

# TONBRIDGE & MALLING BOROUGH COUNCIL



## EXECUTIVE SERVICES

---

### Chief Executive

Julie Beilby BSc (Hons) MBA

Gibson Building  
Gibson Drive  
Kings Hill, West Malling  
Kent ME19 4LZ  
West Malling (01732) 844522

---

**NB - This agenda contains proposals, recommendations and options. These do not represent Council policy or decisions until they have received proper consideration through the full decision making process.**

Contact: Committee Services  
[committee.services@tmbc.gov.uk](mailto:committee.services@tmbc.gov.uk)

31 May 2018

To: MEMBERS OF THE JOINT TRANSPORTATION BOARD  
(Copies to all Members of the Council)

Dear Sir/Madam

Your attendance is requested at a meeting of the Joint Transportation Board to be held in the Civic Suite, Gibson Building, Kings Hill, West Malling on Monday, 11th June, 2018 commencing at 7.30 pm

Yours faithfully

JULIE BEILBY

Chief Executive

## A G E N D A

### PART 1 - PUBLIC

- |    |                          |       |
|----|--------------------------|-------|
| 1. | Apologies for absence    | 5 - 6 |
| 2. | Declarations of interest | 7 - 8 |

3. Minutes 9 - 12

To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 12 March 2018

**Matters for recommendation to the Borough Cabinet**

4. Parking Action Plan 13 - 30

*The Borough Council has for many years divided requests for changes to parking restrictions into separate Phases of the "Parking Action Plan".*

*This report covers the content of the next Phase (Phase 10) of the Action Plan and also reports on the future extension of the inclusion of Snodland as a separate Parking Review.*

5. Parking Action Plan - Review of Zone D2 Business Permits 31 - 40

*This report relates to a review of Business Permits within the D2 Parking Zone in the Barden Road Area, Tonbridge.*

**Matters for Decision**

6. Holborough Lakes Waiting Restrictions TRO 41 - 138

*Following public consultation on the Holborough Lakes Waiting Restrictions (Amendment No. 17 Order 2017) this report details the responses received.*

**Matters submitted for Information**

7. Highway Works Programme 139 - 152

*This report updates Members on the identified schemes approved for construction in 2018/19*

8. Tonbridge High Street Review - Bus Stop G Options 153 - 168

*The report informs of options currently under consideration to address congestion issues around Bus Stop G (outside No. 34 High Street - Café Nero)*

9. Tonbridge Interchange Improvements - Progress report 169 - 170

*The report provides an update on progress for the Tonbridge Station project.*

10. Tonbridge High Street - Post Monitoring Review 171 - 194

*The report outlines the pre and post scheme monitoring that has been undertaken. The scheme has been evaluated against the original objectives of the project, namely to provide an attractive, safer environment, improve access to jobs and public transport, improve air quality and alleviate congestion.*

11. Urgent Items 195 - 196

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

**Matters for consideration in Private**

12. Exclusion of Press and Public 197 - 198

The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

**PART 2 - PRIVATE**

13. Urgent Items 199 - 200

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

## **MEMBERSHIP**

Mr M Payne (Chairman)  
Cllr H S Rogers (Vice-Chairman)

Cllr D A S Davis  
Cllr Mrs F A Kemp  
Cllr R D Lancaster  
Cllr D Lettington  
Cllr M Parry-Waller  
Cllr M Taylor

Mr M Balfour  
Mrs T Dean  
Mrs S Hohler  
Mr P Homewood  
Mr R Long  
Mr H Rayner

Apologies for absence

This page is intentionally left blank

Declarations of interest

This page is intentionally left blank



## TONBRIDGE AND MALLING BOROUGH COUNCIL

### JOINT TRANSPORTATION BOARD

Monday, 12th March, 2018

**Present:** Cllr H S Rogers (Chairman), Mr M Payne (Vice-Chairman), Cllr D A S Davis, Cllr Mrs F A Kemp, Cllr D Lettington, Cllr M Taylor, Mr M Balfour, Mrs T Dean, Mrs S Hohler, Mr P Homewood, Mr R Long and Mr H Rayner

Borough Councillors Mrs J A Anderson, R P Betts, P F Bolt, V M C Branson, M A Coffin, D J Cure, B J Luker, P J Montague, Mrs A S Oakley, M R Rhodes, R V Roud and T C Walker were also present pursuant to Council Procedure Rule No 15.21.

An apology for absence was received from Councillor R D Lancaster

Ms W Palmer was also present on behalf of the Kent Association of Local Authorities (KALC)

### PART 1 - PUBLIC

#### **JTB 18/1 DECLARATIONS OF INTEREST**

There were no declarations of interest made in accordance with the Code of Conduct.

#### **JTB 18/2 MINUTES**

**RESOLVED:** That the Minutes of the meeting of the Joint Transportation Board held on 27 November 2017 be approved as a correct record and signed by the Chairman.

### MATTERS FOR RECOMMENDATION TO THE BOROUGH CABINET

#### **JTB 18/3 ON-STREET PARKING FEES AND CHARGES**

The Director of Street Scene, Leisure and Technical Services reported that, at a meeting held on 6 November 2017, the Street Scene and Environment Services Advisory Board had considered a number of proposals to amend on-street parking fees and charges and he advised that a new on-street Traffic Regulation Order amendment was required to allow the introduction of the proposed charges. Details of the Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions and On-Street Parking Places) (Amendment 19) Order 2018 were set out at Annex 1 to the report. The report set out details of the formal consultation undertaken between 26 January and 19 February 2018 and Members noted that no responses to the proposed charges had been received.

**RECOMMENDED:** That the proposed charges, as set out at Annex 1 to the report, be implemented with effect from 1 April 2018. ◀

**\*Referred to Cabinet**

#### **JTB 18/4 PARKING ACTION PLAN - PHASE 9**

The report of the Director of Street Scene, Leisure and Technical Services provided an update on the formal consultation undertaken between 26 January and 19 February in respect of Phase 9 of the Parking Action Plan. Details of the proposals in respect of 24 locations, the responses received to the formal consultation, location plans and redacted copies of the responses were set out at Annexes 1 to 4 of the report.

**RECOMMENDED:** That the recommendations set out in Annex 1 to the report be agreed, the Traffic Regulation Order be amended and the proposed changes be implemented. ◀

**\*Referred to Cabinet**

#### **MATTERS FOR DECISION**

#### **JTB 18/5 TONBRIDGE STATION TRANSPORT INTERCHANGE IMPROVEMENTS**

The Board received a verbal report from Jamie Watson, Senior Schemes Programme Manager, Kent County Council, which provided an update on the review of the High Street Improvements. He outlined the preliminary findings of an on-line consultation undertaken between 19 February and 4 March 2018 and made particular reference to bus stops, loading bays and the free flow of traffic. He advised that a fuller report would be made to the next meeting of the Board on 11 June.

Prior to the presentation of the report on the transport interchange improvements, Nina Peake of South Eastern, outlined a proposal to create a Cycle Hub at the Barden Road entrance to Tonbridge Station which would also improve the forecourt area, provide a 'drop off' facility and ensure 'step free' access to the station.

Tim Middleton, Principal Transport Planner, Kent Highways, presented the key findings of the public consultation on 'Improving Access to Tonbridge Station – Revised Design' undertaken between 16 January and 12 February 2018. He reported that, generally, the scheme was strongly supported but that concerns had been expressed about the location of the 'drop off' facilities and possible conflict between buses and other traffic. He expressed support for the proposal tabled by South Eastern as this could alleviate the problems experienced at the front of the station.

**RESOLVED:** That Kent County Council be commended to retain the short stay drop off spaces outside the front of the station with no room for a further bus stop.

**MATTERS SUBMITTED FOR INFORMATION**

**JTB 18/6 HIGHWAYS WORK PROGRAMME**

The report of KCC Highways and Transportation provided an update on footway and carriageway improvement, drainage repairs and improvements, street lighting, transportation and safety schemes, Developer Funded Works (Sections 278 and 106 works), bridge works and approved traffic schemes. In addition the report provided details of current County Member funded schemes within the Borough.

**RESOLVED:** That the report be received and noted.

**MATTERS FOR CONSIDERATION IN PRIVATE**

**JTB 18/7 EXCLUSION OF PRESS AND PUBLIC**

There were no items considered in private.

The meeting ended at 9.18 pm

This page is intentionally left blank

## TONBRIDGE & MALLING BOROUGH COUNCIL

### JOINT TRANSPORTATION BOARD

11 June 2018

#### Report of the Director of Street Scene, Leisure & Technical Services

#### Part 1- Public

**Matter for Recommendation to Borough Cabinet - Non-Key Decision (Decision may be taken by the Cabinet Member)**

#### **1 PARKING ACTION PLAN**

##### **Summary**

The Borough Council has for many years divided requests for changes to parking restrictions into separate Phases of the "Parking Action Plan".

This report covers the content of the next Phase (Phase 10) of the Action Plan and also reports on the future extension of the inclusion of Snodland as a separate Parking Review.

#### **1.1 Phase 10 (2018/19)**

1.1.1 The list of locations recommended for consideration in Phase 10 (2018/19) of the Parking Action Plan is shown in Annex 1. Members should note that due to the capacity and resources within the Parking Team there is no scope to request the inclusion of additional sites for addition to the list through the year.

#### **1.2 Future Phases**

1.2.1 A further list of requests is shown in Annex 2 which will be held for consideration in future phases of the Plan.

#### **1.3 Current Procedure**

1.3.1 The current procedure for promoting changes to parking restrictions is as follows:-

- Request received and added to waiting list.
- Sites collated into manageable phases
- Approval for the next phase reported to Joint Transportation Board with recommendation to move to informal consultation.
- Report to Joint Transportation Board on the outcome of informal consultation with recommendation to alter/adjust proposals and to move to formal consultation.

- Report to Joint Transportation Board following formal consultation with recommendations to approve/abandon proposals.
- Install approved schemes.
- As required the review of proposals after 12 months.

#### **1.4 Phase 10 Consultation**

- 1.4.1 Subject to Member approval it is proposed that the 40 sites and associated proposals in Annex 1 should now be taken forward for investigation and then to informal consultation.
- 1.4.2 The response to the informal consultation will be reported back to the September meeting of the Board.

#### **1.5 Parking Reviews**

- 1.5.1 Separate to the Phased Parking Action Plan, the following areas are to be progressed as separate Parking Reviews.

- Kings Hill
- Hildenborough
- Hadlow

- 1.5.2 These locations will require a significant level of resource and time and will progress on a different timescale to those sites on Phase 10.
- 1.5.3 It is also suggested that due to the number, variety, size and scope of requests received for Snodland, the town be considered for a future Parking Review.

#### **1.6 Equality Impact Assessment**

- 1.6.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

#### **1.7 Legal Implications**

- 1.7.1 The on-street parking service is undertaken by the Borough Council on behalf of Kent County Council under terms of a formal legal agreement.

#### **1.8 Financial and Value for Money Considerations**

- 1.8.1 Funding to implement works associated with the Parking Action Plan Phase 10 is provided within existing revenue budgets.

## **1.9 Risk Assessment**

- 1.9.1 The assessment and consultation process applied to parking management should provide the assurance that the Borough Council has the will and ability to adapt the Parking Plans, in the light of comment and circumstances and to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that we can correctly and effectively manage on-street parking in these areas as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.
- 1.9.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals through informal consultation before any formal stage of consultation is reached. There is also care given to ensuring that schemes are adjusted and adapted in the light of comments and observations received from the local community, without compromising safety or the Council's commitment to deal appropriately with identified safety concerns.

## **1.10 Policy Considerations**

- 1.10.1 Asset Management
- 1.10.2 Communications
- 1.10.3 Community
- 1.10.4 Customer Contact

## **1.11 Recommendations**

1.11.1 It is RECOMMENDED that:

- i) The list of locations identified in Annex 1 be taken forward for investigation and informal consultation as Phase 10 of the Parking Action Plan.
- ii) Parking issues in Snodland be considered as a separate Parking review.

The Director of Street Scene, Leisure & Technical Services confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

Annex 1 – List of locations for Phase 10 of the Parking Action Plan

Annex 2 – List of other locations where changes to parking restrictions have been requested

Robert Styles

Director of Street Scene, Leisure and Technical Services

contact: Andy Bracey  
Parking Manager

This page is intentionally left blank



**Parking Action Plan – Annex 1 (Locations for Phase 10)**

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
Platt	A25 at Wrotham Heath traffic lights	Resident parking bays	Phase 10-01	01/10/2016	Parish Council	Residents would like parking around the junction	Request for residents parking near traffic lights
East Peckham	Pound Road	New limited waiting	Phase 10-02	01/09/2017	Parish Council and Cllrs Jill Anderson & Matthew Balfour	Mobile food vendor causes problems	Introduce time limited parking to prevent trader parking
East Malling	Temple Way / Dickens Drive	Parking on the corners and junctions	Phase 10-03	26/09/2014	Local resident	Residents complain of parking issues around the corners and junctions	New double yellow lines to improve access and safety
Wrotham	Bancroft Road	Obstructive parking	Phase 10-04	19/10/2015	Local resident	Resident has complained about parking opposite their access which makes accessing the highway difficult	DYs opposite access to prevent obstruction
Larkfield	Lunsford Lane / Willow Road / Carroll Gardens	Parking on the corners and junctions	Phase 10-05	23/03/2016	Local resident	Residents complain of parking issues around the corners and junctions	New double yellow lines to improve access and safety

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
East Malling	Columbine Road / Jasmine Road	Parking at the junction	Phase 10-06	13/06/2016	Local resident	Residents complain of parking issues around the junction	New double yellow lines to improve access and safety
Tonbridge (Castle)	Yardley Park Road (The Haydens towards Bickmore Way)	Parking that affects visibility	Phase 10-07	13/07/2016	Local resident	Residents have complained of poor visibility near the junctions	Extend the existing double yellow lines extended further eastwards
Ditton	Scott Road / Kiln Barn Road	Parking at the junction	Phase 10-08	04/11/2016	Parish Council & local resident	Residents complain of parking issues around the junction	New double yellow lines to improve access and safety
Larkfield	Coleridge Close	Obstructive parking	Phase 10-09	04/11/2016	Local resident	Residents complain of parking in the narrow part of the road	New double yellow lines to improve access
Leybourne	The Mead	Obstructive parking	Phase 10-10	19/01/2017	Leybourne Parish Council	Residents complain of large vehicle access and turning problems	New double yellow lines to protect turning area
Plaxtol	School Lane - opp Memorial Hall	DYs to maintain access	Phase 10-11	02/03/2017	Parish Council	Parking opposite the car park entrance causes access problems	New double yellow lines

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
Wrotham	Kemsing Road / Battlefields Road junction	Parking at the junction	Phase 10-12	08/03/2017	Local resident	Residents complain of parking issues around the junction	New double yellow lines to improve access and safety
Blue Bell Hill	Maidstone Road	Neighbour parking	Phase 10-13	09/03/2017	Local resident	Resident complains of parking on the single yellow lines that causes problems	Change single yellow lines to double yellow lines
Burham	Church Street	Obstructive parking	Phase 10-14	15/03/2017	Local resident	Resident has complained about parking opposite their access which makes accessing the highway difficult	DYs opposite access to prevent obstruction
East Malling	Dickens Drive & Tyler Close	Obstructive parking	Phase 10-15	30/08/2017	Local resident	Residents complain of parking issues around the junction	New double yellow lines to improve access and safety
Tonbridge (Castle)	Manor Grove & Ashburnham Road	Join permit parking scheme	Phase 10-16	12/09/2017	Local resident	Residents have complained of non-resident parking	New permit parking bays or area
Tonbridge (Castle)	Uridge Drive	Obstructive parking opposite No.12	Phase 10-17	13/09/2017	Local resident	Resident has complained about parking opposite their access which makes accessing the highway difficult	DYs opposite access to prevent obstruction

Parking Action Plan – Annex 1 (Locations for Phase 10)

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
Tonbridge (Castle)	Dry Hill Road	Obstructive parking	Phase 10-18		Local resident	Resident has complained that access is awkward	Shorten parking bay to the right of access to No.15
Eccles	Bull Lane	Obstructive parking	Phase 10-19	22/10/2015	Parish Council	Problems with bus turning movements	Restrictions to protect turning area for buses near the former Walnut Tree Pub
Larkfield	Swallow Road (near Brookfield School)	Parking on bend and around schools	Phase 10-20	04/02/2016	Local resident	Parent parking at school times causes congestion and safety issues	Potential yellow lines
Tonbridge (Castle)	Dernier Road	Obstructive parking	Phase 10-21	23/07/2016	Local resident	Parking around the cul-de-sac island	Double yellow lines around the island
Larkfield	Mercer Close junction with New Hythe Lane	Obstructive parking and verge damage	Phase 10-22	21/10/2016	Property Manager of Mercer Close development	Parking on the visibility splays and footways causes problems	Double yellow lines and junction protection
Tonbridge (Medway)	Lyons Crescent	Obstructive parking	Phase 10-23	09/08/2017	Local resident	Resident has complained that access is awkward	Remove parking bay outside driveway

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
Tonbridge (Castle)	Stafford Road	Disabled parking	Phase 10-24		Local resident	Resident has requested a disabled parking bay	New disabled parking bay in permit area
Tonbridge (Medway)	Kings Road	Obstructive parking to bus services	Phase 10-25		Local resident	Parking on the brow of hill causes problems for buses	New yellow lines
Tonbridge (Vauxhall)	The Drive	Obstructive parking	Phase 10-26		Local resident	Resident wants to make changes to a parking bay to ease access	Adjust parking bays and yellow lines
Walderslade	Taddington Wood Lane (between Papion Grove and Walderslade Woods)	Parking near junction and bend	Phase 10-27	01/02/2018	Cllr Des Keers	Parking near the bend and junction causes problems	Double yellow lines and junction protection
Wrotham	St Mary's Road	Obstructive parking	Phase 10-28	06/03/2018	Local resident	Parking at the narrow section of the road causes problems	Double yellow lines to prevent obstruction
Burham	Rochester Road outside Frost's Garage	Obstructive parking	Phase 10-29	19/03/2018	Cllr Davis	Fuel deliveries are hampered by on-street parking	Double yellow lines to prevent obstruction

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
Ditton	Bell Lane / Oak Road	Parking at the junction	Phase 10-30	01/09/2017	Local resident	Residents have complained of parking around the junction	Double yellow lines and junction protection
Borough Green	Fairfield Road	Change to road layout	Phase 10-31	02/02/2018	TMBC	Changes due to new access road	Adjust existing double yellow lines
Tonbridge (Medway)	Priory Road	Non-resident parking	Phase 10-32	04/10/2016	Local resident	Non-resident parking is causing problems	Change limited waiting / permit bays
Tonbridge (Castle)	Shipbourne Road (between Welland Road and no.118)	Obstructive parking causes congestion	Phase 10-33	13/11/2017	Local resident	The existing parking restrictions are outdated and don't reflect current traffic levels and requirements	New double yellow lines
Larkfield	Chaucer Way (between Gighill Road and Macaulay Close)	Parking around bus stops	Phase 10-34	02/02/2016	Cllr Mike Parry-Waller	Parking around bus stops for Tesco	New yellow lines
Plaxtol	The Street	Obstructive parking	Phase 10-35	02/03/2017	Parish Council	Parking in the narrow areas affects traffic movements	Double yellow lines through narrow areas

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
Walderslade	Woodbury Road (side roads at roundabout)	Obstructive parking	Phase 10-36	22/11/2017	Local resident and Cllr Des Keers	Residents have complained of others parking on the corners	Junction protection and parking on the corner
Eccles	Jenner Way	Parking on corners and junctions	Phase 10-37	08/02/2018	Cllr Michael Base	Parking near the bend and junction causes problems	Double yellow lines and junction protection
Ditton	Quarry Wood Industrial Estate	Overnight lorry parking	Phase 10-38	01/12/2017	TMBC and Police	Commercial vehicle parking is causing access and social problems	Overnight lorry parking restriction
Tonbridge (Vauxhall)	Hilltop / Silver Close	Obstructive parking	Phase 10-39	09/01/2018	Local resident	Residents complain of obstructive parking by local students	New yellow lines
Ightham	The Street	Obstructive parking	Phase 10-40	23/03/2013	Local resident	Resident would like double yellow lines extended to improve access	Extend existing double yellow lines across access

This page is intentionally left blank



**Parking Action Plan – Annex 2 (Locations for Future Phases)**

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
Ditton	Fernleigh Rise	Obstructive parking	Holding 01	05/09/2016	Local resident	Residents would like restrictions to ease access	Double yellow lines opposite driveways to prevent obstruction and prevent traffic movements and a Residents Parking Scheme
Tonbridge (Medway)	Morley Road / Vale Road near Ton100	Obstructive parking	Holding 02	04/01/2017	Local business	Problems for vehicles at the entrance to Ton100	Extend existing double yellow lines
East Malling	Howard Road and Tyler Close	Obstructive parking	Holding 03	25/01/2017	Local resident	Residents have reported problems of obstructive parking	Junction protection and double yellow lines
Tonbridge (Medway)	Morley Road (near entrance to Pyser SGI)	Obstructive parking	Holding 04	04/04/2017	Local business	Problems for vehicles at the entrance to Ton100	New double yellow lines
Blue Bell Hill	Thorn Close	Adjust single yellow lines	Holding 05	10/04/2017	Local resident	Resident would like the single yellow lines reduced	Reduce single yellow lines
Borough Green	Brockway / Normanhurst Road and Mountfield	Parking around junctions and	Holding 06	20/06/2017	Fairseat Residents Association	Residents have reported parking issues at junctions and dropped kerbs	Junction protection and double yellow lines

Parking Action Plan – Annex 2 (Locations for Future Phases)

