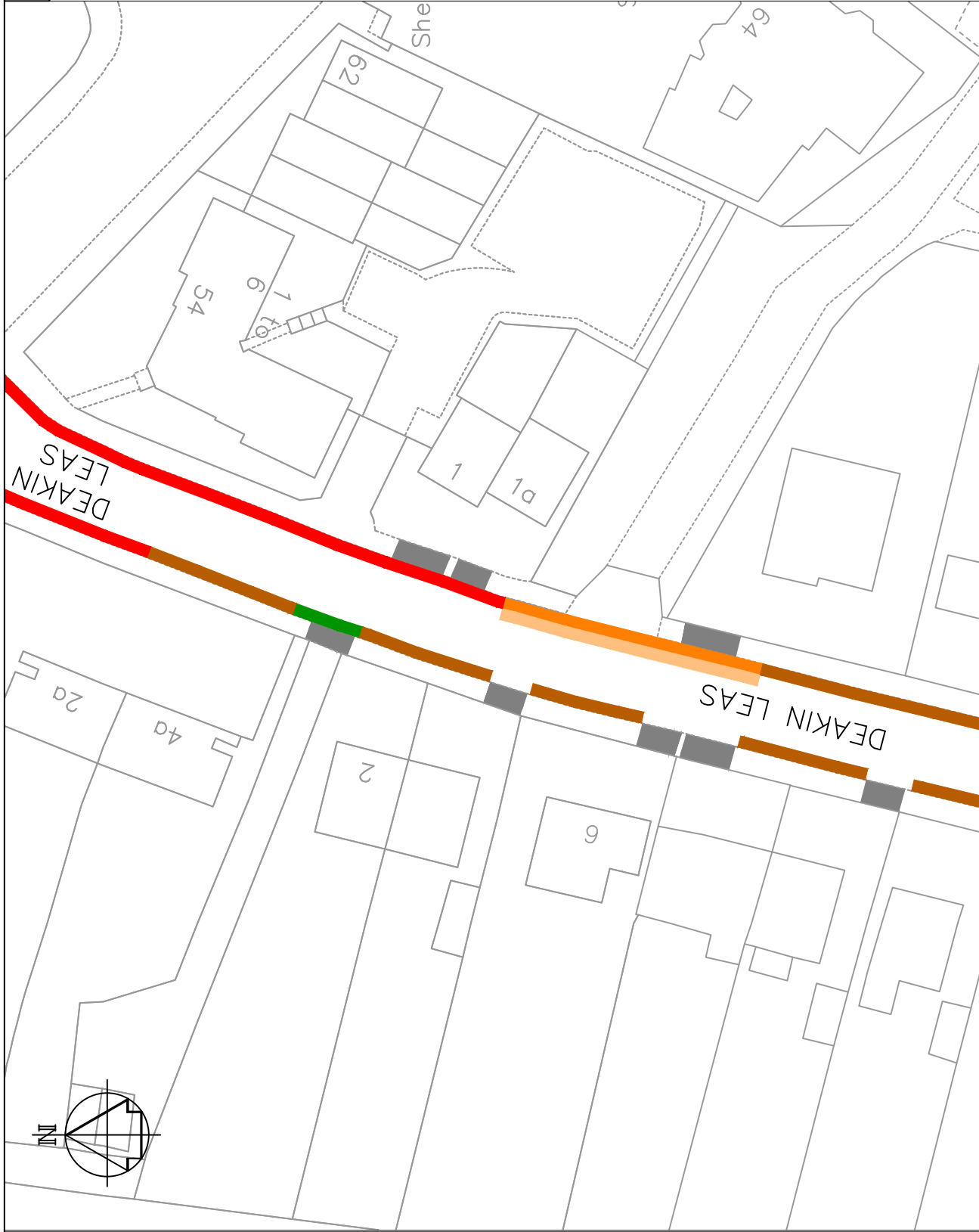
Recommendation

Given the low but positive response to the formal consultation, the proposal should be introduced and the consultation response be reported to the Joint Transportation Board for information only.