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
		crossing points					
East Peckham	Medway Meadows	Obstructive parking	Holding 07	18/07/2017	Local residents	Residents have reported problems with obstructive parking by a local garage business	Junction protection and double yellow lines
Ditton	Brampton Field	Obstructive parking	Holding 08	01/08/2017	Local resident	Residents have reported parking issues	Junction protection and double yellow lines
Ditton	Woodpecker Road	Obstructive parking	Holding 09	15/08/2017	Local resident	Residents have reported parking issues	Replace access protection line with yellow lines
East Malling	Bondfield Road (between Ruskin Close, Lister Close and Cobbett Close)	Obstructive parking	Holding 10	21/08/2017	Local resident	Residents have reported problems with obstructive parking	Junction protection and double yellow lines
Tonbridge (Cage Green)	The Ridgeway / Rochester Road	Obstructive parking	Holding 11	11/12/2017	Local resident	Residents have reported problems with obstructive parking	Junction protection

Parking Action Plan – Annex 2 (Locations for Future Phases)

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
Borough Green	Hunts Farm Close and Griggs Way	Non-resident parking	Holding 12	01/02/2018	Local resident	Residents are concerned by non-resident parking	Resident parking scheme
West Malling	Old Parsonage Court	Non-resident parking	Holding 13	13/02/2018	KCC Cllr Trudy Dean	Residents are concerned by non-resident parking	Resident parking scheme
Tonbridge (Medway)	Kings Road	School time restrictions	Holding 14	13/02/2018	Hillview School	The nearby school has changed its times of operations	Adjust restriction times
Larkfield	Brooklands Road	Obstructive parking	Holding 15	02/03/2018	Local resident	Residents have reported problems with obstructive parking	Extend double yellow lines
Tonbridge (Medway)	Lyons Crescent	Non-resident parking and overstaying	Holding 16	02/02/2016	TMBC & Local residents	Problems with overstaying parking near the town centre	P&D parking and resident parking
Larkfield	Papyrus Way	Request for overnight parking	Holding 17	30/11/2016	Cllr Mike Parry-Waller	Local residents want to park overnight	Reduce restrictions
Tonbridge (Castle)	Lansdowne Road junction with confirmed highway potentially linking to	Change to road layout	Holding 18	04/07/2017	Local business	Change to road layout	New junction protection and permit parking

Parking Action Plan – Annex 2 (Locations for Future Phases)

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
	Annison Street						
Tonbridge (Castle)	Shipbourne Road (near Ashburhnam Road)	Parking near crossing	Holding 19	07/08/2017	KCC Cllr Richard Long	Potential crossing point may need restrictions	Double yellow lines
Tonbridge (Medway)	Kings Road	Obstructive parking	Holding 20	19/01/2018	Bus company	Bus company has reported access problems	New yellow lines
Tonbridge (Castle)	Dry Hill Park Crescent	Non-resident parking	Holding 21	28/01/2018	Local resident	Residents have requested to join the permit parking scheme	New permit parking restrictions
Aylesford	Pratling Street / Beddow Way	Obstructive parking	Holding 22	30/01/2018	Local resident	Parking round the junction causes problems	Junction protection and double yellow lines
Tonbridge (Medway)	Tudeley Lane (from roundabout to Ramblers Way)	Obstructive parking	Holding 23	12/02/2018	Local resident	New development parking and access issues	Junction protection and double yellow lines
Blue Bell Hill	Hurst Hill (from Maidstone Road towards Roman Villa)	Obstructive parking	Holding 24	14/03/2018	Cllr Allan Sullivan	Reports of obstructive parking	New double yellow lines

Parking Action Plan – Annex 2 (Locations for Future Phases)

Town or Ward	Location	Issue	Location ref	Date requested	Requested by	Detail	Summary
Wouldham	School drop-off restrictions	School parking	Holding 25	05/02/2018	KCC	New school-time restrictions to manage parent parking	School Keep Clears and yellow lines
Walderslade	Taddington Wood Lane (between Papion Grove and Hurst Hill)	Obstructive parking	Holding 26	27/04/2016	Local resident	Non-residents parking causes concerns to residents	New yellow lines
Larkfield	Maple Close	Obstructive parking	Holding 27	10/03/2017	Local resident	Parking near accesses and junctions	Junction protection and double yellow lines
East Peckham	Parish Parking Plan, Orchard Road & The Freehold	Obstructive parking	Holding 28	04/04/2017	Cllr Jill Anderson	Parking near accesses and junctions	Junction protection and double yellow lines
Tonbridge (Judd)	The Spinney	Obstructive parking	Holding 29	22/01/2018	Local resident	Parking in the turning area	Double yellow lines
Tonbridge (Judd)	D1 & D2	Business parking	Holding 30	01/12/2018	Cllrs Peter Bolt & David Cure	Residents have complained of too much business parking in the already busy area	Business permit changes

This page is intentionally left blank

## TONBRIDGE & MALLING BOROUGH COUNCIL

### JOINT TRANSPORTATION BOARD

11 June 2018

#### Report of the Director of Street Scene, Leisure & Technical Services

#### Part 1- Public

**Matter for Recommendation to Borough Cabinet - Non-Key Decision (Decision may be taken by the Cabinet Member)**

#### **1 PARKING ACTION PLAN – REVIEW OF ZONE D2 BUSINESS PERMITS**

##### **1.1 Summary**

**This report relates to a review of Business Permits within the D2 Parking Zone in the Barden Road Area, Tonbridge.**

##### **1.2 Introduction**

- 1.2.1 Barden Road, Tonbridge has been a permit parking area for a number of years, introduced to deter the high level of commuter and town centre workers who were parking all day in the residential streets, reducing the already limited parking capacity.
- 1.2.2 The preferential parking scheme gives a greater level of opportunity to residents and businesses to park within the zone by displacing vehicles during the restricted periods.
- 1.2.3 Last year the Borough Council introduced changes to a number of restrictions across the Borough as part of Phase 8 of the Parking Action Plan, which included the subdivision of the existing Zone D permit parking area of Tonbridge into two separate parking areas (D1 and D2), and the extension of the permit restriction times. These zones are shown at Annex 1.
- 1.2.4 The extension of the permit restriction times has been beneficial in deterring non-resident parking, but there have been a number of requests from Members and residents to review the issue of Business permits within this zone.

##### **1.3 Background**

- 1.3.1 The Council currently has 52 business permits issued to businesses that are within the current D1 and D2 parking zones. The business permits currently allow users to park only in Zone D2.

1.3.2 The vast majority of Business permits (42) are issued to businesses that occupy the offices at Riverside Business Centre which is located on River Lawn Road.

1.3.3 In response to recent consultation the Council has received comments relating to the conflict between the business and residential permit holders along with requests to remove all business users from these zones. Following on-going liaison with the local Members the Parking team has carried out surveys to monitor the area to enable the development of further parking management proposals.

#### **1.4 Survey Analysis**

1.4.1 Surveys were undertaken to identify the location and number of business permit holders parking in the area. A summary of the survey results is shown at Annex 2.

1.4.2 The outcome of the survey is that although 52 business permits have been issued to qualifying business a maximum of 21 were used at any one time. The surveys also demonstrated that the location of the business permit holders was as close to the boundary of Zone D1/D2 as possible therefore the impact on those residents immediately at the boundary of D1 and D2 would be amplified.

1.4.3 Aside from the road locations immediately at the boundary of the D1/D2 zone it is apparent that there is capacity for parking on roads further into the D2 zone. Although Danvers Road and Holford Street are predominantly full at all times, the survey indicates that there is space elsewhere in zone D1.

1.4.4 It is worth noting that residents of D1 are also able to use road space in D2 but D2 permit holders are unable to use the D1 zone.

#### **1.5 Options for consideration**

1.5.1 There are a number of options that have been explored for Members to consider, each with their own advantages and disadvantages.

##### **1.5.2 Option 1 – Do nothing**

In light of the relatively low numbers of business permits being used compared to spaces and demand, the parking issue could be left.

- **Pros** – Over time the conflict could ease and settle. Resources can be used to address and review other parking issues
- **Cons** – Does not address residents or Member's concerns or relieve parking pressure around the D1/D2 boundary

##### **1.5.3 Option 2 – Restrict business permit parking to specific underused roads**

By using the planning classification for Businesses, Business parking permits for "commercial-office" premises could be changed when they come up for renewal to be restricted to Barden Park Road only – this would gradually shift business



permit holders away from the D1/D2 boundary to a road where there is significant levels of available parking.

1.5.4 The increased distance from the majority of the permit holders would likely result in a reduction in the number of business permits and there may also be a shift to parking in the long-stay car parks which may be more convenient. This can also be encouraged by offering car park permits to current business permit holders at a reduced rate for an introductory period.

1.5.5 The current cost of a business permit is £160 and with a move to a season ticket this would become £950 which is a significant change in cost. This could be mitigated in the first two years by reducing the cost during this transition, on an escalating scale to the full rate in the third year.

- **Pros** – This should gradually reduce parking pressure at the D1/D2 boundary.
- **Cons** – Increased business parking in roads that currently do not have a parking issue and increased distance for business permit holders to walk. Business in the commercial retail/showroom category would remain able to park around the D1/D2 boundary.

1.5.6 **Option 3 – Restrict business permits for Commercial – Office parking to specific underused roads, and allow the remaining Commercial businesses to park in D1**

This would work on the same principle as Option 2, but further remove the parking pressure at the D1/D2 boundary by allowing the Commercial retail/showroom businesses to park closer to their premises, which tend to be located in the D1 area, where it is demonstrated that there is spare daytime capacity.

- **Pros** – This would again gradually reduce parking pressure at the D1/D2 boundary, but more-so than Option 2. This would also be to the benefit of the businesses in the Retail/Showroom category as they would be able to park closer to their premises.
- **Cons** – Increased business parking in roads that currently do not have a parking issue (but to a lesser extent than Option 2), Increased parking in underused roads in the western end of D1, but for a much lower number of vehicles.

## 1.6 Officer Recommendation

1.6.1 **The option that seems to address the majority of concerns and have the least impact on businesses is Option 3.** This could be further modified by offering an additional option of a reduced-rate season ticket (as 1.5.5) for those that would be displaced.

## **1.7 Next Steps - Implementation**

- 1.7.1 If the Board choose to take forward either option 2 or option 3 set out above, the changes could be introduced without a change to the on-street Traffic Regulation Order.
- 1.7.2 The Council would need to write to all the Business permit holders and notify them of the changes, which would come into effect at the next permit renewal date. The Council would look to start this process in the next couple of months.

## **1.8 Equality Impact Assessment**

- 1.8.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

## **1.9 Legal Implications**

- 1.9.1 The on-street parking service is undertaken by the Borough Council on behalf of Kent County Council under terms of a formal legal agreement.

## **1.10 Financial and Value for Money Considerations**

- 1.10.1 Funding to implement works associated with this proposal is provided within the Council's existing Revenue Budgets.
- 1.10.2 The proposed changes are not expected to impact the current revenue streams.

## **1.11 Risk Assessment**

- 1.11.1 The assessment and consultation process applied to parking management should provide the assurance that the Borough Council has the will and ability to adapt the Parking Plans, in the light of comment and circumstances and to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that we can correctly and effectively manage on-street parking in these areas as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.
- 1.11.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals at this statutory formal stage.
- 1.11.3 Following an appropriate period of time, the Council will look to review the Business Permit Scheme for these zones as part of the Phased Parking Review process.

## **1.12 Policy Considerations**

- 1.12.1 Asset Management
- 1.12.2 Communications

1.12.3 Community

1.12.4 Customer Contact

**1.13 Recommendations**

1.13.1 It is RECOMMENDED that:-

- i) Option 3 be taken forward to address the concerns around Business Permit Parking in the D1 and D2 Zones.
- ii) The review of D1 and D2 Business Parking Permits be added to the holding list for review as part of the Phased Parking Review.

The Street Scene, Leisure & Technical Services confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

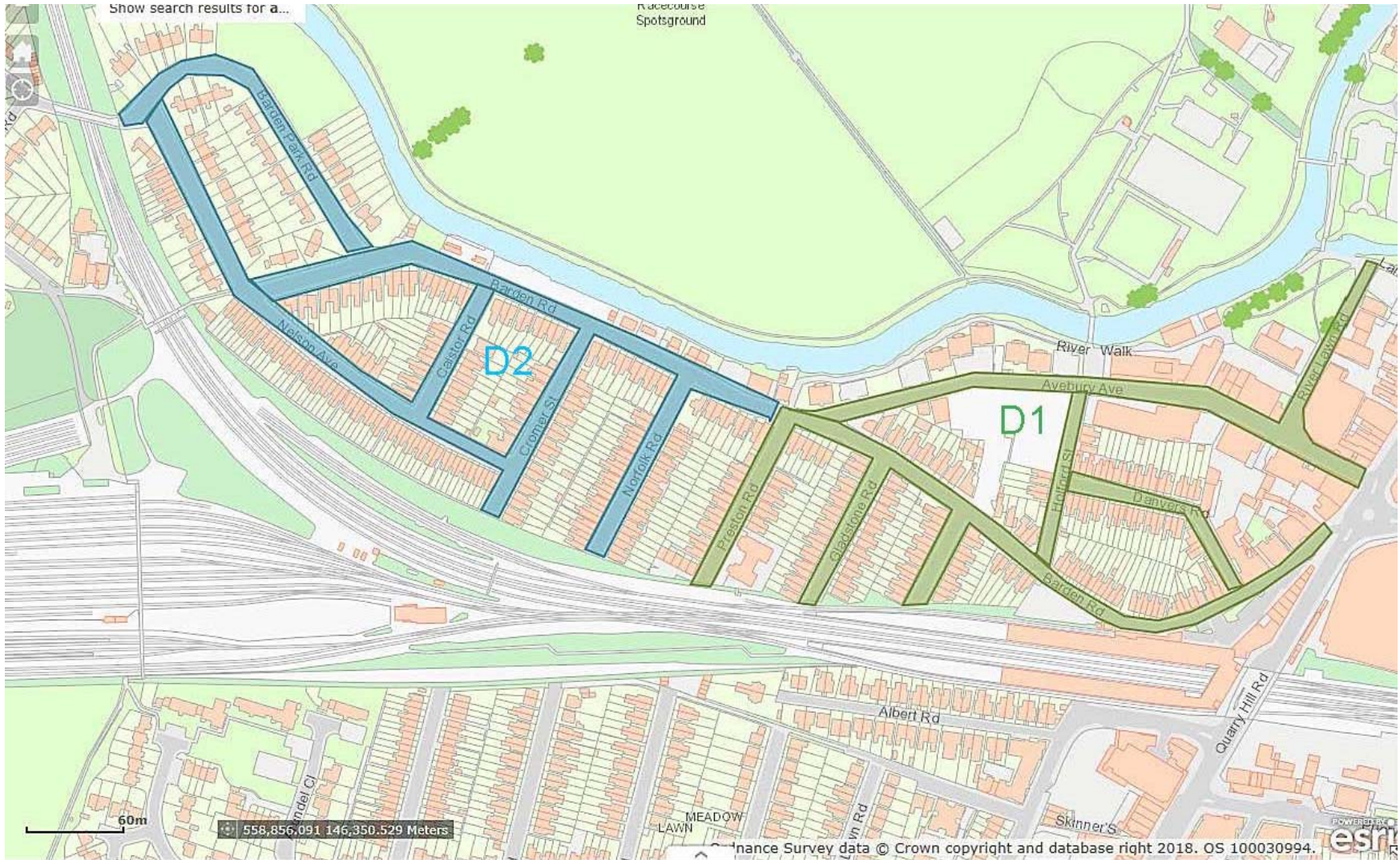
Background papers:  
Annex 1 – D1 & D2 Business parking permits surveys

contact:  
Andy Bracey  
Parking Manager

Robert Styles  
Director of Street Scene, Leisure and Technical Services

This page is intentionally left blank

Map of Zones D1 and D2



This page is intentionally left blank

## D1 &amp; D2 Business parking permits surveys – Annex 2

Streets	Zone	Estimated Capacity	12:00 on 12/4/18		17:00 on 12/4/18		9:30 on 16/4/18		10:00 on 20/4/18		16:00 on 24/4/18	
			Cars parked	Business permits	Cars parked	Business permits	Cars parked	Business permits	Cars parked	Business permits	Cars parked	Business permits
Avebury Avenue	D1	26	19	0	26	0	19	0	24	0	21	0
River Lawn Road	D1	11	7	0	2	0	7	0	6	0	5	0
Holford Street	D1	11	10	0	11	0	7	0	7	0	4	0
Danvers Road	D1	20	17	0	20	0	15	0	16	0	17	0
Northcote Road	D1	16	12	0	16	0	11	0	12	0	12	0
Gladstone Road	D1	29	25	0	19	0	19	0	16	0	22	0
Preston Road	D1	41	19	0	22	0	12	0	16	0	18	0
Barden Road (Holford to Danvers)	D1	15	11	0	11	0	8	0	12	0	10	0
Barden Road (east of Danvers)	D1	0	0	0	0	0	0	0	0	0	0	0
Barden Road (Northcote to Holford)	D1	6	4	0	5	0	5	0	5	0	5	0
Barden Road (Gladstone to Northcote)	D1	10	7	0	7	0	4	0	6	0	7	0
Barden Road (Preston to Gladstone)	D1	5	3	0	4	0	4	0	1	0	5	0
Norfolk Road	D1 & D2	41	31	6	28	6	36	0	25	6	30	6
Cromer Street	D1 & D2	31	25	2	19	2	24	4	22	1	25	3
Caistor Road	D1 & D2	27	11	0	13	0	15	2	15	1	21	0
Nelson Avenue (Cromer to Caistor)	D1 & D2	16	14	0	16	0	11	0	13	0	9	0
Nelson Avenue (Caistor to Barden)	D1 & D2	47	26	0	26	0	22	0	18	0	27	0
Nelson Avenue (Barden to BP Road)	D1 & D2	20	5	0	7	0	1	0	4	0	6	0
Barden Park Road	D1 & D2	41	8	0	9	0	8	0	8	0	6	0
Barden Road (Preston to Norfolk)	D1 & D2	14	13	5	9	3	14	7	12	7	11	5

11<sup>th</sup> June 2018

D1 & D2 Business parking permits surveys – Annex 2

Streets	Zone	Estimated Capacity	12:00 on 12/4/18		17:00 on 12/4/18		9:30 on 16/4/18		10:00 on 20/4/18		16:00 on 24/4/18	
			Cars parked	Business permits	Cars parked	Business permits	Cars parked	Business permits	Cars parked	Business permits	Cars parked	Business permits
Barden Road (Norfolk to Cromer)	D1 & D2	15	14	1	15	1	11	2	10	3	9	3
Barden Road (Cromer to Caistor)	D1 & D2	16	14	7	15	7	14	2	10	0	14	3
Barden Road (Caistor to Nelson)	D1 & D2	23	13	0	16	0	7	0	13	0	14	0
<b>Total</b>		<b>481</b>	<b>308</b>	<b>21</b>	<b>316</b>	<b>19</b>	<b>274</b>	<b>17</b>	<b>271</b>	<b>18</b>	<b>298</b>	<b>20</b>



---

## Holborough Lakes Waiting Restrictions TRO

**To:** Tonbridge Joint Transportation Board, 11<sup>th</sup> June 2018

**By:** Tim Read – Head of Transportation, Kent County Council

**Classification:** Unrestricted

---

Following public consultation on the Holborough Lakes Waiting Restrictions (Amendment No. 17 Order 2017) this report details the responses received.

### For Decision

---

## 1.0 Introduction and background

1.1 Kent County Council received an application, from Berkeley Homes (Eastern Counties) Ltd, for a traffic regulation order to restrict waiting on various roads within the Holborough Lakes housing development. Berkeley Homes acts as the lead developer for this site and believe these restrictions will provide the following benefits:

1.1.1 Protect the footways and verges from damage

1.1.2 Maintain vital access for emergency services

1.1.3 Improve road safety for pedestrians, meaning they will not need to walk in the carriageway with pushchairs/pets due to vehicle obstructions

1.1.4 Allow the free flow of traffic through the development

1.1.5 Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home

1.1.6 Remove neighbourly disputes due to complaints of parking outside other occupants homes and restricting access

1.2 The extent of the proposed new waiting restrictions is shown in Appendix B. Some of these restrictions relate to locations where double yellow lining is already in place but not enforceable at this time.

## 2.0 Consultation

2.1 The County Council advertised its intention to implement the additional waiting restrictions as *The Kent County Council (Various Roads, Tonbridge &*

*Malling) (Waiting Restrictions & On-Street Parking Places) Amendment No. 17 Order 2017:*

- 2.1.1 By placing a highway notice in the *Tonbridge & Malling area Kent Messenger* on 11/08/2017;
- 2.1.2 By placing notices on site;
- 2.1.3 By consulting with Kent Police, South East Coast Ambulance Service, Kent Fire and Rescue Service, Road Haulage Association and Freight Transport Association;
- 2.1.4 By consulting with local County Council members and Dartford Borough Council ward members;
- 2.1.5 By consulting with residents.
- 2.2 By the closing date for consultation, on 04/09/2017, the County Council had received 76 responses, of which 50 were objections. A summary of all the consultee responses, and subsequent developer replies, is included in Appendix D.
- 2.3 Representatives of Berkeley Homes (Eastern Counties) Ltd will be attending the June JTB should the board wish to ask any questions of them.

### **3.0 Recommendation**

- 3.1 It is recommended that waiting is prohibited as detailed in Appendix attached

Contact Officer:	Ian Grigor, Project Manager Schemes Planning and Delivery, Kent County Council 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council 03000 418181

### *Appendices*

- Appendix A - Public Notice
- Appendix B - KCC documents on deposit
- Appendix C - Advert proof
- Appendix D - Holborough Lakes TRO consultation – Consultee responses

### *Background Papers*

None

# PUBLIC NOTICE



## In the Borough of Tonbridge & Malling

### THE KENT COUNTY COUNCIL (VARIOUS ROADS, TONBRIDGE AND MALLING) (WAITING RESTRICTIONS & ON-STREET PARKING PLACES) AMENDMENT No.17 ORDER 2017

#### Road Traffic Regulation Act 1984

THE KENT COUNTY COUNCIL, in exercise of their powers under section 1, 2, 4, 5, 124 and Part IV of the Road Traffic Regulation Act 1984 as amended, (hereinafter referred to as "the Act of 1984") and of all other enabling powers, after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, intends to make the following order;

1. **The effect of the proposed named Order will introduce or amend existing waiting restrictions (in this part of the notice DYL's means double yellow lines) where waiting is prohibited at any time in the following street or length of street**
  - a) **ALISANDER CLOSE**; both sides, from its junction with Poynder Drive for its entire length, excluding the layby.
  - b) **BERRY CLOSE**; both sides, from its junction with Poynder Drive to its junction with Hambrook Road.
  - c) **BOOTH CLOSE**; both sides, from its junction with Poynder Road for its entire length, excluding the layby.
  - d) **CROSSFIELD WALK**; both sides, from its junction with Manley Boulevard for its entire length, excluding the layby.
  - e) **LAMBE CLOSE**; both sides, from its junction with Manley Boulevard for its entire length.
  - f) **MANLEY BOULEVARD**;
    - i) Northwest side; from its junction with Ladds Lane (eastern section) to a point 5.4 metres southwest opposite its junction with Amisse Drive.
    - ii) Southwest side; from its junction with Ladds Lane (eastern section) to a point 3.8 metres southwest of its junction with Amisse Drive.
  - g) **POYNDER DRIVE**;
    - i) North side, from a point 445 metres southwest of its junction Manley Boulevard to its termination point.
    - ii) South side, from its junction with Manley Boulevard in a south-westerly direction to its termination point.

- iii) Northwest side, (northern leg) (leading to properties 2-42); from its junction with Poynder Drive in a north-easterly direction for a distance of 34.2 metres from that junction.
- iv) Southeast (northern leg) (leading to properties 2-42); from its junction with Poynder Drive in a north-easterly direction to a point 24.2 metres northeast of that junction.
- v) Both sides (southern leg); from its junction with Poynder Drive in a southerly direction for its entire length.
- vi) Both sides (northern leg) (leading to properties 122-178); from its junction with Poynder Drive for its entire length, excluding laybys.

**2. The effect of the proposed named Order will introduce or amend parking bays in the following street or lengths of street**

**a) MANLEY BOULEVARD**

- i) From a point 2.7 metres northwest of the south-eastern flank wall of Providence House in a north-westerly direction for 7.4 metres.
- ii) From a point 13.4 metres northwest of the south-eastern flank wall of Providence House in a north-westerly direction for 7.4 metres.

**b) POYNDER DRIVE;**

North side; from a point 415.6 metres southwest of its junction with Manley Boulevard for 24 metres.

**3. The effect of the proposed named Order will introduce or amend disabled persons parking bays in the following street or lengths of street**

**a) MANLEY BOULEVARD**

From a point 10.1 metres northwest of the south-eastern flank wall of Providence House in a north-westerly direction for 2.5 metres

**b) POYNDER DRIVE;**

North side; from a point 439.6 metres southwest of its junction with Manley Boulevard for 5.4 metres

A copy of the Order, statement of the Council's reasons for making the Order, a map indicating the location and the effect and a copy of any other Orders which will be amended by the Order may be examined on Mondays to Friday at The Kent County Council, Sessions House, Maidstone, ME14 1XQ, at The Kent County Council, Highway, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD and at Tonbridge & Malling Borough Council Offices, Gibson Building, Gibson Dr Kings Hill ME19 4LZ during normal office hours or viewed online at [www.kent.gov.uk/highwaysconsultations](http://www.kent.gov.uk/highwaysconsultations)

If you wish to offer support or object to the proposed Order you should send the grounds in writing to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD or by email to [TRO@kent.gov.uk](mailto:TRO@kent.gov.uk) by 12 noon Monday 4<sup>th</sup> September 2017.

**Roger Wilkin**

Director

Highways, Transportation & Waste

**DOCUMENTS  
ON DEPOSIT**



**These documents should  
remain available for  
public inspection  
until  
4<sup>th</sup> September 2017**

**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, TONBRIDGE AND MALLING)  
(WAITING RESTRICTIONS & ON-STREET PARKING PLACES)  
AMENDMENT No.17 ORDER 2017**

**Road Traffic Regulation Act 1984**

Please return to:

**Schemes Planning and Delivery Team**

Kent County Council Highways, Transportation & Waste  
Ashford Highway Depot  
Javelin Way  
Ashford  
TN24 8AD

# PUBLIC NOTICE



**In the Borough of Tonbridge & Malling**

**THE KENT COUNTY COUNCIL**  
**(VARIOUS ROADS, TONBRIDGE AND MALLING)**  
**(WAITING RESTRICTIONS & ON-STREET PARKING PLACES)**  
**AMENDMENT No.17 ORDER 2017**

**Road Traffic Regulation Act 1984**

THE KENT COUNTY COUNCIL, in exercise of their powers under section 1, 2, 4, 5, 124 and Part IV of the Road Traffic Regulation Act 1984 as amended, (hereinafter referred to as "the Act of 1984") and of all other enabling powers, after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, intends to make the following order;

**1. The effect of the proposed named Order will introduce or amend existing waiting restrictions (in this part of the notice DYL's means double yellow lines) where waiting is prohibited at any time in the following street or length of street**

- a) **ALISANDER CLOSE**; both sides, from its junction with Poynder Drive for its entire length, excluding the layby.
- b) **BERRY CLOSE**; both sides, from its junction with Poynder Drive to its junction with Hambrook Road.
- c) **BOOTH CLOSE**; both sides, from its junction with Poynder Road for its entire length, excluding the layby.
- d) **CROSSFIELD WALK**; both sides, from its junction with Manley Boulevard for its entire length, excluding the layby.
- e) **LAMBE CLOSE**; both sides, from its junction with Manley Boulevard for its entire length.
- f) **MANLEY BOULEVARD**;
  - i) Northwest side; from its junction with Ladds Lane (eastern section) to a point 5.4 metres southwest opposite its junction with Amisse Drive.
  - ii) Southwest side; from its junction with Ladds Lane (eastern section) to a point 3.8 metres southwest of its junction with Amisse Drive.
- g) **POYNDER DRIVE**;
  - i) North side, from a point 445 metres southwest of its junction Manley Boulevard to its termination point.
  - ii) South side, from its junction with Manley Boulevard in a south-westerly direction to its termination point.
  - iii) Northwest side, (northern leg) (leading to properties 2-42); from its junction with Poynder Drive in a north-easterly direction for a distance of 34.2 metres from that junction.

- iv) Southeast (northern leg) (leading to properties 2-42); from its junction with Poynder Drive in a north-easterly direction to a point 24.2 metres northeast of that junction.
- v) Both sides (southern leg); from its junction with Poynder Drive in a southerly direction for its entire length.
- vi) Both sides (northern leg) (leading to properties 122-178); from its junction with Poynder Drive for its entire length, excluding laybys.

**2. The effect of the proposed named Order will introduce or amend parking bays in the following street or lengths of street**

**a) MANLEY BOULEVARD**

- i) From a point 2.7 metres northwest of the south-eastern flank wall of Providence House in a north-westerly direction for 7.4 metres.
- ii) From a point 13.4 metres northwest of the south-eastern flank wall of Providence House in a north-westerly direction for 7.4 metres.

**b) POYNDER DRIVE;**

North side; from a point 415.6 metres southwest of its junction with Manley Boulevard for 24 metres.

**3. The effect of the proposed named Order will introduce or amend disabled persons parking bays in the following street or lengths of street**

**a) MANLEY BOULEVARD**

From a point 10.1 metres northwest of the south-eastern flank wall of Providence House in a north-westerly direction for 2.5 metres

**b) POYNDER DRIVE;**

North side; from a point 439.6 metres southwest of its junction with Manley Boulevard for 5.4 metres

A copy of the Order, statement of the Council's reasons for making the Order, a map indicating the location and the effect and a copy of any other Orders which will be amended by the Order may be examined on Mondays to Friday at The Kent County Council, Sessions House, Maidstone, ME14 1XQ, at The Kent County Council, Highway, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD and at Tonbridge & Malling Borough Council Offices, Gibson Building, Gibson Dr Kings Hill ME19 4LZ during normal office hours or viewed online at [www.kent.gov.uk/highwaysconsultations](http://www.kent.gov.uk/highwaysconsultations)

If you wish to offer support or object to the proposed Order you should send the grounds in writing to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD or by email to TRO@kent.gov.uk by 12 noon Monday 4<sup>th</sup> September 2017.

**Roger Wilkin**

Director

Highways, Transportation & Waste

# STATEMENT of REASON



## In The Borough of Tonbridge & Malling

### THE KENT COUNTY COUNCIL (VARIOUS ROADS, TONBRIDGE AND MALLING) (WAITING RESTRICTIONS & ON-STREET PARKING PLACES) AMENDMENT No.17 ORDER 2017

Road Traffic Regulation Act 1984

The Kent County Council as the local traffic authority has made the Order referred to above and as shown on the drawing accompanying this document for the following reasons:-

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

**Dated: 5<sup>th</sup> June 2017**

**Nikola Floodgate**

Schemes Planning and Delivery Manager



**THE KENT COUNTY COUNCIL**  
**(VARIOUS ROADS, TONBRIDGE AND MALLING)**  
**(WAITING RESTRICTIONS & ON-STREET PARKING PLACES)**  
**AMENDMENT No.17 ORDER 2017**

**Road Traffic Regulation Act 1984**

The Kent County Council, in exercise of their powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49, 53 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as the "RTR Act of 1984"), the Traffic Management Act 2004 (hereinafter referred to as the "TMA 2004"), the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 (hereinafter referred to as "CEoPC Regulations 2007") and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order.

**Citation and Commencement**

This Order may be cited as "The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-street Parking Places) Amendment No.17 Order 2017" and shall come into operation on \*\* day of \*\*\*\*\* 2017

Given under the Common Seal of the Kent County Council

This \*\* day of \*\*\*\*\* 2017

**THE COMMON SEAL OF THE  
KENT COUNTY COUNCIL was  
hereunto affixed in the  
presence of:-**

Authorised Signatory

**APPENDICES**

The attached Appendices are to be substituted into “The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-Street Parking Places) (Consolidation) Order 2011” and into all subsequent amendment Orders.

(Items in red represent new or altered items to the existing order)

Appendix 19 (Snodland)

## To be added to Appendix 19 – Snodland

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	Alisander Close	n/a	South-western	from its junction with Poynder Drive for its entire length, excluding the layby	No waiting	all days	at any time							App19-0001
1	Snodland	Amisse Drive	n/a	North	from its junction with Manley Boulevard to its junction with Polyfield Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0002
1	Snodland	Apple Close	n/a	Both	from the centre of the junction with Malling Road in an easterly direction to the boundary of 2 and 4 Apple Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0003
1	Snodland	Berry Drive	n/a	Both	from its junction with Poynder Drive to its junction with Hambrook Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0004
1	Snodland	Birling Road	(parts of which are also known as The Groves and Rookery Hill)	Both	from in line with the northern boundary of 129 Birling Road to a point 5m west of the boundary of 135/137 Birling Road including the island	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0005
1	Snodland	Birling Road	(parts of which are also known as The Groves and Rookery Hill)	Both	from in line with the boundary of 72/74 Birling Road to its junction with Constitution Hill (except where on-street parking places and vehicle access points are indicated.)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0006
1	Snodland	Birling Road	(parts of which are also known as The Groves and Rookery Hill)	Both	from its junction with Malling Road to its junction with Recreation Avenue (except where on-street parking places and vehicle access points are indicated.)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0007
1	Snodland	Birling Road	(parts of which are also known as The Groves and Rookery Hill)	Both	from at the boundary of 155/157 Birling Road for 60m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0008
1	Snodland	Birling Road	(parts of which are also known as The Groves and Rookery Hill)	Both	from 15m west of its junction with Hollow Lane in a north easterly then easterly direction to a point	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0009





Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	Dryland Road	n/a	Both	from the junction with Birling Road for 10m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0038
1	Snodland	East Street	n/a	Both	from the junction with Brook Street for 15m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0039
1	Snodland	East Street	n/a	Both	from the junction with Rocfort Road for 10m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0040
1	Snodland	Godden Road	n/a	Both	from the southern kerbline of Roberts Road, southwards for 11m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0041
1	Snodland	Hambrook Road	n/a	North	From its junction with Poynder Drive in a south-easterly direction for 27.6 metres	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0042
3	Snodland	Hambrook Road	n/a	North	From a point 27.6 metres in a south easterly direction for 18.2 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0043
Page 54	Snodland	Hambrook Road	n/a	North	From a point 45.8 metres southeast of its junction with Poynder Drive in a south-easterly direction for 20.6 metres	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0044
	Snodland	Hambrook Road	n/a	North	From a point 66.4 metres of its junction with Poynder Drive in a south easterly direction for 16 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0045
	1	Snodland	Hambrook Road	n/a	North	From a point 82.4 metres southeast of its junction with Poynder Drive to its junction with Manley Boulevard	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App19-0046
1	Snodland	Hambrook Road	n/a	South	From its junction with Poynder Drive to its junction with Manley Boulevard	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0047
1	Snodland	High Street	east of Holborough Road to cul-de-sac end at Snodland By Pass (A228)	Both	from the junction with Holborough Road in an easterly direction to the turning head (except where on-street parking places, loading bays and vehicle access points are indicated)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0048
1	Snodland	High Street	n/a	North	from the eastern kerbline of Cantium Place, eastwards for 13m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0049
1	Snodland	High Street	n/a	North	from the western kerbline of Cantium Place, westwards for 33m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0050
3	Snodland	High Street	n/a	North	between points 9m and 31m east of the east side of the junction with	Parking place	Monday to Saturday	8.30am - 6.30pm	30 minutes	30 minu	n/a	n/a	n/a	n/a	App19-0051



Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
					southern kerbline of Willowside										
1	Snodland	Holborough Road	n/a	East	from 0.5m south of the boundary of No's 34 & 36, southwards to the northern kerbline of Queens Avenue	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0064
1	Snodland	Holborough Road	n/a	East	from 6.6m north of the northern flank wall of No.26, northwards to the southern kerbline of Queens Avenue	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0065
1	Snodland	Holborough Road	n/a	East	from the northern kerbline of Ostler's Court, northwards for 12m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0066
1	Snodland	Holborough Road	n/a	East	from the southern kerbline of Ostler's Court, southwards to the northern kerbline of High Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0067
1	Snodland	Holborough Road	n/a	West	from the boundary of No's 55 & 57, northwards for 6m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0068
1	Snodland	Holborough Road	n/a	West	from southern kerbline of the northern junction of Holborough Road (old section) to the northern kerbline of the southern junction of Holborough Road (old section)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0069
	Snodland	Holborough Road	n/a	West	from the southern boundary of NO.103, southwards to the northern kerbline of Clock Tower Mews	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0070
1	Snodland	Holborough Road	n/a	West	from the southern kerbline of Clock Tower Mews, southwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0071
1	Snodland	Holborough Road	n/a	West	from the northern kerbline of Thomson Close, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0072
1	Snodland	Holborough Road	n/a	West	from the southern kerbline of Thomson Close, southwards for 16m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0073
1	Snodland	Holborough Road	n/a	West	from the northern kerbline of Lee Road, northwards for 16m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0074
1	Snodland	Holborough Road	n/a	West	from the southern kerbline of Lee Road, southwards for 29m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0075
1	Snodland	Holborough Road	n/a	West	from the northern kerbline of Constitution Hill, northwards for 5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0076
1	Snodland	Holborough Road	Old section	around northern central island	All of the perimeter of the northern central island	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0077
1	Snodland	Holborough	Old section	East	from the western kerbline of the	No	all days	at any	n/a	n/a	n/a	n/a	n/a	n/a	App19-



Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
		Road			southern junction of Holborough Road (main section), northwards for 30m	waiting		time							0078
1	Snodland	Holborough Road	Old section	East	from opposite the boundary of No's 183 & 185, northwards for 70m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0079
1	Snodland	Holborough Road	Old section	North and east	from the western kerbline of the northern junction with Holborough Road (main section), westwards and northwards to 2m north of the boundary of No's 123 & 125	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0080
1	Snodland	Hollow Lane	n/a	Both	from the junction with Birling Road for 20m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0081
1	Snodland	Hook Road	n/a	Both	from the junction with St Benedict Road for 10m in a north-easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0082
1	Snodland	Kent Road	n/a	Both	from its junction with Nevill Road for 20m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0083
1	Snodland	Kent Road	n/a	Both	from 15m north of its junction with Norman Road for 30m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0084
1	Snodland	Ladds Lane	n/a	Both	From its junction with Manley Boulevard in a north-westerly direction for a distance of 131 metres	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0085
1	Snodland	Lakeside	n/a	Both	from the junction with Brook Lane for 15m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0086
1	Snodland	Lambe Close	n/a	Both	from its junction with Manley Boulevard for its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0087
1	Snodland	Lee Road	n/a	Both	from the western kerbline of Holborough Road, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0088
1	Snodland	Linnitt Road	n/a	Both	For its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0089
1	Snodland	Lucas Road	n/a	Both	from the junction with St Benedicts Road for 10m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0090
4	Snodland	Malling Road	Holmesdale Technology College	West	from opposite a point 55.5m north of the northern boundary of 1 Nevill Road for 43.56m in a northerly direction	Prohibition of stopping outside schools	Monday to Friday	8.30am-3.30pm	n/a	n/a	n/a	n/a	n/a	n/a	App19-0091
1	Snodland	Malling Road	n/a	Both	from the junction with High Street to a point 60m south of the junction with Nevill Road (except where on-street parking places	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0092

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
					and vehicle access points are indicated										
1	Snodland	Malling Road	n/a	Both	from 45m north of the centre of the junction with Simpson Road to a point 20m south of the junction with Brook Lane (except where on-street parking places and vehicle access points are indicated).	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0093
3	Snodland	Malling Road	n/a	East	from 42.5m south of the junction with High Street to a point in line with the boundary of 21/23 Malling Road.	Parking place	Monday to Saturday	8.30am - 6.30pm	1 hour	1 hour	n/a	n/a	n/a	n/a	App19-0094
1	Snodland	Manley Boulevard	n/a	Northwest	from its junction with Ladds Lane (eastern section) to a point 5.4 metres southwest opposite its junction with Amisse Drive	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0095
1	Snodland	Manley Boulevard	n/a	Southeast	from its junction with Ladds Lane (eastern section) to a point 3.8 metres southwest of its junction with Amisse Drive	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0096
1	Snodland	Manley Boulevard	n/a	southwest (second square)	from a point 2.7 metres northwest of the south-eastern flank wall of Providence House in a north-westerly direction for 7.4 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0097
3	Snodland	Manley Boulevard	n/a	southwest (second square)	from a point 13.4 metres northwest of the south-eastern flank wall of Providence House in a north-westerly direction for 7.4 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0098
3	Snodland	Manley Boulevard	n/a	southwest (second square)	from a point 10.1 metres northwest of the south-eastern flank wall of Providence House in a north-westerly direction for 2.5 metres	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicle	n/a	n/a	App19-0099
1	Snodland	Manley Boulevard	n/a	North	From the square junction with Amisse Drive to a point 20 metres north of the northern kerbline of Primrose Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0100
1	Snodland	Manley Boulevard	n/a	North	From a point 4.9 metres south of the southern kerbline of Primrose Close in a southerly direction for 16.5 metres	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0101
1	Snodland	Manley Boulevard	n/a	South	From its square junction with Amisse Drive to a point 69.5 metres west of that junction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0102
3	Snodland	Manley Boulevard	n/a	South	From a point 69.5 metres southwest of its square junction with Amisse Drive in a south-	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0103



Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	Primrose Close	n/a	Both	For its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0118
1	Snodland	Pout Road	n/a	Both	from the junction with Birling Road for 15m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0119
1	Snodland	Poynder Drive	n/a	North	from its junction with Manley Boulevard to a point 49 metres northwest of that junction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0120
1	Snodland	Poynder Drive	n/a	North	from a point 49 metres northwest of its junction with Manley Boulevard for a distance of 18 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0121
1	Snodland	Poynder Drive	n/a	North	from a point 67 metres northwest of its junction with Manley Boulevard to a point 415.6 metres southwest of that junction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0122
1	Snodland	Poynder Drive	n/a	North	from a point 415.6 metres southwest of its junction with Manley Boulevard for 24 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0123
1	Snodland	Poynder Drive	n/a	North	from a point 439.6 metres southwest of its junction with Manley Boulevard for 5.4 metres	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0124
1	Snodland	Poynder Drive	n/a	North	from a point 445 metres southwest of its junction Manley Boulevard to its termination point	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0125
1	Snodland	Poynder Drive	n/a	South	from its junction with Manley Boulevard in a south-westerly direction to its termination point	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0126
1	Snodland	Poynder Drive	n/a	Northwest (northern leg) (leading to properties 2-42)	from its junction with Poynder Drive in a north-easterly direction for a distance of 34.2 metres from that junction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0127a
1	Snodland	Poynder Drive	n/a	Southeast (northern leg) (leading to properties 2-42)	from its junction with Poynder Drive in a north-easterly direction to a point 24.2 metres northeast of that junction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0127b
1	Snodland	Poynder Drive	n/a	Both (southern leg)	from its junction with Poynder Drive in a southerly direction for its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0128
1	Snodland	Poynder Drive	n/a	Both (northern leg) (leading to	from its junction with Poynder Drive for its entire length, excluding laybys	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0129