Key

- Proposed 'No waiting at any time' (double yellow lines)
- Proposed 'No waiting at any time' (double yellow lines)
- Existing 'School Keep Clear' markings' (yellow zig-zags)
- Existing 'Permit Holders (M), Mon-Fri, 9.30-10.30am & 1-2pm' parking bays
- Existing 'Access protection line'
- Existing vehicle access

Plan for illustrative purposes only - do not scale



Drawn	Checked	Date
ACB		28th July 2010
Scale	1:500 @ A4	
Drawing No.		Rev
DD/556/9		

Drawing Title
**Deakin Leas (North),
 Tonbridge**

Project Title
**Phase 6a - Proposed New &
 Amended Parking Restrictions**

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TONBRIDGE & MALLING
 BOROUGH COUNCIL
 PLANNING, TRANSPORT & LEISURE

Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	Wrotham
Roads:	Old London Road & Court Meadow
File reference:	P4/30
Site Reference:	Phase 6a-40
Original request date	10/1/2010

Initial request

Requested by the Chair of Governors, St George's Church of England Primary School and via Kent County Council Highways and Education departments

Summary of proposals

New 'junction protection' restrictions.

Statement of reasons

The proposals are to introduce restrictions around junctions to improve visibility and access for pedestrians.

Formal consultation

As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

The responses were as follows;

Letters out	9
Responses (%)	3 (33.3%)
In favour	2 (66.7%)
Objecting	1 (33.3%)
No view expressed	0

A response rate of 33.3% is a good rate (a 'normal' return rate would be 15%–20%)

Objection

The objection suggested that the proposed markings would not deter parents from off-loading children unless there is a police presence during school hours.





Recommendation

The objector is correct that the proposed restrictions still allow pedestrians to be picked-up or dropped off, this would be the case whether there was an enforcement presence or not, but double yellow lines do have some level of self-enforcement, where drivers respect the area to be kept clear, and so the issues tend to be greatly reduced.

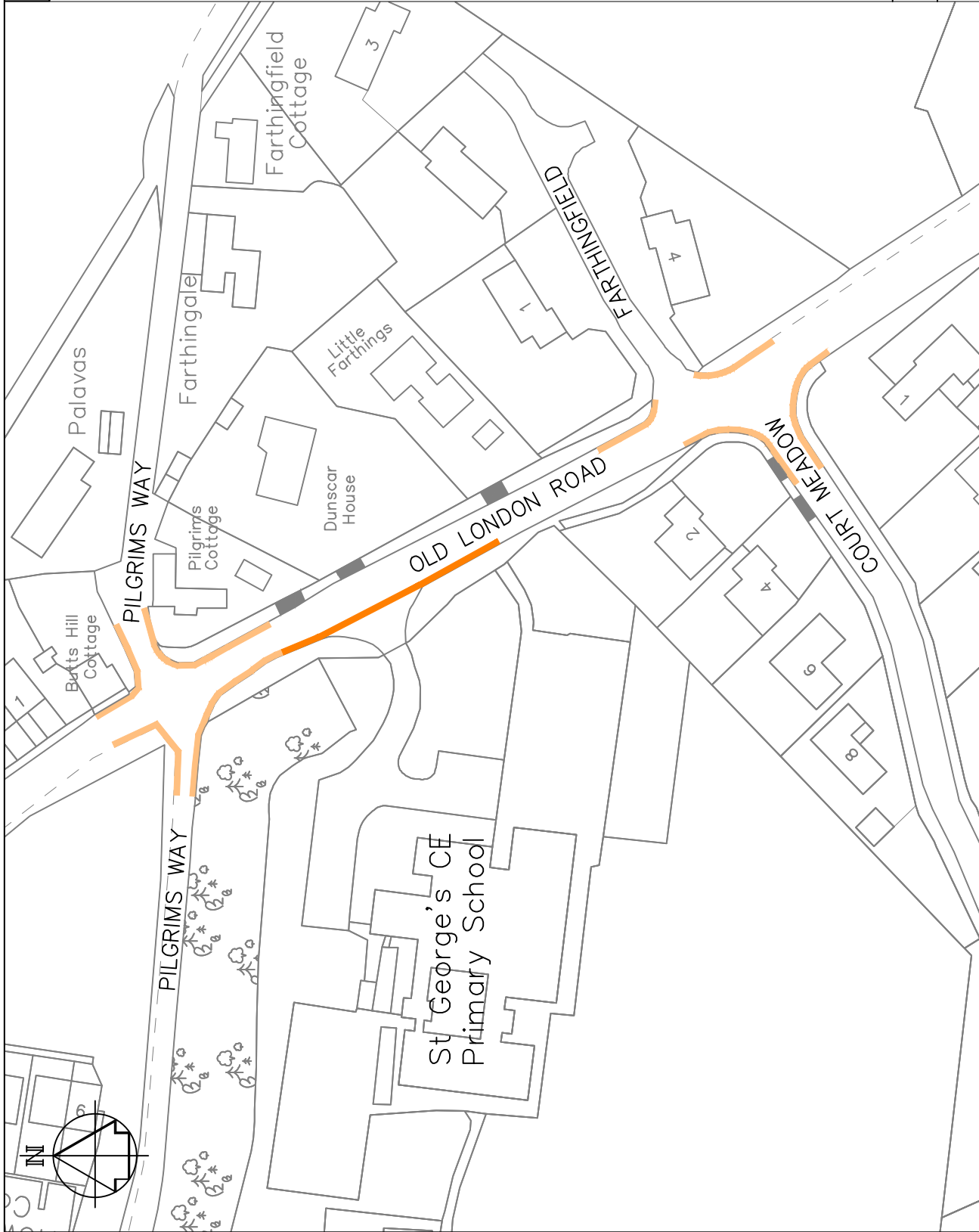
Given the otherwise positive response to the formal consultation, the objection should be presented to the Joint Transportation Board for consideration, but be set aside, and the restrictions be introduced as proposed.