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
				properties 122-178)											
1	Snodland	Queens Avenue	n/a	East	from the northern kerbline of High Street, northwards to the southern flank wall of No.45	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0130
1	Snodland	Queens Avenue	n/a	East	from the southern flank wall of No.45, northwards for 5.6m	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0131
1	Snodland	Queens Avenue	n/a	East	from the southern kerbline of Queens Road, southwards for 8m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0132
1	Snodland	Queens Avenue	n/a	East	from the northern kerbline of Queens Road, northwards for 8m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0133
1	Snodland	Queens Avenue	n/a	East and north	from the 3.8m north of the boundary of No's 29 & 31, northwards and westwards to 1m west of the eastern boundary of No.15	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0134
1	Snodland	Queens Avenue	n/a	North	from 1.4m east of the front wall of No. 30 Holborough Road, westwards to the eastern kerbline of Holborough Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0135
1	Snodland	Queens Avenue	n/a	South	from 11m west of the western flank wall of No.12, westwards for 7.7m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0136
1	Snodland	Queens Avenue	n/a	South	from opposite 1.4m east of the front wall of 30 Holborough Road, westwards to the eastern kerbline of Holborough Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0137
1	Snodland	Queens Avenue	n/a	West	from the northern kerbline of High Street, northwards for 14m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0138
1	Snodland	Queens Avenue	n/a	West and south	from 3.7m south of the front wall of No.16, northwards and westwards to the boundary of No's 14 & 16	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0139
1	Snodland	Queens Road	n/a	Both	for the entire length (except where on-street parking places and vehicle access points are indicated).	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0140
1	Snodland	Recreation Avenue	n/a	Both	from the southern end of the road, including the southern end of the road, northwards for 3.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0141a
1	Snodland	Recreation Avenue	n/a	West	from the southern kerbline of Birling Road, southwards for 7m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0141b
1	Snodland	Recreation Avenue	n/a	East	from the southern kerbline of Birling Road, southwards for 8m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0141c
1	Snodland	Recreation Avenue	n/a	East	from the northern kerbline of Bramley Road, northwards for	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0141d



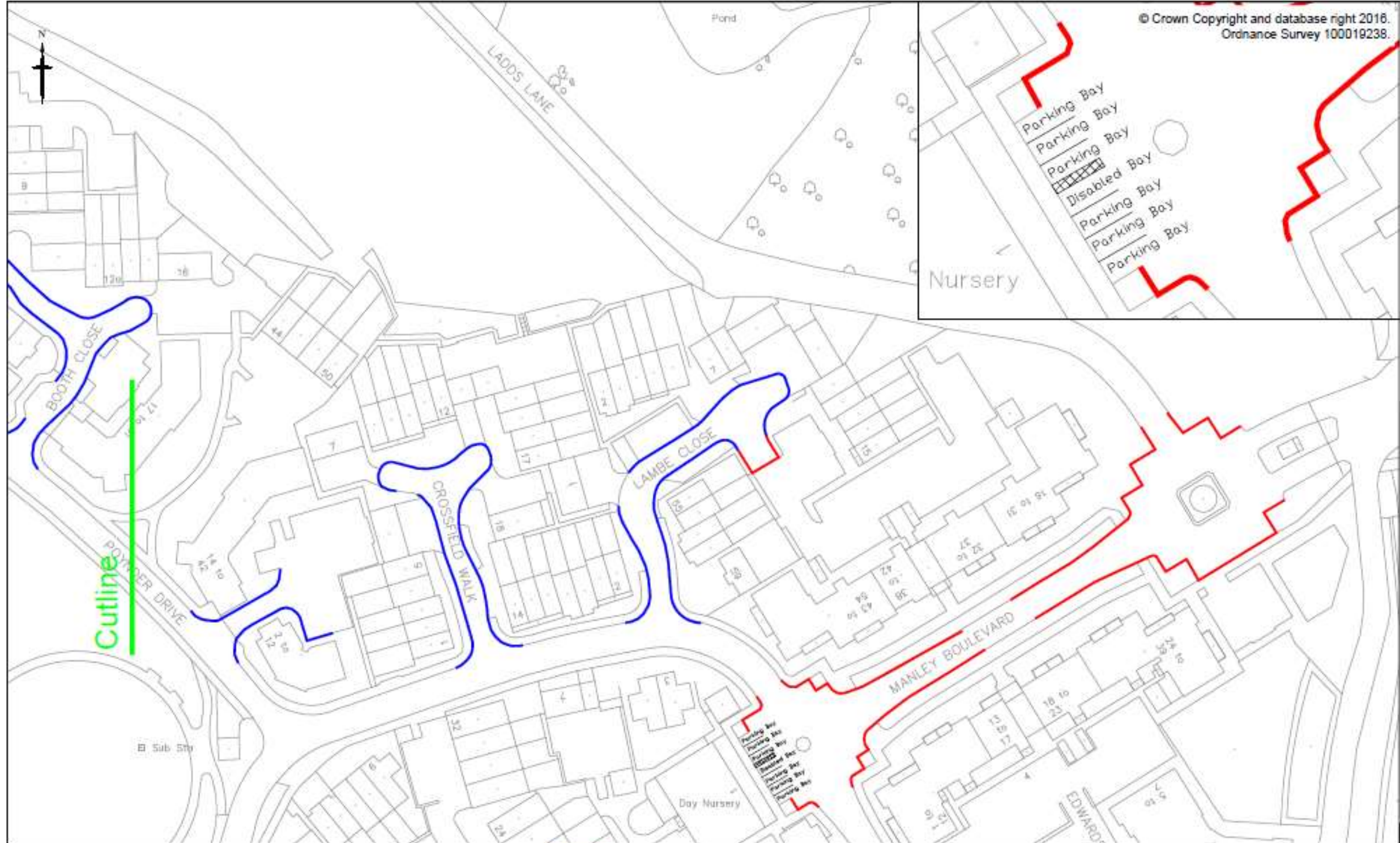
Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12	
			overbridge		west section), northwards and eastwards over the bridge to the western kerbline of Brook Street											
1	Snodland	Rocfort Road	Northern section and overbridge	West and north	from the northern kerbline of Rocfort Road (east-west section), northwards and eastwards over the bridge to the western kerbline of Brook Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0155	
1	Snodland	Saltings Road	cul-de-sac between No's 128 & 133a	Both	from western kerbline of Saltings Road (main section), westwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0156	
1	Snodland	Saltings Road	cul-de-sac between No's 134 & 183	Both	from western kerbline of Saltings Road (main section), westwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0157	
1	Snodland	Saltings Road	cul-de-sac between No's 191 & 233	Both	from eastern kerbline of Saltings Road (main section), eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0158	
Page 63	Snodland	Saltings Road	n/a	East	from the southern kerbline of Rocfort Road, southwards for 20.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0159	
	Snodland	Saltings Road	n/a	East	from the northern kerbline of the cul-de-sac between No's 191 & 233, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0160	
	1	Snodland	Saltings Road	n/a	East	from the southern kerbline of the cul-de-sac between No's 191 & 233, southwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App19-0161	
	1	Snodland	Saltings Road	n/a	West	from the southern kerbline of Rocfort Road, southwards for 24m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App19-0162	
	1	Snodland	Saltings Road	n/a	West	from the southern kerbline of the cul-de-sac between No's 134 & 183, southwards for 25m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App19-0163	
	1	Snodland	Saltings Road	n/a	West	from the northern kerbline of the cul-de-sac between No's 134 & 183, northwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App19-0164	
	1	Snodland	Saltings Road	n/a	West	from the northern kerbline of the cul-de-sac between No's 128 & 133a, northwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App19-0165	
	1	Snodland	Saltings Road	n/a	West	from the southern kerbline of the cul-de-sac between No's 128 & 133a, southwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App19-0166	
	3	Snodland	Saltings Road	n/a	North	across the frontage of 3 Saltings Road	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0167







Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12	
		Road			to the junction with Delamere Gardens (except where on-street parking places and vehicle access points are indicated)	waiting		time								0193
1	Snodland	Wickham Road	n/a	Both	For its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a		App19-0194
1	Snodland	Willowside	n/a	Both	from the junction with Holborough Road for 20m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a		App19-0195
1	Snodland	Woodlands Avenue	n/a	Both	from the junction with Constitution Hill for 10m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a		App19-0196
1	Snodland	Wyvern Close	n/a	Both	from the junction with St. Katherine's Lane for 10m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a		App19-0197
1	Snodland	Wyvern Close	n/a	Both	from 10m north of the junction with St Katherine's Lane for the entire length including the turning head.	No waiting	Monday to Friday	8 - 10am and 2 - 4pm	n/a	n/a	n/a	n/a	n/a	n/a		App19-0198



<p>— Existing Lining to be enforced under this TRO.</p> <p>— Additional Lining to be enforced under this TRO.</p> <p>All lines to be installed are double yellow lines.</p>			
0	07/08/2017	FOR CONSULTATION	TW RF RF
Rev	Revision Date	Purpose of revision	Drawn Checked App'd

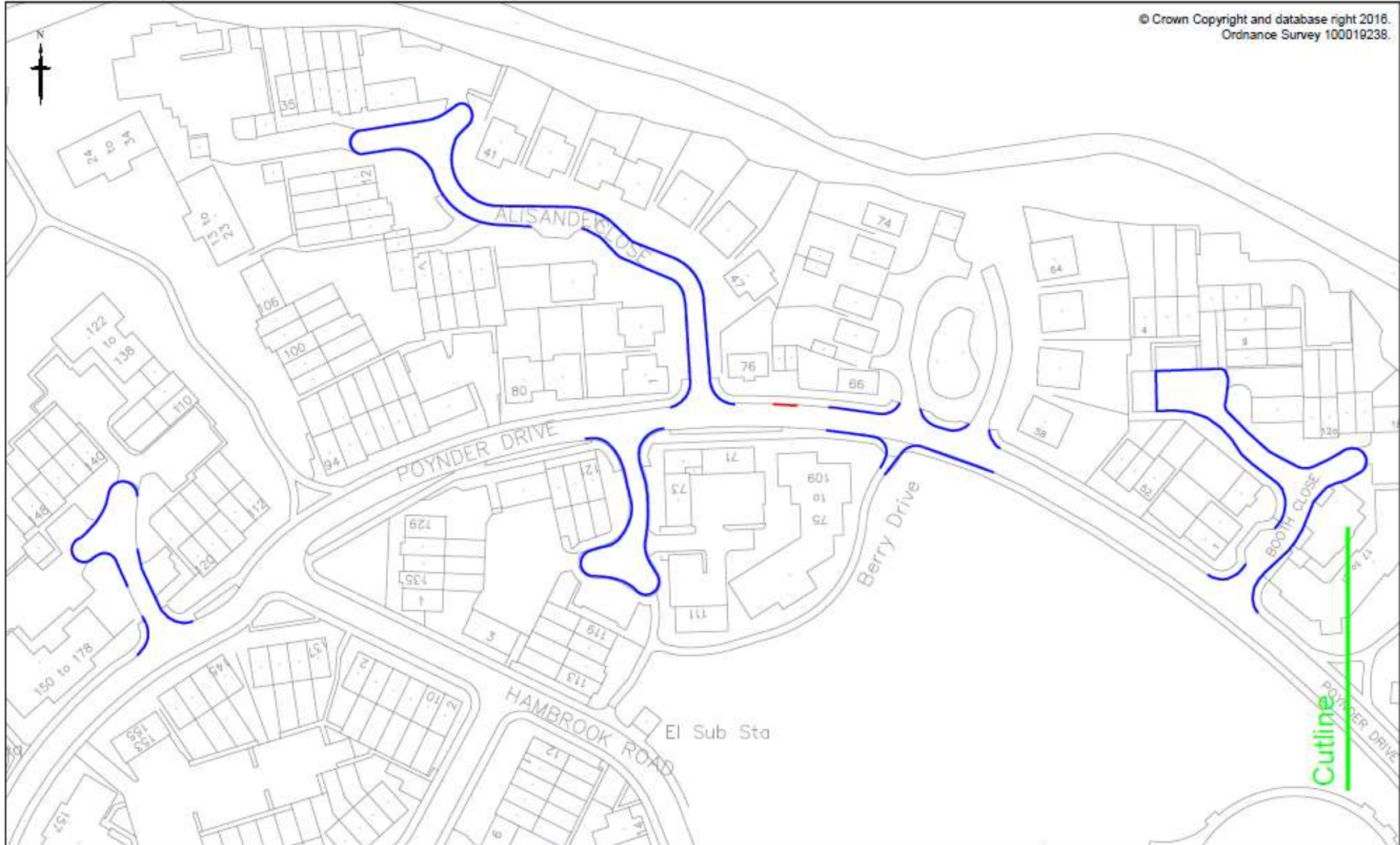


Kent County Council  
 Ashford Highway Dept  
 Herwood Industrial Estate  
 Ashford TN24 8AD  
 Tel: 03000 418181

Project	Holborough Lakes Development Third Party TRO
Drawing title	New TRO Drawing Sheet 2 of 2

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		
Drawing status		
For Consultation		
Scale	Not to Scale	Do not scale
Drawing number	HBD-TRO-1200-001	Rev
		0

\\nvda-centlon.net\KCC\Boc\kenlake-horndrive\WMT18\Holborough Lakes Development.dwg



<p>— Existing Lining to be enforced under this TRO.</p> <p>— Additional Lining to be enforced under this TRO All lines to be installed are double yellow lines.</p>			 <p>Kent County Council Ashford Highway Depot Herwood Industrial Estate Ashford TN24 5AD Tel: 03000 418101</p>	<p>Project Holborough Lakes Development Third Party TRO</p>		<p>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</p>												
<table border="1"> <tr> <td>0</td> <td>07/08/2017</td> <td>FOR CONSULTATION</td> <td>TW</td> <td>RF</td> <td>RF</td> </tr> <tr> <td>Rev</td> <td>Revision Date</td> <td>Purpose of revision</td> <td>Drawn</td> <td>Checked</td> <td>App'd</td> </tr> </table>				0	07/08/2017	FOR CONSULTATION	TW	RF	RF	Rev	Revision Date	Purpose of revision	Drawn	Checked	App'd	<p>Drawing title New TRO Drawing Sheet 1 of 2</p>		<p>Drawing status For Consultation</p>
0	07/08/2017	FOR CONSULTATION	TW	RF	RF													
Rev	Revision Date	Purpose of revision	Drawn	Checked	App'd													
					Scale	Not to Scale	Do not scale											
					Drawing number HBD-TRO-1200-001		Rev 0											

\\sdrive.cerium.net\WCC\Projects\ash-horw-herwood\WBT10\Holborough Lakes Development.dwg

**THE KENT COUNTY COUNCIL**  
**(VARIOUS ROADS, TONBRIDGE AND MALLING)**  
**(WAITING RESTRICTIONS & ON-STREET PARKING PLACES)**  
**AMENDMENT No.12 ORDER 2016**

Road Traffic Regulation Act 1984

The Kent County Council, in exercise of their powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49, 53 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as the "RTR Act of 1984"), the Traffic Management Act 2004 (hereinafter referred to as the "TMA 2004"), the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 (hereinafter referred to as "CEoPC Regulations 2007") and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order.

**Citation and Commencement**

This Order may be cited as "The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-street Parking Places) Amendment No.12 Order 2016" and shall come into operation on 5<sup>th</sup> day of July 2016

Given under the Common Seal of the Kent County Council

This 30<sup>th</sup> day of June 2016

THE COMMON SEAL OF THE  
 KENT COUNTY COUNCIL was  
 hereunto affixed in the  
 presence of:-



748/2016

*[Handwritten Signature]*  
 Authorised Signatory

**APPENDICES**

The attached Appendices are to be substituted into "The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-Street Parking Places) (Consolidation) Order 2011" and into all subsequent amendment Orders.

Appendix 19 (Snodland)

## To be added to Appendix 19 – Snodland

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	Amisse Drive	n/a	North	From its roundabout junction with Manley Boulevard to its junction with Polyfield Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0001
1	Snodland	Apple Close	n/a	Both	from the centre of the junction with Malling Road in an easterly direction to the boundary of 2 and 4 Apple Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0002
1	Snodland	Barry Drive	n/a	Both	From a point 10.4 metres southwest of its junction with Poynder Drive to its junction with Hambrook Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0003
1	Snodland	Birling Road	(parts of which are also known as The Groves and Rookery Hill)	Both	from in line with the northern boundary of 129 Birling Road to a point 5m west of the boundary of 136/137 Birling Road including the island	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0004
1	Snodland	Birling Road	(parts of which are also known as The Groves and Rookery Hill)	Both	from in line with the boundary of 72/74 Birling Road to its junction with Constitution Hill (except where on-street parking places and vehicle access points are indicated.)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0005
1	Snodland	Birling Road	(parts of which are also known as The Groves and Rookery Hill)	Both	from its junction with Malling Road to its junction with Recreation Avenue (except where on-street parking places and vehicle access points are indicated.)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0006
1	Snodland	Birling Road	(parts of which are also known as The Groves and Rookery Hill)	Both	from at the boundary of 155/157 Birling Road for 50m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0007
1	Snodland	Birling Road	(parts of which are also known as The Groves and Rookery Hill)	Both	from 15m west of its junction with Hollow Lane in a north easterly then easterly direction to a point 25m east of its junction with Dryland Road (except where on-street parking places and vehicle access points are indicated.)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0008

## To be added to Appendix 19 – Snodland

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Bramley Road	Bramley Road	n/a	North	from the western kerbline of Mailing Road, westwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0009
1	Snodland	Bramley Road	n/a	North	from the eastern kerbline of Recreation Avenue, eastwards for 6.7m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-00010
1	Snodland	Bramley Road	n/a	South	from the western kerbline of Mailing Road, westwards for 21m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0011
1	Snodland	Bramley Road	n/a	South	from the eastern kerbline of Recreation Avenue, eastwards for 1.7m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0012
1	Snodland	Brook Lane	n/a	Both	from the centre of the junction with Mailing Road in an easterly direction to a point in line with the eastern wall of the Freemasons Arms public house	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0013
1	Snodland	Brook Lane	n/a	North	from 1.5m west of the eastern flank wall of No.15, eastwards for 8.4m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0014
1	Snodland	Brook Lane	n/a	South	from 20m east of its junction with Lakeside for 40m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0015
1	Snodland	Brook Lane	n/a	South	from opposite 1.6m west of the eastern flank wall of No.15, eastwards for 6.8m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0016
1	Snodland	Brook Street	n/a	Both	from the roundabout at junction with Southmill Road for 63m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0017
1	Snodland	Cantium Place	n/a	East	from the northern kerbline of High Street, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0018
1	Snodland	Cantium Place	n/a	East	from 40m north of northern kerbline of High Street, northwards for 33m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0019
1	Snodland	Cantium Place	n/a	East	from 69m north of northern kerbline of High Street, northwards for 31m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0020
1	Snodland	Cantium Place	n/a	East	from 154m north of northern kerbline of High Street, northwards for 20m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0021
1	Snodland	Cantium Place	n/a	East	from opposite 5.5m north of the northern side of the access to No.36, southwards for 33m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0022
1	Snodland	Cantium Place	n/a	West	from the northern kerbline of High Street, northwards to 5.5m north of the northern side of the access to No.36	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0023
1	Snodland	Catts Alley	n/a	Both	from the junction with Mailing Road for 55m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0024
1	Snodland	Cemetery Road	n/a	Both	from the junction with Constitution Hill for 10m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0025



## To be added to Appendix 19 – Snodland

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	Charles Close	n/a	North	from the eastern kerbline of Birling Road, eastwards to 5.2m west of the western boundary of No. 1 Charles Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0026
1	Snodland	Charles Close	n/a	South	from the eastern kerbline of Birling Road, and southwards to the northern boundary of No. 30 Charles Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0027
1	Snodland	Charles Close	n/a	South-east	from in line with the front wall of No. 8, southwards for 10.3m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0028
1	Snodland	Church Field	n/a	East	from the centre of the junction with Mill Street for 26m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0029
1	Snodland	Church Field	n/a	West	from the junction with Mill Street for 10m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0030
3	Snodland	Church Fields	n/a		Across the frontage of 22 Church Fields	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0031
1	Snodland	Clock Tower Mews	n/a	Both	from the junction with Holborough Road for 10m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0032
1	Snodland	Constitution Hill	n/a	Both	from the junction with High Street in a westerly direction to the junction with the Community Centre entrance road in Paddlesworth Road (except where on-street parking places and vehicle access points are indicated).	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0033
3	Snodland	Covey Hill Road	n/a		Across the frontage of 9 Covey Hill Road	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0034
1	Snodland	Dryland Road	n/a	Both	from the junction with Birling Road for 10m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0035
1	Snodland	East Street	n/a	Both	from the junction with Brook Street for 15m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0036
1	Snodland	East Street	n/a	Both	from the junction with Rockfort Road for 10m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0037
1	Snodland	Godden Road	n/a	Both	from the southern kerbline of Roberts Road, southwards for 11m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0038
1	Snodland	Hambrook Road	n/a	North	From its junction with Poynder Drive in a south-easterly direction for 27.6 metres	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0039
3	Snodland	Hambrook Road	n/a	North	From a point 27.6 metres in a south easterly direction for 19.2 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0040
1	Snodland	Hambrook Road	n/a	North	From a point 45.9 metres southeast of its junction with Poynder Drive in a south-easterly direction for 20.6 metres	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0041