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Key

-  Existing 'No waiting at any time' (double yellow lines)
-  Proposed 'No waiting at any time' (double yellow lines)
-  Existing 'School Keep Clear' Mon-Fri, 8:30am - 3:30pm (yellow zig-zags)
-  Existing vehicle access

Plan for illustrative purposes only - do not scale



A	New double yellow lines proposed across Farthingfield	26/9/11
	Revision	

Annex 10a

Drawn	Checked	Date
ACB		26th July 2011
Scale	1:1000 @ A4	
Drawing No.	DD/556/1	
Rev	A	

Drawing Title
Wrotham
 Old London Road,

Project Title
Phase 6a - Proposed New & Amended Parking Restrictions

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TONBRIDGE & MALLING BOROUGH COUNCIL
 PLANNING, TRANSPORT & LEISURE



Parking Action Plan - Phase 6a – Proposal Summaries

Parish:	Wrotham
Roads:	Old London Road & Pilgrims Way
File reference:	P4/30
Site Reference:	Phase 6a-41
Original request date	10/1/2010

Initial request

Requested by the Chair of Governors, St George's Church of England Primary School and via Kent County Council Highways and Education departments

Summary of proposals

New 'junction protection' restrictions.

Statement of reasons

The proposals are to introduce restrictions around junctions to improve visibility and access for pedestrians.

Formal consultation

As part of the statutory consultation process, letters were sent out to immediate frontagers, notices were placed on-street and advertisements were placed in the local newspapers.

The responses were as follows;

Letters out	4
Responses (%)	2 (50%)
In favour	1 (50%)
Objecting	1 (50%)
No view expressed	0

A response rate of 50% is a high return rate (a 'normal' return rate would be 15%–20%), though the number of properties consulted was very low so this is statistically unreliable.

Objection

The objection related specifically to the introduction of restrictions on the northeast corner of the Pilgrims Way junction of Old London Road outside Butts Hill Cottage. This was also 'passed-on' by the local Member, Cllr Coffin.

In response to the objection

The objection related to restrictions at one location (outside Butts Hill Cottage) and requested that the restrictions around Butts Hill Cottage and in the eastern part of Pilgrims Way be deleted. This was also 'passed-on' by the local Member, Cllr Coffin.