TMBC 2016 Amendment No.12 - Page 5 of 16

## To be added to Appendix 19 – Snodland

Sch	N/Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC Amend
3	Snodland	Hambrook Road	n/a	North	From a point 66.4 metres of its junction with Poynder Drive in a south easterly direction for 16 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0042
1	Snodland	Hambrook Road	n/a	North	From a point 82.4 metres southeast of its junction with Poynder Drive to its junction with Manley Boulevard	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0043
1	Snodland	Hambrook Road	n/a	South	From its junction with Poynder Drive to its junction with Manley Boulevard	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0044
1	Snodland	High Street	east of Holborough Road to cul-de-sac end at Snodland By Pass (A228)	Both	from the junction with Holborough Road in an easterly direction to the turning head (except where on-street parking places, loading bays and vehicle access points are indicated)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0045
1	Snodland	High Street	n/a	North	from the eastern kerbline of Cantium Place, eastwards for 13m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0046
1	Snodland	High Street	n/a	North	from the western kerbline of Cantium Place, westwards for 33m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0047
3	Snodland	High Street	n/a	North	between points 9m and 31m east of the east side of the junction with Holborough Road	Parking place	Monday to Saturday	8.30am - 6.30pm	30 minutes	30 minutes	n/a	n/a	n/a	n/a	App19-0048
3	Snodland	High Street	n/a	North	(in the lay-by outside the bank) between points 38m and 50m east of the eastern kerb line of Holborough Road	Parking place	Monday to Saturday	8.30am - 6.30pm	30 minutes	30 minutes	n/a	n/a	n/a	n/a	App19-0049
3	Snodland	High Street	n/a	South	for 6.6m across the frontage of 24/26 High Street	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0050
3	Snodland	High Street	n/a	South	between points 10m and 38m east of the eastern kerb line of Mailing Road	Parking place	Monday to Saturday	8.30am - 6.30pm	30 minutes	30 minutes	n/a	n/a	n/a	n/a	App19-0051
3	Snodland	High Street	n/a	South	between points 14.5m and 91m west of the western kerb line of Mailing Road	Parking place	Monday to Saturday	8.30am - 6.30pm	30 minutes	30 minutes	n/a	n/a	n/a	n/a	App19-0052
3	Snodland	High Street	n/a	South	from the eastern flank wall of No.44, eastwards for 13.5m	Parking place	all days	at any time	For the duration of loading and unloading only	n/a	n/a	All vehicles involved in loading or unloading	n/a	n/a	App19-0053
1	Snodland	High Street	west of Holborough Road to its	Both	from the junction with Holborough Road in a westerly direction to its junction with Constitution Hill (except	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0054

TMBC 2016 Amendment No.12 - Page 6 of 16

## To be added to Appendix 19 – Snodland

Sch	N/Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
			junction with Constitution Hill		where on-street parking places and vehicle access points are indicated)										
1	Snodland	Higham Avenue	n/a	Both	For its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0055
1	Snodland	Holborough Road	(slip road from A228)	South and south east	from the western kerbline of A228, westwards to 45m north of the northern flank wall of No's 124 & 126	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0056
1	Snodland	Holborough Road	(slip road to A228)	West	from the western kerbline of A228, southwards to the northern junction of kerbline of the northern junction of Holborough Road (old section)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0057
1	Snodland	Holborough Road	n/a	East	from the southern flank wall of Snodland Working Mens Club, northwards for 13.4m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0058
1	Snodland	Holborough Road	n/a	East	from 8.2m south of the northern flank wall of No.74, southwards to the northern kerbline of Willowside	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0059
1	Snodland	Holborough Road	n/a	East	from 27.2m north of the southern flank wall of Snodland Working Mens Club, northwards to the southern kerbline of Willowside	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0060
1	Snodland	Holborough Road	n/a	East	from 0.5m south of the boundary of No's 34 & 36, southwards to the northern kerbline of Queens Avenue	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0061
1	Snodland	Holborough Road	n/a	East	from 6.6m north of the northern flank wall of No.28, northwards to the southern kerbline of Queens Avenue	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0062
1	Snodland	Holborough Road	n/a	East	from the northern kerbline of Ostler's Court, northwards for 12m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0063
1	Snodland	Holborough Road	n/a	East	from the southern kerbline of Ostler's Court, southwards to the northern kerbline of High Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0062
1	Snodland	Holborough Road	n/a	West	from the boundary of No's 55 & 57, northwards for 6m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0064
1	Snodland	Holborough Road	n/a	West	from southern kerbline of the northern junction of Holborough Road (old section) to the northern kerbline of the southern junction of Holborough Road (old section)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0065
1	Snodland	Holborough Road	n/a	West	from the southern boundary of No.103, southwards to the northern kerbline of Clock Tower Mens	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0066
1	Snodland	Holborough Road	n/a	West	from the southern kerbline of Clock	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-

TMBC 2016 Amendment No.12 - Page 7 of 16

## To be added to Appendix 19 – Snodland

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	Holborough Road	n/a	West	Tower Mews, southwards for 10m from the northern kerbline of Thomson Coose, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0067
1	Snodland	Holborough Road	n/a	West	from the southern kerbline of Thomson Coose, southwards for 16m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0068
1	Snodland	Holborough Road	n/a	West	from the northern kerbline of Lee Road, northwards for 16m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0069
1	Snodland	Holborough Road	n/a	West	from the southern kerbline of Lee Road, southwards for 28m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0070
1	Snodland	Holborough Road	n/a	West	from the northern kerbline of Constitution Hill, northwards for 5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0071
1	Snodland	Holborough Road	Old section	around northern central island	All of the perimeter of the northern central island	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0072
1	Snodland	Holborough Road	Old section	East	from the western kerbline of the southern junction of Holborough Road (main section), northwards for 30m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0073
1	Snodland	Holborough Road	Old section	East	from opposite the boundary of No's 183 & 185, northwards for 70m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0074
1	Snodland	Holborough Road	Old section	North and east	from the western kerbline of the northern junction with Holborough Road (main section), westwards and northwards to 2m north of the boundary of No's 123 & 125	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0075
1	Snodland	Hollow Lane	n/a	Both	from the junction with Birling Road for 20m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0076
1	Snodland	Hook Road	n/a	Both	from the junction with St Benedict Road for 10m in a north-easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0077
1	Snodland	Kent Road	n/a	Both	from its junction with Nevill Road for 20m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0078
1	Snodland	Kent Road	n/a	Both	from 15m north of its junction with Norman Road for 30m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0079
1	Snodland	Ladds Lane	n/a	Both	From its junction with Manley Boulevard in a north-westerly direction for a distance of 131 metres	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0080
1	Snodland	Lakeside	n/a	Both	from the junction with Brook Lane for 15m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0081
1	Snodland	Lee Road	n/a	Both	from the western kerbline of Holborough Road, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0082
1	Snodland	Lee Road	n/a	Both		No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0083

TMBC 2016 Amendment No.12 - Page 8 of 16

## To be added to Appendix 19 – Snodland

Sch	N/Hood	Road	Sub-name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	Linnitt Road	n/a	Both	For its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0054
1	Snodland	Lucas Road	n/a	Both	from the junction with St Benedicts Road for 10m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0085
4	Snodland	Malling Road	Holmesdale Technology College	West	from opposite a point 55.5m north of the northern boundary of 1 Nevill Road for 43.56m in a northerly direction	Prohibit on stopping outside schools	Monday to Friday	8.30am-3.30pm	n/a	n/a	n/a	n/a	n/a	n/a	App19-0086
1	Snodland	Malling Road	n/a	Both	from the junction with High Street to a point 60m south of the junction with Nevill Road (except where on-street parking places and vehicle access points are indicated)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0087
1	Snodland	Malling Road	n/a	Both	from 45m north of the centre of the junction with Simpson Road to a point 20m south of the junction with Brook Lane (except where on-street parking places and vehicle access points are indicated)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0088
3	Snodland	Malling Road	n/a	East	from 42.5m south of the junction with High Street to a point in line with the boundary of 21/23 Malling Road	Parking place	Monday to Saturday	8.30am - 6.30pm	1 hour	1 hour	n/a	n/a	n/a	n/a	App19-0089
1	Snodland	Manley Boulevard	n/a	Both	From a point 23 metres southwest of Laddos Lane centreline to its roundabout junction with Amisse Drive	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0090
1	Snodland	Manley Boulevard	n/a	North	From the roundabout junction with Amisse Drive to a point 20 metres north of the northern kerbline of Primrose Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0091
1	Snodland	Manley Boulevard	n/a	North	From a point 4.9 metres south of the southern kerbline of Primrose Close in a southerly direction for 16.5 metres	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0092
1	Snodland	Manley Boulevard	n/a	South	From its roundabout junction with Amisse Drive to a point 89.5 metres west of that junction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0093
1	Snodland	Manley Boulevard	n/a	South	From a point 69.5 metres southwest of its roundabout junction with Amisse Drive for a distance of 22.3 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0094
1	Snodland	Manley Boulevard	n/a	South	From a point 4.4 metres northeast of the boundary of property No.9 to a point 10.6 metres south of its junction with Primrose Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0095

TMBC 2016 Amendment No.12 - Page 9 of 16

## To be added to Appendix 19 – Snodland

Sch	N/Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	Meadow Walk	n/a	Both	from the junction with Orchard Way for the entire length including the turning head	No waiting	Monday to Friday	8 - 10am and 2 - 4pm	n/a	n/a	n/a	n/a	n/a	n/a	App19-0066
1	Snodland	Mill Street	n/a	North	from 25m west of the junction with Church Field for 70m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0097
1	Snodland	Newill Road	n/a	Both	from the junction with Malling Road for 25m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0098
3	Snodland	Neville Road	n/a		Across the frontage of 24 Neville Road	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0094
1	Snodland	Norman Road	n/a	Both	from the junction with Kent Road for 10m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0099
1	Snodland	Orchard Way	n/a	Both	from the junction with St. Katherine's Lane for 10m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0100
1	Snodland	Orchard Way	n/a	Both	from 10m north of the junction with St Katherine's Lane to the junction with Meadow Walk	No waiting	Monday to Friday	8 - 10am and 2 - 4pm	n/a	n/a	n/a	n/a	n/a	n/a	App19-0101
1	Snodland	Ostler's Court	n/a	North	from the junction with Holborough Road for 15m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0102
1	Snodland	Ostler's Court	n/a	South	from the junction with Holborough Road for 10m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0103
1	Snodland	Oxford Street	n/a	North	from the eastern kerbline of Malling Road, eastwards for 9.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0104
1	Snodland	Oxford Street	n/a	South	from the eastern kerbline of Malling Road, eastwards for 11.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0101
1	Snodland	Paddlesworth Road	n/a	Both	from the junction with High Street in a westerly direction to the junction with the Community Centre entrance road in Paddlesworth Road (except where on-street parking places and vehicle access points are indicated). For its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0105
1	Snodland	Pollyfield Close	n/a	Both	For its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0106
1	Snodland	Primrose Close	n/a	Both	For its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0107
1	Snodland	Pout Road	n/a	Both	from the junction with Birling Road for 15m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0108
1	Snodland	Poynder Drive	n/a	North	From its junction with Manley Boulevard to a point 49 metres northwest of that junction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0109
1	Snodland	Poynder Drive	n/a	North	From a point 49 metres northwest of its junction with Manley Boulevard for a distance of 18 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0110
1	Snodland	Poynder Drive	n/a	North	From a point 67 metres northwest of	No	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-

## To be added to Appendix 19 – Snodland

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
		Drive			its junction with Manley Boulevard in a north-westerly direction for 87.2 metres	waiting		time							0111
1	Snodland	Poynder Drive	n/a	North	From a point 188.6 metres northwest of its junction with Manley Boulevard to a point 224 metres southwest of that junction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0112
1	Snodland	Poynder Drive	n/a	North	From a point 224 metres southwest of its junction with Manley Boulevard for 24.8 metres	Parking place	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0113
1	Snodland	Poynder Drive	n/a	North	From a point 248.8 metres southwest of its junction with Manley Boulevard for 5.4 metres	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0114
1	Snodland	Poynder Drive	n/a	South	From its junction with Manley Boulevard to a point 154.2 metres northwest of that junction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0115
1	Snodland	Poynder Drive	n/a	South	From a point 188.6 metres northwest of its junction with Manley Boulevard in a south-westerly direction to its termination point	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0116
1	Snodland	Queens Avenue	n/a	East	from the northern kerblines of High Street, northwards to the southern flank wall of No.45	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0117
1	Snodland	Queens Avenue	n/a	East	from the southern flank wall of No.45, northwards for 5.6m	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0118
1	Snodland	Queens Avenue	n/a	East	from the southern kerblines of Queens Road, southwards for 8m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0119
1	Snodland	Queens Avenue	n/a	East	from the northern kerblines of Queens Road, northwards for 8m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-00120
1	Snodland	Queens Avenue	n/a	East and north	from the 3.8m north of the boundary of No's 29 & 31, northwards and westwards to 1m west of the eastern boundary of No.15	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0121
1	Snodland	Queens Avenue	n/a	North	from 1.4m east of the front wall of No. 30 Holborough Road, westwards to the eastern kerblines of Holborough Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0122
1	Snodland	Queens Avenue	n/a	South	from 11m west of the western flank wall of No.12, westwards for 7.7m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0123
1	Snodland	Queens Avenue	n/a	South	from opposite 1.4m east of the front wall of 30 Holborough Road, westwards to the eastern kerblines of Holborough Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0124
1	Snodland	Queens Avenue	n/a	West	from the northern kerblines of High Street, northwards for 14m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0125

To be added to Appendix 19 – Snodland

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	Queens Avenue	n/a	West and south	from 3.7m south of the front wall of No.16, northwards and westwards to the boundary of No's 14 & 16	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0126
1	Snodland	Queens Road	n/a	Both	for the entire length (except where on-street parking places and vehicle access points are indicated).	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0127
1	Snodland	Recreation Avenue	n/a	Both	from the southern end of the road, including the southern end of the road, northwards for 3.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0128a
1	Snodland	Recreation Avenue	n/a	West	from the southern kerblime of Birling Road, southwards for 7m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0128b
1	Snodland	Recreation Avenue	n/a	East	from the southern kerblime of Birling Road, southwards for 8m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0128c
1	Snodland	Recreation Avenue	n/a	East	from the northern kerblime of Bramley Road, northwards for 12m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0128d
1	Snodland	Recreation Avenue	n/a	East	from the southern kerblime of Bramley Road, southwards to in line with the front wall of No. 61 Bramley Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0128e
1	Snodland	Rectory Road	n/a	Both	from the junction with Rockfort Road for 10m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0129
1	Snodland	Roberts Road	n/a	Northeast	from the western boundary of No.34, westwards to the eastern kerblime of the eastern school entrance	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0130
1	Snodland	Roberts Road	n/a	Northwest	from the western kerblime of the eastern school entrance, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0131
1	Snodland	Roberts Road	n/a	Northwest	from 37.5m west of the western kerblime of the eastern school entrance, westwards to and including the end of the road.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0132
1	Snodland	Roberts Road	n/a	Southwest	from the boundary of No's 19 & 21, westwards to the eastern kerblime of Godden Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0133
1	Snodland	Roberts Road	n/a	Southwest	from the western kerblime of Godden Road, westwards for 11m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0134
1	Snodland	Roberts Road	n/a	Southwest	from the western end of the road, eastwards for 30m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0135
1	Snodland	Roberts Road	n/a	Southwest	from 42m east of the western end of the road, eastwards for 31m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0136
4	Snodland	Roberts Road	Snodland Primary School	Southwest	from 16.5m west of the western side of Godden Road, westwards for 26m	Prohibition of stopping outside schools	Monday to Friday	8 - 10am and 2 - 4pm	n/a	n/a	n/a	n/a	n/a	n/a	App19-0137

TMBC 2016 Amendment No.12 - Page 12 of 16



## To be added to Appendix 19 – Snodland

Sch	N/Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
3	Snodland	Rocfort Road	n/a	North	from 43m east of the junction with Malling Road for 25m in an easterly direction	Parking place	Monday to Saturday	6.30am - 6.30pm	1 hour	1 hour	n/a	n/a	n/a	n/a	App19-0138
1	Snodland	Rocfort Road	n/a	Both	from the junction with Malling Road to the junction with Snodland By Pass (except where on-street parking places and vehicle access points are indicated).	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0139
1	Snodland	Rocfort Road	Northern section and overbridge	East	from the northern kerblines of Rocfort Road (east-west section), northwards for 74m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0140
1	Snodland	Rocfort Road	Northern section and overbridge	East and south	from 127m north of the northern kerblines of Rocfort Road (east-west section), northwards and eastwards over the bridge to the western kerblines of Brook Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0141
1	Snodland	Rocfort Road	Northern section and overbridge	West and north	from the northern kerblines of Rocfort Road (east-west section), northwards and eastwards over the bridge to the western kerblines of Brook Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0142
1	Snodland	Saltings Road	cul-de-sac between No's 128 & 133a	Both	from western kerblines of Saltings Road (main section), westwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0143
1	Snodland	Saltings Road	cul-de-sac between No's 134 & 183	Both	from western kerblines of Saltings Road (main section), westwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0144
1	Snodland	Saltings Road	cul-de-sac between No's 191 & 233	Both	from eastern kerblines of Saltings Road (main section), eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0145
1	Snodland	Saltings Road	n/a	East	from the southern kerblines of Rocfort Road, southwards for 20.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0145
1	Snodland	Saltings Road	n/a	East	from the northern kerblines of the cul-de-sac between No's 191 & 233, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0147
1	Snodland	Saltings Road	n/a	East	from the southern kerblines of the cul-de-sac between No's 191 & 233, southwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0148
1	Snodland	Saltings Road	n/a	West	from the southern kerblines of Rocfort Road, southwards for 24m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0149
1	Snodland	Saltings Road	n/a	West	from the southern kerblines of the cul-de-sac between No's 134 & 183, southwards for 25m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0150

TMBC 2016 Amendment No.12 - Page 13 of 16

## To be added to Appendix 19 – Snodland

Sch	N/Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	Saltings Road	n/a	West	from the northern kerblines of the cul-de-sac between No's 134 & 183, northwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0151
1	Snodland	Saltings Road	n/a	West	from the northern kerblines of the cul-de-sac between No's 128 & 133a, northwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0152
1	Snodland	Saltings Road	n/a	West	from the southern kerblines of the cul-de-sac between No's 128 & 133a, southwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0153
3	Snodland	Saltings Road	n/a	North	across the frontage of 3 Saltings Road	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0154
3	Snodland	Saltings Road	n/a	North	across the frontage of 7 Saltings Road	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0155
3	Snodland	Saltings Road	n/a	West	across the frontage of 17 Saltings Road	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App19-0156
1	Snodland	Simpson Road	n/a	Both	from the centre of the junction with Malling Road in an easterly direction for 31m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0157
1	Snodland	Sortmill Road	n/a	East	from the southern kerblines of the Brook Street roundabout, southwards for 96m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0158
1	Snodland	Sortmill Road	n/a	East	from 1.4.5m south of the southern kerblines of the Brook Street roundabout, southwards for 16.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0159
1	Snodland	Sortmill Road	n/a	East	from 131m south of the southern kerblines of the Brook Street roundabout, southwards for 30m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0160
1	Snodland	Sortmill Road	n/a	East	from 161m south of the southern kerblines of the Brook Street roundabout, southwards for 36m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0161
1	Snodland	Sortmill Road	n/a	East	from 197m south of the southern kerblines of the Brook Street roundabout, southwards for 54m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0162
1	Snodland	Sortmill Road	n/a	East	from 251m south of the southern kerblines of the Brook Street roundabout, southwards to the end of the road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0163
1	Snodland	Sortmill Road	n/a	West	from the southern kerblines of the Brook Street roundabout, southwards to the end of the road, including all of the turning head	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0164
1	Snodland	St Benedict Road	n/a	Both	from 25m north of the junction with Hook Road for 70m in a southerly	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0165

TMBC 2016 Amendment No.12 - Page 14 of 16

## To be added to Appendix 19 – Snodland

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
1	Snodland	St Benedict Road	n/a	west	direction from 15m north of the junction with Lucas Road for 35m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0166
1	Snodland	St Katherine's Lane	n/a	North	from the western kerbline of Meadow Walk, westwards to 8.4m west of the western boundary of No.56	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0167
1	Snodland	St Katherine's Lane	n/a	North	from 24.2m west of the western boundary of No.56, westwards and northwards to the southeastern kerbline of Rookery Hill	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0168
1	Snodland	St Katherine's Lane	n/a	North and north-east	from the western kerbline of Malling Road, westwards and northwards to the southeastern kerbline of Wyvern Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0169
1	Snodland	St Katherine's Lane	n/a	North-east and North	from the northwestern kerbline of Wyvern Close, northwards and westwards to the eastern kerbline of Meadow Walk	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0170
1	Snodland	St Katherine's Lane	n/a	South	from opposite 2m west of the boundary of No's 34 & 36, westwards for 25m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0171
1	Snodland	St Katherine's Lane	n/a	South	from opposite 27m west of the boundary of No's 34 & 36, westwards for 43.7m	No waiting	Monday to Friday	11am - 1pm	n/a	n/a	n/a	n/a	n/a	n/a	App19-0172
1	Snodland	St Katherine's Lane	n/a	South	from opposite 22.4m west of the western boundary of No.56, westwards to the southern kerbline of Birling Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0173
1	Snodland	St Katherine's Lane	n/a	South and south-west	from the western kerbline of Malling Road, westwards and northwards to opposite 4.2m west of the boundary of No's 28 & 28.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0174
4	Snodland	St Katherine's Lane	St Katherine's Nursery School	South	from opposite 2m east of the boundary of No's 28 & 30, westwards to 2m west of the boundary of No's 34 & 36	Prohibition of stopping outside schools	Monday to Friday	8 - 10am and 2 - 4pm	n/a	n/a	n/a	n/a	n/a	n/a	App19-0175
4	Snodland	St Katherine's Lane	St Katherine's School	South	from opposite 70.7m west of the boundary of No's 34 & 36, westwards for 4.2m	Prohibition of stopping outside schools	Monday to Friday	8 - 10am and 2 - 4pm	n/a	n/a	n/a	n/a	n/a	n/a	App19-0176
4	Snodland	St	St	South	from opposite 1.8m east of the	Prohibition	Monday to	8 - 10am	n/a	n/a	n/a	n/a	n/a	n/a	App19-