As the residents of Butts Hill Cottage are those most likely to be adversely affected by not introducing the restriction outside their property, and have requested their deletion in this knowledge, this could be done without adversely affecting the intention to improve junction safety, as Pilgrims Way is one-way (away from the junction) at this point.





Recommendation

Given the mixed response, with comments against the proposal, the issue should be taken to the Joint Transportation Board for consideration.

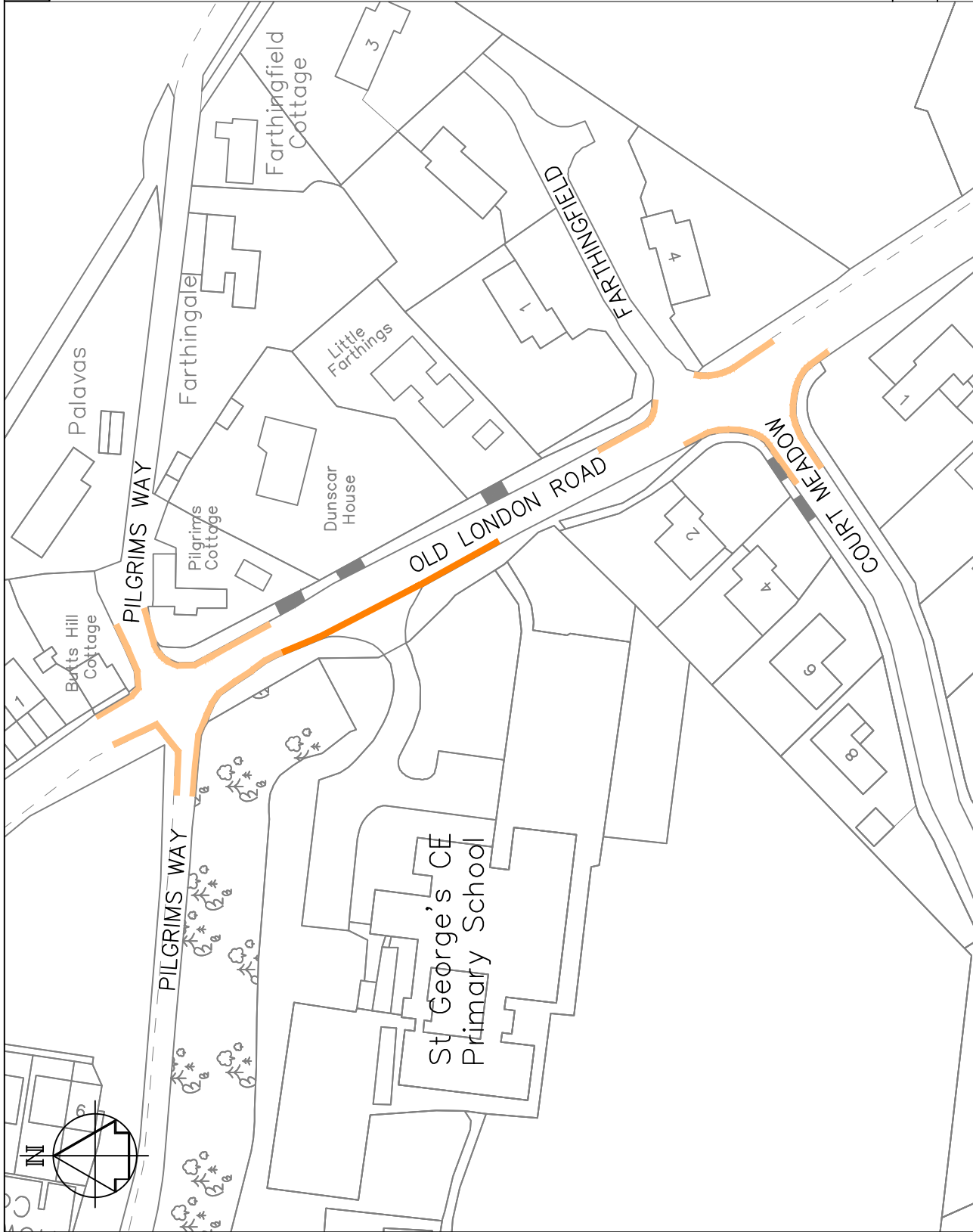
It is recommended that the Joint Transportation Board approve the introduction of the restrictions as proposed, save for the restrictions on the eastern section of Pilgrims Way and around the northeast corner of the junction (outside Butts Hill Cottage).

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-  Existing vehicle access

Plan for illustrative purposes only - do not scale



A	New double yellow lines proposed across Farthingfield	26/9/11
	Revision	

Annex 11a

Drawn	Checked	Date
ACB		26th July 2011
Scale	1:1000 @ A4	
Drawing No.	DD/556/1	
Rev	A	

Drawing Title
Wrotham
Old London Road,

Project Title
Phase 6a - Proposed New & Amended Parking Restrictions

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TONBRIDGE & MALLING
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Parking Action Plan Phase 6B - 2011/2012

	Location	Description of Problem
AYLESFORD/ECCLES	Bull Lane j/w Cork Street Request for <ul style="list-style-type: none"> a) extended corner protection to 222/224 b) bus stop clearway opp recreation ground c) DPPB in lay-by outside Church 	Pavement parking obstructs pedestrians and visibility for drivers exiting Cork Street. Parking in bus stop lay-by (opposite 222/224 Bull Lane) forces buses to stop in carriageway causing obstruction.
	Bull Lane j/w Mackenders Lane Request for extended corner protection	Difficult sight lines
	Mackenders Close j/w Skinners Close Request for corner protection	Parking on and around the junction causes obstruction of sight lines
	McKenzie Close Request for DYL	Parking on and around the junction to garage area and on both sides of road causes obstruction to emergency service vehicles Proposals for RBLV garages to be demolished and area to become 60 space car park for residents
WALDERSLADE	Catkin Close Request for restrictions to prevent obstruction of road	School traffic obstructs highway, access points and junctions by parking on both sides including footway rather than using school car park
	Fernbank Close Request for SYL with 1 hour restriction or DYL	Parking by commuters/ car sharers on junction and bends
	Tunbury Ave opp Sarcen Heights and up top Woodlands junction Request for DYL	Parking opposite junction causes obstruction to delivery vehicles. . Parking around bend and across crossing point causes danger to drivers and pedestrians
BURHAM	Rochester Road Request for DYL to create passing places	Continuous line of parked vehicles between 175 and 229 causes access problems for two way traffic
DITTON	Station Road (aka Ditton Corner) Request for DYL	Parking on footway too close to the entrance with Cobdown entrance causes obstruction to two way traffic
	Bell Lane j/w Fernleigh Drive Southern access point Request to review and revoke DYL near Chip shop and install DYL on junction	Customers to Chip shop ignore existing DYL and they are not needed Parking on and around the junction with Fernleigh causes obstruction to turning traffic Obstructive parking by neighbour on grass and across driveway
	Kiln Barn bend in road leading to New Road Request for DYL around bend	Parking on and around sharp bend causes vehicles to negotiate blind bend on wrong side of the road