TMBC 2016 Amendment No.12 - Page 15 of 16

## To be added to Appendix 19 – Snodland

Sch	N'Hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2011 Amend 12
		Katherine's Lane	Katherine's School		western boundary of No.56, westwards for 24.2m	on of stopping outside schools	Friday	and 2 - 4pm							0178
1	Snodland	Stevens Close	n/a	East	from the junction with High Street in a northerly direction for 25m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0178
1	Snodland	Tomlin Close	n/a	Both	from the junction with Constitution Hill for 10m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0180
1	Snodland	Waghorn Road	n/a	Both	from the junction with High Street to the junction with DeLarrere Gardens (except where on-street parking places and vehicle access points are indicated)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0181
1	Snodland	Wickham Road	n/a	Both	For its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0182
1	Snodland	Willowside	n/a	Both	from the junction with Holborough Road for 20m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0183
1	Snodland	Woodlands Avenue	n/a	Both	from the junction with Constitution Hill for 10m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0184
1	Snodland	Wyvern Close	n/a	Both	from the junction with St Katherine's Lane for 10m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App19-0185
1	Snodland	Wyvern Close	n/a	Both	from 10m north of the junction with St Katherine's Lane for the entire length including the turning head	No waiting	Monday to Friday	8 - 10am and 2 - 4pm	n/a	n/a	n/a	n/a	n/a	n/a	App19-0186



This page is intentionally left blank

**Total responses = 76**

**Support = 17 (✓)**

**Objections = 50 (✓)**

**No decision (?)**

**Unrelated (Ω)**

	Object	Support	Consultee response	Developer response to Consultee
1		?	<p>Kent Police have no specific observations to make regarding either of these proposals, however in general terms we would expect the following:</p> <ul style="list-style-type: none"> <li>• The application meets the necessary criteria.</li> <li>• The introduction of Parking restrictions and one way system complies in all respect with the Traffic Signs Regulations and General Directions 2016.</li> <li>• The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues.</li> <li>• The safety of other road users is not compromised by the introduction of these measures.</li> </ul> <p>Civil Parking Enforcement will require your Authority to ensure resources are available to enforce these proposals.</p> <p>Our reference for your proposals is 127/17</p>	<p>The proposed TRO adopts the same form of enforcement/regulations since the development was built and this will not compromise the safety of road users.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
2		Ω	<p>I wish to object to the wording for the restrictions on Alisander Close. The restrictions should also include the Passing Bay, this is not a lay-by! As the street curves there is minimal opportunities to pass vehicles especially on rubbish collection days. So to conclude, the status of the passing bay prior to adoption was no parking, and this needs to continue. I am happy to provide communication from both Berkeley Homes and RMG management on this passing bay if necessary. Therefore I object to the TRO on that basis.</p>	<p>The TRO will restrict parking in the passing bay in Alisander Close. If the TRO is objected and the yellow lines removed then anyone could park in the passing bay which would restrict the flow of traffic</p>
3		✓	<p>Please consider our positive comments with regard to supporting the TRO to be introduced to the Holborough Lakes Development. I (REDACTED) have spoken to (REDACTED) recently and confirmed our support for the introduction of the TRO at Holborough Lakes.</p> <p><b>Highway Code waiting and parking Rule 242</b> The Highway Code states “that you must not leave your vehicle or trailer in a dangerous position or where it cause any unnecessary obstruction of the road”.</p> <p><b>Highway Code waiting and parking Rule 24</b> The Highway Code states “Do not stop or park in front of an entrance to a property”.</p> <p>Where we live in Alisander Close it is a <b>very narrow and bendy Close</b> which at the beginning of the Close leads to the driveways and parking bays of 16 houses, as well as the passageway to and from the entrance to the</p>	<p>We completely agree. If the TRO is rejected and the yellow lines removed in Alisander Close then residents are free to park on the roadside and bump up kerbs. This will make the enclave very dangerous for flowing traffic, causing obstructions and creating blind spots.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>garages and parking spaces behind No 8, a Coach house. Thereafter the remainder of the Close leads to a further 31 houses/apartments.</p> <p><b>Severe difficulty and restricted movement</b> will be experienced by the residents of the 16 houses sited at the beginning of Alisander Close, and to movement of traffic to and from the garages and parking spaces behind No 8, if vehicles have the freedom to park freely outside of these houses, and at random, by not having parking restrictions in place in the Close.</p> <p><b>Emergency vehicles from the Fire and Ambulance Services would not be able to pass without moving cars obstructing the thoroughfare, and time wasted could cost lives in an emergency.</b></p> <p>Should it be allowed that vehicles are able to park anywhere in the Close, especially outside of numbers 1 to 12 and 41 to 47, this will cause <b>unsafe conditions for both motorists and pedestrians</b> entering and leaving the Close. <b>Present sight lines will be greatly reduced</b> by cars parking in this part of the Close, and there will be a <b>greater risk to the safety of children</b> who often play in the Close and run up and down the roadway.</p> <p>Also to allow free parking could be seen to be <b>encouraging a contravention</b> of waiting and parking <b>Rule 242 and Rule 243</b> of the <b>Highway Code</b>.</p> <p>In conclusion, <b>our prime concern is for the safety of both vehicular and pedestrian movement</b> on the Holborough Lakes Development. My wife and I are very happy for <b>the yellow lines to stay, for strict parking regulations to be adhered to, and for regular monitoring of parking on the Development.</b></p> <p><b>We would apply the same comments in principle to the rest of the roads affected by the TRO. In our experience one of the attractions of the Development in deciding to buy a home here has been the sensible parking conditions imposed by Berkeley Homes from the outset of building here in Holborough Quarry. Berkeley Homes have sought to provide a safe environment for the residents which has so far been achieved by restricted parking.</b></p>	
4		Ω	<p>I write to object to the wording below.</p> <p>'ALISANDER CLOSE; both sides, from its junction with Poynder Drive for its entire length, excluding the layby.'</p> <p>In the original plans for Alisander Close, this 'layby' is actually a designated passing place, which, when I was part of the Holborough Lakes Residents Association, I campaigned extremely hard to ensure was maintained as such.</p> <p>The road here narrows to a point where it is not possible to pass. I live at no.(REDACTED) directly opposite the bay, and if a vehicle is parked there, the road is narrower than anywhere else at this point.</p> <p>I have a letter from Berkeley Homes and RMG confirming that the bay would be ticketed when under control of UKPC, I can provide this if needed.</p> <p>This bay was double yellow lined by Berkeley homes as they agreed that it</p>	<p>If the TRO is rejected and the yellow lines removed in Alisander Close then residents are free to park on the roadside and bump up kerbs. This will make the enclave very dangerous for flowing traffic, causing obstructions and creating blind spots.</p> <p>The Passing bay is designed to allow a flow of traffic and for larger vehicles to pass safely.</p> <p>The status of Alisander Close is - ALISANDER CLOSE; <b>both sides</b>, from its junction with Poynder Drive for its entire length, excluding the layby. We now consider this should be yellow lined and believe this to be an omission on the drawing, as there is lining already on the bay, we would seek the advice of the JTB on this point.</p>



	Object	Support	Consultee response	Developer response to Consultee
			<p>made the road too tight at this point, and for residents in 41 and 42 it made it extremely difficult to manoeuvre in and out of their driveways. I look forward to hearing from you with regards to this.</p>	<p>The Red Lines indicate Lining approved under previous TRO but not implemented</p>
5			<p>I have had a quick look at this, in particular the Alisander Close area and I'm confused as to what this covers.</p> <p>On page 2 of the document it states –</p> <p>1. The effect of the proposed named Order will introduce or amend existing waiting restrictions (in this part of the notice DYL's means double yellow lines) where waiting is prohibited at any time in the following street or length of street</p> <p>a) ALISANDER CLOSE; <b>both sides</b>, from its junction with Poynder Drive for its entire length, excluding the layby.</p> <p>But on page 7 it states that it only covers the <b>South-western side</b>. Which is correct?</p> <p>Also on the maps pages 23 &amp; 24. What is the difference between the red and Blue lines? Does this mean that people will be able to park along Poynder Drive?</p>	<p>If the TRO is rejected and the yellow lines removed in Alisander Close then residents are free to park on the roadside and bump up kerbs. This will make the enclave very dangerous for flowing traffic, causing obstructions and creating blind spots.</p> <p>The Passing bay is designed to allow a flow of traffic and for larger vehicles to pass safely.</p> <p>The status of Alisander Close is - ALISANDER CLOSE; <b>both sides</b>, from its junction with Poynder Drive for its entire length, excluding the layby. We now consider this should be yellow lined and believe this to be an omission on the drawing, as there is lining already on the bay, we would seek the advice of the JTB on this point.</p> <p>The Red Lines indicate Lining approved under previous TRO but not implemented</p>
6	✓		<p>I would like to register my objection to the proposed parking restrictions at Holborough Lakes.</p> <p>I live at (REDACTED) Poynder Drive, a small close off the main Poynder Road. There are very limited visitors spaces on phases 1 and 2 of which my property is in phase 2. Currently my close has 1 visitor space for at least 40 properties and at the most 2-3 other cars can park on the road currently covered with yellow lines.</p> <p>When the properties on the early phases were built a substantial number were only allocated 1 parking space even if they were 2 bedroom properties. When I purchased my 2 bed apartment I was told by the ladies in the Sales Office that I would be able to park my car in my allocated bay and my son's car (2nd car) in a visitor space. Over the 8 years I have lived here and throughout the many meetings that I have attended both public and private I have come to realise that Berkeleys have basically told prospective buyers exactly what they wanted to hear. If you wanted extra parking they would agree visitors spaces could be use or in the early days they actually said</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required by the Council to be deemed adequate for the development.</p> <p>All residents signed a legal document agreeing to the number of parking spaces allocated to their property upon purchase.</p> <p>The lines are to protect the road safety and aesthetics of the development.</p> <p>Holborough Lakes development provides adequate parking spaces in line with the legal requirements set.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>you could park anywhere and if you wanted all roads to be kept clear they would agree this was enforced.</p> <p>As a member of the residents association I have had many meetings with senior management at Berkeley and this has never been denied and even in recent times they have had to agree to speak to their sales staff to clarify what prospective customers are told. We are a semi rural community with no shops or offices, there is nowhere else to park other than on the roads on our estate. The closest place where vehicles could park is Snodland , a small village which has its own considerable problems with parking and I know that there have been several cars damaged belonging to people from Holborough lakes that have been parked there. It is not right that Snodland is involved in these issues when there is absolutely no need for it as we have the space to be able to park our cars.</p> <p>While I agree that yellow lines are of course needed in certain areas, for example to the entrance of roads to stop people parking and causing a danger and on bends I see no need to put yellow lines throughout. If anyone has a party or bbq or friends round we need the option to be able to park in the road. Holborough lakes is marketed on the fact that life is for living here, sadly for many of us life is just a nightmare.</p> <p>Neighbours on the whole know each other and can arrange to park where there is sensibly room, on the road, behind other cars or at the back of properties. None of this causes a danger or inconveniences fellow neighbours. We are all adults and quite capable of sorting things for ourselves. The main people that push for these restrictions have large driveways and do not have problems with parking, sadly not all of us are that lucky. They claim that this poses a danger but as far as I know there has never been an accident on this development and there is more of a danger posed by lack of pavements on many roads.</p> <p>I have been on the residents association for many years now and Phase 1 and 2 have always had a parking issue which Berkeley Homes has failed to or wanted to address. We have given them suggestions and ideas over the years, such as staggered parking on main roads (which would also slow traffic) and additional visitor parking spaces where possible but their sole aim is to make money and cause its residents on Phase 1 &amp; 2 much grief.</p> <p>I feel that our properties are devalued on phases 1 &amp; 2 due to the lack of visitor parking and due to the hassles that we go through with parking on a daily basis. Our lives are blighted by the inability of our guests to be able to visit us.</p> <p>I truly believe that the parking restrictions on the roads mentioned and the need for yellow lines everywhere is totally unwarranted and it makes the estate look very uninviting.</p> <p>I would ask KCC to look at this again and to insist that Berkeleys remove the illegal lines that they put down before this consultation had even taken place and to reconsider alternatives to the parking issue that we have.</p>	<p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
7		✓	<p>I am in full agreement of the imposition of parking restrictions, my reasons are;</p> <p>1) The unregulated parking on he estate has now become a problem in that people are now parking both sides of the residential roads thereby restricting the view of drivers approaching or entering junctions on narrow residential roads.</p> <p>2) Currently without the restrictions people seem to believe they can both park on pavements and are parking opposite each other thereby restricting access to other road users.</p> <p>3) This uncaring parking has a detrimental impact on other road users including pedestrians their view of which is also restricted whilst attempting to cross from each pavement.</p> <p>4) Due to unregulated parking it has empowered some people to park without any care for other road users. I believe that this will only get worse thereby leading to the possibility of injury to other users.</p>	<p>We are in agreement with the points raised. The primary purpose of putting traffic/parking control measures in place is to help maintain a good and orderly living environment for the community.</p>
8		✓ Ω	<p>Overall I <b>SUPPORT</b> the additional DYL as part of this TRO on the grounds that the overall environment and wellbeing of the community will be improved without car parking in often dangerous places, particularly near the Village Green, where we expect our kids to play around. Parking cars here can cause a visual obstruction to playing children.</p> <p><b>OBJECT to the 'Layby' being exempt from the DYL.</b> I'm intrigued as to why the 'laybys' as you call them are not covered by the Double Yellow Lines when they are actually 'passing bays' and need to be clear of parked traffic. In particular Alisander Close, this passing bay is opposite a driveway and may make it difficult to enter/exit.</p> <p><b>OBJECT to no DYL opposite entrance/exit</b> to any road off Poynder Drive (e.g. Alisander Close, Booth Close, Lamb Close etc.)</p> <p><b>OBJECT to no DYL</b> either side of Poynder Drive between Alisander Close to the north and Hambrook Road to the south.</p> <p>The reason for my objections to the DYL layout being left off the above areas is that residents and visitors currently park in awkward locations opposite exit roads etc. and these currently have DYL, so when you remove them, it will get worse. People do not use common sense when parking, so I would expect it to be explicit where they can park so there is no confusion.</p>	<p>The Passing bay is designed to allow a flow of traffic and for larger vehicles to pass safely.</p> <p>The status of Alisander Close is - ALISANDER CLOSE; <b>both sides</b>, from its junction with Poynder Drive for its entire length, excluding the layby. We now consider this should be yellow lined and believe this to be an omission on the drawing, as there is lining already on the bay, we would seek the advice of the JTB on this point.</p>
9	✓		<p>I am a resident of Lambe Close and I don't agree with the TRO that has been applied for, the many reasons are listed here: Before the TRO was even applied for RMG (managing agents for Holborough ) had painted double yellow lines on every square inch of the adopted roads, with no consultation with the residents or even any notice to the residents. Eventually after a meeting between residents and the local</p>	<p>Parking questionnaires were issued to all the residents that would be affected by the decision made.</p> <p>Berkeley Homes and RMG are committed to providing the best solution for the majority of residents at Holborough Lakes and</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>MP they issued a parking questionnaire, which many residents did not receive including the residents of the Social Housing sector.</p> <p>I have attended all parking meetings held in which I feel that Berkley and RMG have not listened to the resident's opinions. I feel this is because Berkley are selling houses at a high premium on this estate and are more interested in the aesthetic look of the area, selling a lifestyle of no cars or commercial vehicles and not considering that families evolve. This is totally impractical for a still growing family housing development.</p> <p>The village Hall is hired out by the managing agents most evenings and weekends with no provision for parking on the phase of the development with the least visitor parking spaces available, also one the same area is a Children's day Nursery again no provision for parking for the staff who are there <a href="#">from 7am to 7pm Monday</a> to Friday.</p> <p>Berkley removed 15 visitor spaces on the 1st of August making the parking even more stressful. When I arrive home from work <a href="#">at 6pm</a> I must drive around to find a parking space for <a href="#">5/10mins</a> daily as do many other residents this cannot be very ECO friendly and cause co2 emissions. Once parked the average distance being 0.4miles from my property. This is totally impractical and disappointing as this was not the "living the dream" I was sold.</p> <p>I have been verbally abused when parking my car on Holborough Road as the residents of the Lakes have over spilled there especially commercial vehicles. This has left me feeling vulnerable and anxious when walking home, and now feel anxious daily when driving home.</p> <p>All parking restrictions are suspended when we have activities on the village green , it appears that RMG/ UKPC change the rules to suit themselves. If more vehicles can park on certain days of the Year then why is full double yellow lines needed???</p> <p>I no longer invite family and friends to my home in fear that they will be issued expensive UKPC managed tickets.</p> <p>I have never lived in anywhere where every square inch of roads which are covered in double yellow lines, nor have I heard of any other house development with the same.</p> <p>I am not opposed to having double yellow lines where need to comply with road safety, but it is totally impractical for residents to go about their lives.</p>	<p>make every effort to accommodate the suggestions and recommendations of the residents, and where possible endeavour to apply them in a fair and reasonable way to all.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
10		✓	<p>I wish to provide my support for the new TRO for Holborough Lakes which is currently in consultation. I have no objections to any of the parking restrictions set out in the TRO.</p> <p>The TRO I refer to is: <a href="#">Holborough Lakes waiting restrictions and on-street parking</a></p>	
11	✓		<p>I write in relation to the current consultation for double yellows throughout the various roads indicated on Holborough Lakes. I am a resident/owner in Phase 1, Booth Close and only have 1 parking space. In Phases 1 and 2</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required by the Council to be deemed adequate for the development.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>which is pretty much all of the areas affected by this particular TRO there are quite probably more than 50% of the dwellings that are 2 bed apartments that only come with one parking space; in this day and age most families would have at least 2 cars and therefore there simply is not enough parking available to cater for this in these two particular phases, yet by considering each road carefully you could quite easily remedy this situation. Taking a look at the new phases on the complete opposite side of the development towards the back shows that Berkeley Homes made a huge error when building the earlier phases because in the latter phases they have allowed two parking spaces as a minimum for 2 bedroom apartments/houses - they have also allowed ample visitor bays (on one road in the newer phase there is 11 visitor bays for approximately 12 houses where the houses all also have a minimum of 2 parking bays allocated to them). We live in a residential area completely away from Snodland Town, we do not have any shops, public houses or anything similar; it is a completely residential development - we do however have a nursery which is very busy and a village hall that is hired out regularly and both have zero parking spaces which then puts even more demand on visitor spaces in phases 1 and 2. Berkeley Homes painted the lines on roads like Booth Close illegally - there were no TRO's in place for this road last year and they should not have painted the lines. There is no facilities for utility vehicles, tradesmen parking etc., anywhere except visitor bays which are extremely few and far between and even if they got one of these on the private visitor bays, they risk getting ticketed for having a commercial vehicle on site - we have 1 council space on Booth Close for around 20 houses and at least the same amount of apartments. I live in an area where if I had a utility van visit my property I couldn't even offer my space as the larger vehicles would not be able to get under my property to get to my space. During meetings held with Berkeley Homes and their managing agents RMG this type of problem was brought to their attention and to be quite honest they were not bothered in the slightest (after all they've got my money!). When I purchased in 2007 there was a very useful approx. 20 spaces car park close to where the now village green is which was perfect for phases 1 and 2 - this was taken away from us without consultation. The reason KCC are giving for this TRO is : "For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising" - to my knowledge having lived here for 10+ years there have been no accidents - if it was an accident hotspot then regardless of my position I would fully support this, but this is not one of those areas and the reason behind it should be changed to "because Berkeley Homes insist that they want their developments to be traffic free whilst they are still selling properties". I can assure you that when Berkeley Homes have finished building on this development they will have absolutely no regard to what they have left behind (as this is the current situation on those in earlier phases). Extra vehicles are expected to park outside the development and the most</p>	<p>All residents signed a legal document agreeing to the number of parking spaces allocated to their property upon purchase.</p> <p>I would also further add that contractors' permits are available from the estate office for contractors working on your property.</p> <p>Any parking spaces removed were only in place as a temporary car park and were not part of the original planning application.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
			<p>obvious road is Holborough Road yet this road is very full of their own residents vehicles and is very unfair to residents of that road and surrounding roads to have to put up with our vehicles parked in these areas. Holborough Road in itself is a residential road but a busy road into Snodland yet this road has no lines on it and I have travelled through that road on many occasions and have never experienced any issues with parked cars, in fact most of the roads in Snodland do not have double yellow lines, so why should Holborough Lakes be singled out for this - we should not be used as a guinea pig to see how these developments cope with 100% double yellow lines - I'm sure there are no other developments around Tonbridge &amp; Malling that are subjected to this completely ridiculous situation. Berkeley's moto is "designed for life" however their attitude is that if you haven't got enough parking, then move - yet they are happy to take your money at the outset. Its a very unfair situation that they have put us in. I only have one space and it is not fair to expect me to never have visitors because I work full time and the only time to have visitors is in the evening/weekends when the very limited visitor bays are fully taken by residents.</p> <p>By putting these restrictions in place you are:</p> <ul style="list-style-type: none"> <li>• devaluing our properties</li> <li>• forcing more unnecessary parking issues in Snodland</li> <li>• creating extremely bad feelings between neighbours both in Holborough Lakes and with our neighbours on the surrounding roads outside HL - this has happened already with residents on my road</li> <li>• making it acceptable that Berkeley's painted the lines illegally and given them the feeling what they did was right and that they can get away with damaging council roads deliberately (I had confirmation back from the Freedom of Information from KCC confirming that they did not give Berkeleys authority to paint lines on adopted roads)</li> <li>• not allowing phases 1 and 2 to have visitors generally - especially those that might have a party for the children etc.</li> <li>• not allowing us to have utility/tradesman working at our properties as they will not want to run the risk of getting ticketed.</li> <li>• making the area a H&amp;S issue as what about on-call doctors, midwives etc., they cannot park either (unless they're lucky enough to get a visitor bay).</li> <li>• not allowing, on a pure selfish note, my mother to visit me who suffers with COPD (a lung complaint) and cannot walk very far (she is almost 70) and simply could not walk from outside of the</li> </ul>	

	Object	Support	Consultee response	Developer response to Consultee
			<p>development to where I live</p> <p>I would ask Kent County Council to bear the residents most affected by this in mind when coming to a decision on these lines, and compare like for like across the development (please take a look at roads at the back of the development off Manley Boulevard near to the exit that the bus takes to compare phases 1 and 2 with this phase).</p> <p>I would imagine that the majority of people that support this TRO will be those that have ample parking, or live on roads with ample visitor bays and believe that this particular supporters' comments should not be taken into consideration because of that fact. If they lived on roads in phases 1 and 2 for a period of time and only had one space they would soon realise what a nightmare it is.</p> <p>Berkeleys Homes do not take into consideration that people's circumstances change; some of us may as examples have moved in as a single person, now having partners or married; some with younger children who are now old enough to drive and need to drive for work purposes. The majority of us love Holborough Lakes and our properties, so why should we be forced to move just because of parking issues that do not need to be there.</p> <p>I do believe that some double yellow lines are warranted but these should only be on entrances to the smaller roads and on dangerous bends etc., there is absolutely no need for these lines on every inch of council road - I would urge the reader(s) of my objection to try to picture themselves in my situation and others that only have 1 or 2 spaces, especially when you would need visitors/utility vehicles visiting your property. I think by picturing yourself there you would see would a ridiculous situation it would be and that common sense by KCC will prevail.</p> <p>I would also request that KCC look into the TRO's currently in place (but I believe not enforceable yet) on the two main roads ie., Poynder and Manley - these roads could be easily adapted to have staggered parking - this would then work twofold - (a) create many much needed parking spaces and (b) stop speeding on the development (which is a major concern of many residents).</p>	
12		✓	<p>With reference to your notices regarding Yellow Lines on the Berkeley Homes Development at Holborough Lakes, Snodland, I would like to reply as follows:-</p> <p>1) Your notice refers to Berry Close and it should be Berry DRIVE.2) I have measured the carriageway of Berry Drive between the properties numbered 1- 8 and this measures 5 metres. There is only one pavement and the other side of the road is bordered by front hedges as there is not room for another pavement, and in the event of a car being parked one side of the road there is barely room for another car to pass, and insufficient room for commercial vehicles to pass, i.e. refuse collecting and emergency vehicles.</p> <p>3) Before the roads were adopted by Kent County Council they were under</p>	All residents would have purchased their property agreeing to the number of parking spaces allocated to their property as well as knowing that visitor bays are available for their visitors.