	Location	Description of Problem
EAST MALLING AND LARKFIELD	Thackeray Road j/w Chaucer Way including section between Priestly and Southey junctions Request for DYL	Parking on corner obstructs driver visibility and restricts bus movements. 2 sites
	Laburnum Drive j/w Maple Close and briar Close Request for DYL	Parking on corner obstructs driver visibility.
	Sheldon Way Request for parking restrictions	Parking along main access road and narrow distributor roads accesses and turning areas causing difficulties for lorries movements on busy Industrial Estate. Problems exacerbated since opening of <i>Tiny Town</i> . Play centre. Customer numbers exceeding allocated spaces park causing obstruction
	The Lakes Request for DYL	Claims that introduction of charging in the nearby Country Park, has transferred parking to the Leybourne Lakes Estate are not supported. Inadequate off road/allocated parking for this development means that residents and their visitors have to use this road for parking
HADLOW	Carpenters Lane Request for DYL around bend between Money Penny Close and No 54. Including junctions of Caxton Lane and Money Penny Close and j/w Warren Gardens	Parking in this area restricts view for drivers
HILDENBOROUGH	Riding Park Request to extend DYL to prevent parking o/s No 8	Parking on and around the island causes obstruction
MEREWORTH	Butchers Lane opp Kent Street junction Request for DYL opposite junction	Parking in this location obstructs sight lines and turning movements
RYARSH	Birling Road/Chapel St/ Old School Lane junction Request for DYL around bend	Parking associated with residents, customers to D of Wellington and school parking causing danger to other road users
SNODLAND	Brook St Request for DYL along full length	Parking of HGVs along length of Road causes nuisance to residents with units running all night Police unable to take any action
TONBRIDGE	Burns Crescent Request for additional DYL on junction of Burns Crescent and Shakespeare Road	Parking in this location creates access difficulties for fire tender
	Yardley Park Road Request for removal of parking bay and installation of DYL	Parking in bays causes obstruction of sight lines of traffic exiting A227 on to Yardley Park Road
	Mountfield Park Request for extended corner protection	Persistent parking beyond the corner protection causes obstruction of turning area for larger vehicles
	Gorham Drive j/w Lodge Oak Lane Request for corner protection	Persistent parking on the corner causes obstruction of turning area for larger vehicles
	Higham Lane Request for DYL brow of hill between Romney Way and Hardie Way	Regular parking on brow of hill causes danger to through traffic
	Hunt Road j/w Laurence Road Area	Parking on junction causes danger and nuisance

	Location	Description of Problem
	Request for DYL	
	Pembury Road/Vauxhall Inn Request for DYL from Tudeley Lane to Roundabout	All day parking causes danger to oncoming traffic overtaking parked cars
	The Crescent Request for extended corner protection DYL opp garages	Parking obstructs vehicle movements in and out of garages
	Truro Walk Request for corner protection	Parking on junction causes danger and nuisance
	Greenfrith Drive j/w Trench Road Request to extend corner protection up to Bracken Walk	Access problems for bus service due to school related parking
WOULDHAM	Garden Court (back of High Street).Request for DYL	Parking occurs on junctions and across emergency access points
WROTHAM	Pilgrims Way Request for Corner and access protection around school site	School related parking causes obstruction around junctions and driveways

Holding List

	Location	Reason
AYLESFORD	The Beeches area Request for junction protection and restrictions to prevent obstruction	Obstructive parking around the dental surgery by nearby school parents
BOROUGH GREEN	Maidstone Road / Brockway Extend junction protection	To deter parking lose to the junction that causes problems, particularly in icy weather.
DITTON	New Road Request for disabled parking place outside the Post Office	Access difficulties have been expressed by disabled users of the Post Office
EAST MALLING	East Malling Parking Plan review	Routine post-implementation review
LEYBOURNE	Bridgewater Place New junction protection restrictions	Concerns about parking on the road near to the junction with Oxley Shaw Lane
SNODLAND	High Street / Cantium Place TRO for KCC and private developer	Changes to Highway required by new development
TONBRIDGE	Whistler Road & Rutherford Way Request for junction protection	Persistent parking at the junction by a local resident
	Penn Way / Higham Lane Request for junction protection	Reports of obstructive parking near the junction
	Dry Hill Park Road Request to amend parking bays	New residents have asked that existing parking bays be amended
	Hilltop & Silver Hill Request for extended parking restrictions	Residents report problems with non-resident parking in the area
	Deakin Leas (new housing development) TRO for developers	Changes to Highway required by new development
	Goldsmid Road	Revisit to earlier parking plan work at the local member request to assess whether local sentiment on RPP has changed
	Royal Avenue	Revisit to earlier parking plan work at the local member request to assess whether local sentiment on RPP has changed
	Gainsborough Gardens Request for junction protection	Parking causes problems for refuse vehicle access
	Dernier Road Request for DYL	Parking causes problems for refuse vehicle access