	Object	Support	Consultee response	Developer response to Consultee
			the management of Berkeley Homes and they advised us when we purchased the property that parking was not allowed, except in the marked Visitors Parking Bays. We purchased the property knowing that there would be restricted parking and we would not now wish to have unlimited parking outside our house.	
13	✓		<p>I am a resident of Holborough lakes, Lambe Close in Snodland. I object to the TRO which is being proposed.</p> <p>The yellow lines which have "prematurely" been placed on Lambe close are unnecessary. Parking is a major problem in Lambe and the yellow would take away valuable parking places where people could park before with no issue. I agree that there needs to be restriction to stop residents bays being blocked or access to bays or driveways being blocked but that's it.</p> <p>In addition, since the yellow lines have been placed, either my partner or I have to drive around the estate for about 10 minutes trying to find a parking space. All the V bays in Lambe close are taken by time we get home. The next available ones are about 0.3 miles away from my property and most of the time they are taken too so I have to go further. Then I have about a 5-10 minute walk to get back to my property which is surely not acceptable. I never had this problem before the yellow lines were put down or before UKPC put up signs saying we must park in a allocated bay.</p>	<p>Berkeley Homes and RMG are committed to providing the best solution for the majority of residents at Holborough Lakes and make every effort to accommodate their views in a way that is fair and reasonable for all. The yellow lines have only been inserted in areas where you have previously not been allowed to park.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
14	✓		<p>I am writing to object to the TRO being proposed for Holborough Lakes for the following reasons:</p> <p>We are a housing development only and therefore the need for these lines everywhere is simply not necessary. We are growing community and the average space per household, in particular to the phases this TRO affects, which is 1.2 per dwelling is unrealistic in this day and age. Berkeley Homes painted the lines in many roads illegally and KCC should have made them remove them and make good damage. It proves that Berkeley Homes are not interested in the roads the TRO affects; because the only road they didn't double yellow which should have been, was the main entrance from the water-feature to Provident House - this shows that they didn't want the development to look "ugly" to potential buyers of their brand new properties - in other words, they were acting to line their own pockets and not think of the people that they had already profited out of. When my family moved into the development a few years ago, my eldest son was still at school, he has recently passed his driving test and will need a car for his job; however, my property doesn't allow this because I only have one parking space in total -</p>	<p>Berkeley Homes and RMG are committed to providing the best solution for the majority of residents at Holborough Lakes and make every effort to accommodate the suggestions and recommendations of the residents, and where possible endeavour to apply them in a way that is fair and reasonable for all.</p> <p>The commercial bays referred to are a part of the Southern Housing Group freehold land which they negotiated at point of sale. Restrictive covenants are signed by the purchaser prior to completion of sale.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> </ul>



	Object	Support	Consultee response	Developer response to Consultee
			<p>where is he expected to park - this shows that we are growing community and that circumstances change, Berkeley Homes do not consider this in their plans even though their slogan on the hoardings is "designed for life".Berkeleyys were requested to use use some sort of common sense and put extra "visitor" bays in, staggered parking on the bigger roads etc, but put simply, they ignored every request from those it affected most</p> <p>Whilst I appreciate that lines should be in locations of entrances to the smaller roads, on bends and blind spots, KCC should look at this fully and realise that people have to live here and the surrounding roads of Snodland should not be an option as they have their own issues as well.</p> <p>Berkeleyys made a massive error in the earlier phases and KCC should be ensuring that this is put right at the earliest opportunity and not make living here a living hell.</p> <p>In the covenants we aren't allowed vans of any description on site - whether you are a freeholder, leaseholder, SHG tenant or private tenant. However, on council owned bays, they are allowed; they only ticket a select few through their private parking enforcement company UKPC parked in leasehold bays - and will not under any circumstances ticket any vehicle parked on a freehold piece of land. Basically, you could have two bays next to each other almost - one a leasehold bay and one a freehold bay - two vans parked and only ticketed. This just goes to show how awful Berkeleyys run the show here and is just an example of why the TRO should not be passed.</p> <p>I am sincerely hoping that you listen to the objectors of this because it stresses people out ridiculously and something seriously needs to be done to stop it happening.</p>	<ul style="list-style-type: none"> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
15	✓		<p>I would like to register my objection to the proposed parking restrictions at Holborough Lakes.</p> <p>I currently live at (REDACTED) Poynder Drive, a small close off the main Poynder Road. There are very limited visitors spaces on phases 1 and 2 of which my property is in phase 2. Currently my close has 1 visitor space for at least 40 properties and at the most 2-3 other cars can park on the road currently covered with yellow lines.</p> <p>I agree that yellow lines are needed in certain areas, such as entrances to roads causing a danger but not throughout. Quite often my girlfriend comes over and always struggles to find a space. If anyone has a BBQ or friends over we need to have options to park.</p> <p>Neighbours on the whole know each other and can arrange to park where there is sensibly room, on the road, behind other cars or at the back of properties. None of this causes a danger or inconveniences fellow neighbours. We are all adults and quite capable of sorting things for ourselves. The main people that push for these restrictions have large driveways and do not have problems with parking, sadly not all of us are that lucky. They claim that this poses a danger but as far as I know there</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>All residents signed in agreement to the stipulations outlined in either their lease or transfer document depending on their purchase.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
			<p>has never been an accident on this development and there is more of a danger posed by lack of pavements on many roads. I truly believe that the parking restrictions on the roads mentioned and the need for yellow lines everywhere is totally unwarranted and it makes the estate look very uninviting. I would ask KCC to look at this again and to insist that Berkeleys remove the illegal lines that they put down before this consultation had even taken place and to reconsider alternatives to the parking issue that we have.</p>	<p>covenants that homeowners signed up to on purchase of their home</p> <ul style="list-style-type: none"> <li>Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
16	✓		<p>I would like to register my objection to the proposed parking restrictions at Holborough Lakes. My mother-in-law lives at (REDACTED) Poynder Drive, a small close off the main Poynder Road. There are very limited visitors spaces. Currently her close has 1 visitor space for at least 40 properties and at the most 2-3 other cars can park on the road currently covered with yellow lines. It is very difficult to find visitor spaces when I come over and often have to park 5 minutes away in spaces that are obviously positioned for the surrounding houses and not for myself. Neighbours on the whole know each other and can arrange to park where there is sensibly room, on the road, behind other cars or at the back of properties. None of this causes a danger or inconveniences fellow neighbours. We are all adults and quite capable of sorting things for ourselves. The main people that push for these restrictions have large driveways and do not have problems with parking, sadly not all of us are that lucky. They claim that this poses a danger but as far as I know there has never been an accident on this development and there is more of a danger posed by lack of pavements on many roads. I truly believe that the parking restrictions on the roads mentioned and the need for yellow lines everywhere is totally unwarranted and it makes the estate look very uninviting. I would ask KCC to look at this again and to insist that Berkeleys remove the illegal lines that they put down before this consultation had even taken place and to reconsider alternatives to the parking issue that we have.</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>All residents signed a legal document agreeing to the number of parking spaces allocated to their property upon purchase. The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>Protect the pavements and verges from damage</li> <li>Maintain vital access for emergency services</li> <li>Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>Allow the free flow of traffic through the development</li> <li>Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
17		✓	<p>I refer to the above proposed TRO regarding parking/waiting restrictions on the Holborough Lakes development and in particular the effect this will have on the Residents and Visitors to Lambe Close ME6 5PE. I note the TRO Consultation Period ends at Midday on Monday 4 September 2017 and I am accordingly writing to set out my views on the proposed TRO. Since the purchase of my daughter's property in Lambe Close in February this year I have been a frequent visitor. I am therefore familiar with the site and the parking issues throughout Lambe Close on both Council Adopted Land and Private Land owned by Holborough Management Limited, the Residential Management Company for Holborough Lakes. In recent months I have been in contact with Residential Management Group, the Managing Agent appointed for Holborough Lakes about a number of parking issues in Lambe Close. I am also in contact with a number of other concerned Owners/Residents in Lambe Close and I will be encouraging them to submit</p>	<p>The TRO is designed to ensure access for emergency vehicles, following a serious fire in this area it is imperative that we keep the roadways clear at all times.</p> <p>We seek not to remove spaces and will always work with the community in this matter.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>their views on the proposed TRO before the deadline, if they haven't done so already.</p> <p><b><u>Overall I fully support the TRO</u></b> – Holborough Lakes is a fine development and we cannot allow vehicles to be parked where they will:</p> <ul style="list-style-type: none"> <li>• cause obstruction to others including the Emergency Services</li> <li>• present a danger to other road users or pedestrians</li> <li>• “bumped up” on kerbs on Council or Private land as this may cause damage and will be unsightly and detract from the overall amenity etc</li> </ul> <p>The above said the proposed TRO has/will have the effect of removing 3 “available” parking spaces in Lambe Close which is wholly unnecessary and will compound what is already a dire parking situation. There are 59 houses and apartments in Lambe Close and presently there are just 2 designated Visitor parking places on Private Land – hence the problem. I understand the KCC Design Guide is to provide 1 Visitor space to 5 units and therefore Lambe Close should have 12 Visitor spaces and we are therefore 10 parking places short. The location of the 3 “available” parking spaces on Council Adopted Land are at:</p> <ul style="list-style-type: none"> <li>• 1 space in front of 7 Lambe Close</li> <li>• 1 space in front of 8 Lambe Close</li> <li>• 1 space along the rear fence of 55 Lambe Close</li> </ul> <p>Cars are regularly parked in these spaces – see the attached satellite view on Google Earth with the proposed parking places marked. The TRO, as presently proposed, will expose Visitors to receiving Parking Tickets in these “available” spaces for no justifiable parking control reason whatsoever. I accordingly ask the Council to amend the TRO very slightly to allow for these 3 parking places to be created.</p> <p>My primary concern is the availability of Parking in Lambe Close. There is clearly the opportunity to reinstate/create 3 additional parking places on Council land in view of the inadequacy of Visitor parking in Lambe Close and I suspect that there are similar opportunities throughout the Holborough Lakes development. I would encourage the Council to consider this further with a full and proper site survey and, as necessary, in conjunction with RMG; I have copied in (REDACTED) and (REDACTED) in the Estate Office. The current TRO proposal, with the removal of the 3 available parking spaces in Lambe Close, is not in the best interests of Council Taxpayers (the Owners and Residents) and should be revised to reflect their needs while maintaining the amenity of the development.</p> <p>I look forward to hearing from you further and hope my views will be reflected in the final TRO. Can you please keep me informed about developments. Thank you.</p>	

	Object	Support	Consultee response	Developer response to Consultee
18		✓	<p>I refer to the above proposed TRO for the Holborough Lakes development in Snodland. I am a resident in Lambe Close ME6 5PE since March 2016 and agree the TRO is necessary and appropriate to maintain the development in its current condition. However, I believe the TRO should be amended slightly to allow for the creation of at least 3 additional parking bays on Council land in Lambe Close and would encourage you to do so in the final TRO.</p>	<p>We agree that the TRO is necessary and appropriate to maintain the wellbeing of the development. Berkeley Homes and RMG are committed to considering recommendations made by residents in order to provide the best solution for the majority of residents at Holborough Lakes.</p>
19	✓		<p>I am writing to object to the TRO being proposed for Holborough Lakes for the following reasons:</p> <p>I have a close friend of a resident that lives on this estate and I am often a visitor and regularly struggle to park in a visitor bay. This deters visitors to the estate and really affects the community spirit as it increases bad feelings between neighbours.</p> <p>I have previously received a parking ticket from UKPC which was overturned by the company. So I am very careful with where I now park in the estate.</p> <p>I believe there have been previous issues with regards to additional visitor spaces which have not been actioned, and to now plan to reduce the roadside car parking is absurd.</p> <p>The allocated number of spaces per household is unrealistic, the majority of households do have more than one vehicle and the limited bus service to the estate also increases the need for a vehicle.</p> <p>As this is a housing development, there is no need for these lines across the entire estate. The roads are wide enough for parked cars and for cars to pass on the road.</p> <p>I sincerely hope that you listen to the objectors of this because it causes stress and upset for the residents as well as their family and friends.</p>	<p>The number of visitor bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>All residents signed a legal document agreeing to the number of parking spaces allocated to their property upon purchase. The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
20	✓		<p>I would like to register my objection to the proposed parking restrictions at Holborough Lakes. My partner resides at (REDACTED) Poynder Drive, a small close which has had double yellow lines put down illegally by Berkeley homes. The neighbours in this close are all friends and know each other well enough to be able to sort any parking problems themselves. There is one space in this close to service about 30-35 properties. There are a substantial number of Apartments included in this who only have one parking space and as was my partner they were led to believe that they could park second cars in the visitor parking spaces or in the early days, anywhere on the roads. At the most without the yellow lines an additional 2-3 cars can be parked and whilst everyone who lives here appreciates that yellow lines are needed at the top of the road to prevent accidents having the opportunity to park a couple of extra cars when needed is a necessity not a luxury. Holborough is marketed as designed for living, trust me as someone who visits regularly this is not the case.</p>	<p>The number of visitor bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>All residents signed a legal document agreeing to the number of parking spaces allocated to their property upon purchase. The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
			I along with many residents would like these lines to be removed not only in this close but in many other parts to enable residents to have visitors and enjoy their social lives.	covenants that homeowners signed up to on purchase of their home <ul style="list-style-type: none"> <li>Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
21	✓		I would like to register my objection to this awful suggestion of putting yellow lines every where in Holborough Lakes. I am a regular visitor to my daughter who lives in a two bedroom apartment on Booth Close, she only has one parking space available - so I have to find somewhere to park when I visit. I have COPD which is a lung complaint and means I am very much out of breath a lot and simply cannot walk long distances which is what is being suggested if I visit my daughter. I come from London where is it a lot more built up and busier and we do not have the need to have lines everywhere. I would hope that Kent County Council will see that this is a ridiculous idea thought up only by the greed of Berkeley Homes by not putting enough spaces in the earlier parts of the development. My daughter has lived in her apartment from the very early stages of the development and there has been ample opportunity for the builder to rectify this situation. I look forward to seeing common sense on this.	The number of visitors bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.  All residents signed a legal document agreeing to the number of parking spaces allocated to their property upon purchase.  The yellow lines will bring the following benefits; <ul style="list-style-type: none"> <li>Protect the pavements and verges from damage</li> <li>Maintain vital access for emergency services</li> <li>Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>Allow the free flow of traffic through the development</li> <li>Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
22		✓	I am writing in relation to the TRO proposal for Alisander Close ME6. I would vote that yellow line parking restrictions are still applied, my main reason for this is safety. Alisander Close is a narrow road with a few awkward bends, there is little footpath for people to walk on and having to negotiate parked cars would amplify the risk of an accident, this is an even bigger concern for my wife and myself as we have a 10 year old son, and we felt a quiet close was a safe environment for him to meet with friends in a close vicinity outdoors. There is no need to have parking chaos introduced to this small friendly close, in which everybody deals with parking requirements in a neighbourly manner. I would insist the yellow line parking control remains in place for the reasons mentioned above.	We agree that the TRO will help maintain a safe and orderly living environment for the community.
23	✓		Good Afternoon, I am a frequent visitor to Holborough Lakes to visit family	We believe the TRO would be in the interest of the majority of

	Object	Support	Consultee response	Developer response to Consultee
			<p>that are residents I don't agree with the TRO that has been applied for, the many reasons are listed here:</p> <p>I believe that Berkley are trying to sell their houses at a high premium on this estate and are more and care more about how the estate looks than the actual people living there, most families these days have 2 x cars and most have family and friends visiting at various points.</p> <p>I go and see my cousin a few times a week, I have a young baby am I supposed to park on the dual carriageway and walk? This is highly impractical.</p> <p>Also from a professional point of view no commercial vehicles are allowed so if you have decorators in to paid where do they park? If you have a car crash and have a courtesy vehicle are you not allowed to park in your own area?</p> <p>This is bureaucracy gone mad, nothing makes sense and if anything your making it harder to sell property or for owners to resell, as the moment there has not been once single argument for a good reason as to why adding double yellow lines would be beneficial? or is this because fat cats want to cash in on handing out private parking tickets?</p> <p>I have been verbally abused when parking my car on Holborough Road as the residents of the Lakes have over spilled there especially commercial vehicles. This isn't what you need when walking back to your car with a child</p> <p>I am not opposed to having double yellow lines where need to comply with road safety, but it is totally impractical for residents to go about their lives.</p>	<p>the residents at Holborough Lakes and will help maintain a safe environment.</p> <p>Contractors permits can be obtained from the estate office for tradesman working on your property.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
24		✓	<p>Dear sir I would like to keep the double yellow lines in Alisander Close Holborough Lakes at the moment when I look out of my window it looks like a car park that is not what I pay maintenance for I agree with what (REDACTED) has said. So I hope something can be done about it.</p>	
25	✓		<p>I wish to complain about the proposed parking restrictions to booth close. I have had little or no problems reaching my parking space. There are a number of cars that park on the road, these have never caused a problem. I have lived here in excess of 10 years over this time the developer has come up with many parking schemes to reduce on street parking. One of these schemes was to make a charge to resident for parking a second car on the site. It seems local planning permission allowed 3 bedroomed houses to be built with provisions for parking 1.4 cars.</p> <p>There is no or very little provisions for visitors parking. This means that any and all visitors risk a parking ticket. How can this be? I believe that if parking restrictions are enforced this will caused more parking problems just off of the estate and make the little parking provisions there is on the estate at a premium. I can understand DYL on bus routes but I don't feel there is a parking problems except the ones Berkeley homes and local planning office creates. I like to know what advice KCC would give to a resident with 2 cars+ living at holbournh lakes about local parking.</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>All residents signed a legal document agreeing to the number of parking spaces allocated to their property upon purchase.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
				<p>covenants that homeowners signed up to on purchase of their home</p> <ul style="list-style-type: none"> <li>Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
26	Ω	Ω	<p>Hello. I am writing to inform you about the parking situation in Holborough Lakes, Lambe Close. I have been informed that there may be additional parking spaces added to Lambe Close.</p> <p>Adding more visitor bays would make such a MASSIVE difference to the road.</p> <p>I currently live on Lambe Close and me and my partner have a car each so everyday is a battle to find parking. Most days resulting in one of us having to park on a complete different road.</p> <p>Also, we feel like we can never have guests over as the parking is so awful that it causes too much inconvenience to family/friends that they don't bother coming.</p> <p>I know that this isn't your concern but I thought I would express my opinion (as I know a lot of people living in Lambe Close feel the same), in case that helps push you in the direction of adding additional parking bays.</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>Protect the pavements and verges from damage</li> <li>Maintain vital access for emergency services</li> <li>Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>Allow the free flow of traffic through the development</li> <li>Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
27		✓	<p>I write with respect to the consultation currently open for the proposal named 'Holborough Lakes waiting restrictions and on-street parking' which closes 4th September. I am responding as a resident of the Holborough Lakes development.</p> <p>I fully support the TRO in its current form and believe it provides adequate controls to ensure the safe on-street parking of vehicles on roads maintained at the public expense. In implementing controls that are largely equivalent to those that were enforced when the roads were privately owned the proposals will ensure a continuity of a system that is largely working, balancing safety, street scene, and access to properties.</p>	<p>We agree that having parking control measure in place will help with the safety of both motorists and also pedestrians.</p>
28		✓	<p>I live at (REDACTED) Lambe Close, Holborough Lakes, Snodland and wish to raise my concerns over the above Amendment Order, especially the request to reinstate/create the 3 available parking spaces. I agree there is insufficient Visitor parking in Lambe Close and something should be done to rectify this, however, this situation is not helped by residents having more cars than they have allocated parking spaces, something that is clearly shown on their documents when purchasing the property and the information should be passed onto any tenants. All residents of Lambe Close have been sent a letter asking us to support an amendment made to this Order of the 3 'available' spaces. This is something that I totally</p>	<p>We agree residents agree to the number of parking spaces allocated to their property when they purchase their property.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>oppose. One of the proposed spaces is directly outside my property which will not only invade my privacy, I also do not want the view from my window to be that of someone's car. Another proposed space is at the rear of my allocated parking space (along rear fence of 55 Lambe Close) and, although this is currently being used for parking, it is restricting the access to my allocated parking space and something that the Management Team at Holborough Lakes are trying to resolve by hopefully removing this as a parking space. I have one allocated space for my one small car and am constantly blocked either in or out of my space. Therefore, I am in support of the Amendment Order 17 but not the requested change to create the suggested 3 additional spaces.</p>	
	✓		<p>I am writing to inform you of my objection to the keeping of the yellow lines in Holborough Lakes. Whilst I am sure there may be one or two areas where they may be suitable for safety reasons, on the whole, the enforcement of yellow lines is totally unnecessary and unreasonable.</p> <p>I have lived in Alisander Close for 5 years and until recently (since the road has been adopted and the yellow lines were laid but unenforceable), I have rarely had visitors as my family and friends feel very uncomfortable visiting in case there is nowhere to park and my elderly parents are not able to walk any distance so will not visit at all unless it is pre arranged when I move my car (sometimes half a mile away) to enable them to use my space.</p> <p>Recently, whilst we have all been able to park more freely, it has been perfectly fine - I and none of my neighbours park unreasonably - we do not need lines to be enforced, we need to be left to communicate with each other as adults if necessary. I cannot understand why Berkeley feel the lines are necessary. In other communities such as Kings Hill (and I lived there for 18 years) lines are not imposed in most residential areas - totally understandable nearer retail areas - so why is it necessary here?</p> <p>I feel it would be grossly unfair on the residents of Holborough Road in Snodland as vehicles, signed or otherwise, will park there instead causing problems for them - why should Holborough Lakes housing impact on them? But it will and has done in the past.</p> <p>In the 5 years I have been here I have attended several meetings involving Berkeley homes, residents, residents association and the main focus is always that they have not provided adequate parking for residents, let alone their visitors. Berkeley pretend to listen but don't seem to want rectify this concern - a few extra bays have been provided but no where near enough.</p> <p>In Alisander Close, the three bays that were provided are used regularly by the residents of the flats at the end of the road - I don't blame them as they need spaces too! Berkeley could have reconsidered their plans over the last few years and replaced one or two houses with further parking - obviously their finances are far more important to them than the needs and happiness of their current residents!!</p> <p>It is such a shame that this battle has continued for so long. Apart from this issue, Holborough Lakes is a lovely place to live. I have two adult children</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>All residents signed a legal document agreeing to the number of parking spaces allocated to their property upon purchase.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>



	Object	Support	Consultee response	Developer response to Consultee
			<p>living with me and now, with partners in tow, parking is a huge issue for us. I ensure we all park considerately but if these lines are approved and become enforceable, I will seriously consider moving away which I don't want to do. It is an issue that is with us daily and has been and could become very stressful again.</p> <p>I hope when considering this matter, you try to understand the stress, upset and worry that this issue causes and the feeling that we are isolated from friends and family when parking restrictions are in place. I feel very strongly that we are able to communicate with each other as neighbours and should an issue arise, we will be able to discuss it and resolve matters ourselves (this hasn't been necessary as yet!).</p>	
	✓		<p>I understand you are seeking feedback on the yellow lines.</p> <p>I am a frequent visitor to Holborough Lakes and to Lambe Close in particular both during the day and evenings.</p> <p>The parking situation is appalling with the couple of Visitor places rarely available.</p> <p>I understand the yellow lines will reduce the Visitor places to just 2 for 59 houses and flats which is grossly inadequate. I would therefore ask you to ensure the 3 spaces which are clearly available are confirmed in the final TRO.</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
31	?	?	<p>With ref to the above we are totally AGAINST putting in 3 extra visitors spaces in Lambe Close ME6. It is disgusting to think that the spaces will be put right in front of someone's house. We bought our house knowing the parking spaces were in front of our properties, number 7 and 8 bought without spaces there</p> <p>There are plenty of visitor spaces located all over the Holborough Lakes development.</p>	<p>We are not in support of the additional three spaces being implemented due to the issues which this will present you.</p>
32		✓	<p><b>Alisander Close</b></p> <p>We <b>strongly support the retention of the double yellow lines</b> without any amendment, on Alisander Close on following grounds:</p> <ul style="list-style-type: none"> <li>• Alisander Close was never designed and constructed for street parking.</li> <li>• Before the adoption of the road by TMBC there were strict parking</li> </ul>	<p>The Passing bay is designed to allow a flow of traffic and for larger vehicles to pass safely.</p> <p>The status of Alisander Close is - ALISANDER CLOSE; <b>both sides</b>, from its junction with Poynder Drive for its entire length, excluding the</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>restrictions implemented and enforced at Alisander Close</p> <ul style="list-style-type: none"> <li>• Alisander Close is a narrow road where vehicles have to slow down to a crawl or stop, to allow vehicles to pass.</li> <li>• Due to the narrowness of Alisander Close, that at the very <u>first bend</u> ,vehicles run over the kerb destroying the grass particularly when passing another oncoming vehicle. Large vehicles always run over the kerb. Constant tyre imprints on the 'dead grass' verge on the very first bend is ample evidence of the effect of the narrowness of the road.</li> <li>• Due to the narrowness and design of Alisander Close, any vehicle parked on it will cause severe obstruction for the residents to move their vehicles in / out of their driveways and garages, and undoubtedly causing difficulty for vehicles to pass particularly at night-time.</li> <li>• Due to the narrowness of Alisander Close, Berkeley Homes perhaps under instructions of Tonbridge and Malling Planning (TMBC), constructed a '<b>Passing Bay</b>', to enable vehicles to pass, especially for emergency vehicles to pass during a time of traffic caused by an emergency.</li> </ul> <p><b>Important Note</b> Your consultation document states: " <i>ALISANDER CLOSE; both sides, from its junction with Poynder Drive to its entire length, <b>excluding the layby</b></i>" It is confusing for us because <u>we are not aware of a layby on Alisander Close</u> except the demarcated visitor parking spaces, and the passing bay which has double yellow lines. We can only assume that by 'layby' you have referred to what the residents of Alisander Close know as the '<b>passing bay</b>'. Berkeley Homes and RMG (Management Company) have made it clear that the passing bay is not an area for parking but intended as a passing area for vehicles, particularly the larger ones and very specially during an emergency. We have been a residents of the development since September 2008 and the passing bay had always remained a 'No Parking' area. During 2009 / 2010 some residents used it for parking and the management sent a circular to all the residents and I have copied it as an attachment for your information. The (attached) circular from the Estate Manager of January 2010 stated; <b><i>"The area in the middle of the close is being used for parking, this area is in fact a passing bay, used for when large vehicles have to use the road, a typical example is the council refuse collection vehicle that comes every Thursday, depending on the driver, if he believes he cannot safely navigate because of the parked cars within the passing bay, he will reverse and not pick up the collection. The houses opposite the passing bay also have an issue because of the difficulty of reversing in and out of their properties; I would ask that you do not use this area for anything other than it was intended. If you wish to discuss this any further please feel free to visit this office."</i></b> We hope that your exclusion of the layby / passing bay is with your intention</p>	<p>layby. We now consider this should be yellow lined and believe this to be an omission on the drawing, as there is lining already on the bay, we would seek the advice of the JTB on this point.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>to continue to keep the layby / passing bay as a 'No Parking' area because it was never intended for parking and had continued as a no parking area from day one of Alisander Close.</p> <p><b>Therefore we urge you to retain the double yellow lines and enforce parking restrictions along Alisander Close including the layby / Passing Bay.</b></p> <p><b>Berry Close, Booth Close, Crossfield Walk, &amp; Lambe Close</b></p> <p>We believe that the above roads would fall into the same category as Alisander Close and therefore the same principles should be applied to retain the double yellow lines.</p> <p><b>Manley Boulevard and Poynder Drive</b></p> <p>Both are very busy roads where busses run on certain parts of it. I believe that planning permission was given by TMBC to construct the houses and roads, and painting of the roads with double yellow lines was part of the planning and construction. This was definitely for the welfare and safety of the public who use it. On such grounds we believe that the double yellow lines should be retained and parking restrictions enforced on Manley Boulevard and Poynder Drive.</p> <p><b>In Conclusion:</b></p> <p>What is most important to bear in mind is that when the roads of Holborough Lakes were managed by RMG (the management company), no cars were parked on double yellow lines due to the enforcement of parking regulations by UKPC (private company enforcing parking restrictions). Since the roads were adopted by TMBC, (now) vehicles are parked all over, on double yellow lines and even on the kerb because parking regulations are not enforced. <b><u>The appearance of vehicles parked 'illegally' may give the illusion that there is a parking problem at Holborough Lakes.</u></b> But it is not so. If no vehicles were parked on the restricted areas when the roads were managed by RMG (UKPC), there is no doubt that no vehicles will be parked on the restricted areas in the future when the TRO is implemented.</p> <p><b>Therefore, We look forward to a positive outcome;</b></p> <ul style="list-style-type: none"> <li>• <b>for the safety and well-being of the residents, which include all the little children who run around the development</b></li> <li>• <b>to enable us to live in the dignity of the peaceful environment, fitting the character of Holborough Lakes</b></li> </ul> <p><b>by your taking appropriate action to implement and enforce the TRO by retaining the Double Yellow Lines</b></p>	
33	?	?	<p>I have today received a letter stating that Holborough Lakes development Snodland is to have more double yellow lines introduced, this I find totally unacceptable parking within the estate are shocking at the moment. There seem to be not enough parking places for the currant residents. I do not live with in the development I live along Holborough Road Snodland just outside the development.</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>All residents signed a legal document agreeing to the number</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>Parking in this area since the development has been atrocious and severely restricted to the residents within this area. More and more commercial vans have been parked here leaving less room for the resident's plus the introduction of moor double yellow lines in the most unapropriet places. I have lived on Holborough road for over 20 years and this areas parking has dramatically decreased with the introductions of the bus bay also.</p> <p>You must consider your actions when you lay these double yellow lines there will be uproar for the sake of the council I would suggest have a designated parking area for all local residents if the yellow lines are going to be implemented.</p>	of parking spaces allocated to their property upon purchase.
	✓		<p>I have lived in Holborough Road for 20 years now and whilst the parking has always been difficult it has been IMPOSSIBLE since the Holborough Lakes development was finished. The fact that the council had painted new yellow lines on our road and on the small roundabout coupled with the RIDICULOUS rule of NO vans on the Lakes complex, has made the parking virtually impossible for us residents in Holborough Road ! There are now at least 8 vans &amp; 2 cars parking in the road that live on the lakes complex. This has also resulted in many of my neighbours receiving parking fines !! I, along with many others, attended the various meetings organised by the builders of the complex and voiced our objections to that ridiculous parking limitation, all to no avail and made all the residents in Holborough Road, feel like second class citizens. Now the news that you are planning further parking restrictions which would lead to even MORE cars &amp; vans parking in Holborough Road, means that us resident's will be forced to park in Snodland village which is already congested.</p> <p>I work 12 hour shifts at Canary Wharf and already find it very difficult to park anywhere near my property when I return home, this ridiculous idea will just make it worse.</p> <p>Various neighbours have had their vehicles damaged due to various issues including poor street lighting and the lack of police patrols in the road, these new plans will only increase this. If any damage occurs to my car I will be sending the repair bills to yourselves !! Failing that I shall be parking my vehicle in the parking spaces allocated to the residents of Holborough Lakes and passing any charges incurred onto yourselves.</p> <p>I am calling upon <b>Tracey Crouch</b> to look into this situation and STOP this happening !!</p>	Holborough Lakes development provides adequate parking spaces in line with the legal requirements set.
35	✓		<p>I would like to add my objections to the proposed plans of applying double yellow lines in the Holborough lake development which Will cause major congestion issues throughout Snodland which is already congested.</p>	Holborough Lakes development provides adequate parking spaces in line with the legal requirements set.
36	✓		<p>In reply to your recent circular regarding alternative parking for residents of Hillsborough lakes we along with many of our neighbours strongly oppose this I plan as parking is difficult enough in our culture we sac next to the B P</p>	Berkeley Homes and RMG are committed to considering recommendations made by residents in order to provide the best solution for the majority of residents at Holborough Lakes.

	Object	Support	Consultee response	Developer response to Consultee
			garage .we have a clause in our mortgage agreement which states no white Cavs or vans of by sort including campers or caravans to be parked in here overnight but still they flaunt the ruling as we have at least two that do not live here that ignore the ruling .they also block the pavements at times and as I have to use a walking aid this means I have to walk in the road and this puts me in danger as I am a short person and risk not being seen if a vehicle comes round the corner .also it would make it difficult for emergency services if and when needed .I myself and some neighbours see the only way around this problem is to introduce parking permits .I hope this answers some of your questions	
37	✓		<p>I'm writing to you today to object to the double yellow lines which are being planned around Holborough lake. As a resident of Holborough Road I already suffer with reduced parking opportunities caused by Holborough Lakes residents which park their commercial vehicles there and we do not need residential cars from residents being added also. I am not sure why the local community needs to suffer due to Holborough Lakes poor parking planning for their housing. The parking around our roads are for those who live there, not for holborough lake residents.</p> <p>I would urge you to reconsider going forward as it will make the parking situation in Snodland even worse.</p>	Holborough Lakes development provides adequate parking spaces in line with the legal requirements set.
38		✓	<p>I refer in particular to a proposed amendment to this order affecting Lambe Close requesting that the yellow lines are taken away at 3 specific places outside the front of nos 7 and 8 and the rear of no. 55.</p> <p>I wish it to be noted that I strongly oppose this movement to create parking spaces outside these 3 residences and wish for the TRO to be implemented in full as currently ordered.</p> <p>All residents of the entire estate were invited to vote for how the yellow lines were to be placed and this vote overwhelmingly came out in favour of keeping the yellow lines as they were placed some months ago. It is unacceptable that a new resident should try to get this overruled and place so called 'visitors' spaces in front of people's property changing the nature of the Close and making the environment less appealing. These spaces will not be used by visitors but by residents who have moved here knowing the restrictions but intent on flouting them to suit their own needs to the detriment of the majority of residents who want to preserve the pleasant nature of the Holborough estate.</p> <p>Once again please note that I wish the planned TRO to go ahead as proposed with no amendments.</p>	Berkeley Homes and RMG are committed to considering recommendations made by residents in order to provide the best solution for the majority of residents at Holborough Lakes.
39	✓		<p>I totally object to the planned double yellow lines. The idea is completely ill informed.</p> <p>My reason is because I live on Holborough Road and there is inadequate parking for the home owners on my street. This decision will multiply the problem. Clearly people who dream up these ideas do it from behind a desk.</p>	Holborough Lakes development provides adequate parking spaces in line with the legal requirements set.

	Object	Support	Consultee response	Developer response to Consultee
			<p>It's probably the same people that send out the patrols that put tickets on cars without using an ounce of common sense.</p>	
	✓		<p>I am writing to express my concerns and anger at the proposal to enforce the blanket use of double yellow lines at Holborough Lakes. As a resident of Holborough Road (REDACTED) I have had to deal with the problem of parking. Over the last few years that the Holborough Lake development has become occupied, stupid rules such as no commercial or sign written vehicles on the estate has meant that these vehicles have been “dumped” in Holborough Road. Installing Double Yellow lines in the Holborough Lakes Development will mean that the car overflow will now end up in Holborough Road. This is not a possibility, it is a certainty. The Holborough Lakes development need to provide extra parking areas so that this does not happen. By this I mean substantial extra parking and not just a token postage stamp area. It is reasonable to expect that for every house on that development will have 2 working adults, and therefore 2 cars per property. Add teenage children that drive and this could easily be 3 or 4 cars. This is the Holborough Lakes problem. Snobish rules such as no sign written commercial vehicles should not be allowed. They want to keep their nice new development looking pretty, and sod the rest of the community that surrounds the development.</p> <p>I would also like to point out that residents of Holborough road are also experiencing damage to their cars by mindless vandals that now travel to the BP/ Marks &amp; Spencer service station after the Co-op in Snodland town centre is shut. We have had cars scratched, wing mirrors kicked off or smashed. Aerials snapped. This issue did not happen before the BP/ Marks &amp; Spencer was there 24/7.</p> <p>Holborough road residents have really had enough of being dumped on. Over the years we have had stupid parking bay areas marked out, double yellow lines installed in badly needed parking areas. Stupidly placed parking areas marked on both sides of the road so that large vehicles have trouble passing. We rarely get out streets swept, or street lighting repaired. The drains are blocked so that you have to walk 20 metres up the street to cross the road. All in all the quality of life in the street has fallen and we have had enough of it.</p> <p>The reason that you are receiving this email is because our Holborough Road neighbours are getting organised and are now openly getting together to complain. I suggest you start listening to the older developments and start making the new developments responsible for the mess they have created.</p> <p>So no, double yellow lines in the Holborough Development is a stupid idea. If people are parking on the Holborough lakes streets, it means that have nowhere else to park. It does not take a rocket scientist to figure that out. So sort the root cause of the problem first and don't go hiding behind government policy of 1 parking space per house or environmental ideas that you are going to persuade less people to drive. The Government are</p>	<p>Holborough Lakes development provides adequate parking spaces in line with the legal requirements set.</p>

	Object	Support	Consultee response	Developer response to Consultee
			completely out of touch with reality and people that live in Snodland need to drive to get to work. If you think otherwise your in denial, and shouldn't be making planning decisions on our behalf.	
41	✓		<p>I am writing to express my dismay at the removal of the already meagre parking bays for visitors to residents of Holborough Lakes.</p> <p>From time-to-time I visit my friend who resides at (REDACTED) Lambe Close and there is only one visitor's space for the entire apartment block. My friend also informs me that there is only one space permanently allocated to each apartment, which sends the message that: "Only one vehicle per apartment and only one visitor for the entire block will be tolerated at any time." I see this as very short sighted on the developers' part and with the removal of the few visitor's spaces this just presents the present estate managers with a cynical money-making opportunity by the levying of fines or indeed the holding to ransom of motorists through clamping. Innocent motorists who, in the main, want nothing more than the ability to visit their friends and family.</p> <p>On these grounds I protest against the proposal to further restrict the parking availability to visitors to residents of Holborough Lakes.</p> <p>If taken to extremes by a very clever lawyer, the proposed removal of the existing visitor's spaces could be seen as a possible breach of Article 8 of the Human Rights Act as it will impinge on the right to a family life.</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>The estate consist of a mixed tenure, which means that there are a number of different size properties which have been allocated one or more parking bays. Therefore I can confirm that not all properties have one parking bay. Many properties on the estate have been allocated with two or more parking bays.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
42	✓		<p>I'm writing to oppose these restriction around Holborough lakes, already the developer bans vans on its site which fills up Holborough rd making it very difficult for residents to park after 5pm. If this proposal goes a head it will greatly affect all of Snodland as the ripple effect goes from road to road and my biggest fear is they will start parking on the duel carriageway.</p> <p>I believe as the developer has banned vans and now wants to ban parking in the street for aesthetic reasons this proposal of yellow lines should not go ahead.</p> <p>Here's hoping you take the rest of Snodland residents in to consideration.</p> <p>And as a side surely the developer should provide 2 car parking spaces per house!</p>	<p>Vans or vehicles of a commercial nature are not permitted on the estate based on the restrictive covenants stipulated in the leases and transfer documents signed and agreed by both the Seller and Buyer.</p>
43	✓		<p>I wish to object extremely strongly to the plan put forward to Kent County Council for the enforcement of blanket double yellow lines at Holborough Lakes.</p> <p>The parking restrictions on this site are draconian. Residents don't have</p>	<p>The number of visitors bays placed at Holborough Lakes meet the planning regulations required by the Council which are deemed adequate for the development.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>enough parking spaces and are forced to park their cars and commercial vehicles in Snodland and visitors also have no choice but to park in Snodland and walk to the site, because there are very few visitor parking spaces.</p> <p>I live in Holborough Road where overflow cars and commercial vehicles from Holborough Lakes are parked on a daily basis. Parking in Snodland is already at a premium and so not only does this make it extremely difficult for us to find anywhere to park, we also have to look out of our windows at trucks and vans parked in the road by Holborough Lakes residents who are not able to park on the site. It is extremely unfair that the community of Snodland has to bear the brunt of profit making by Berkely Homes who are only prepared to provide residents with the absolute minimum requirements for car parking spaces.</p> <p>This has been an ongoing issue for the last ten years since the first properties were built and the more houses that are built on this site, the more cars and commercial vehicles overflow into Snodland, which is causing growing difficulty and growing bad feeling in the community of Snodland.</p> <p>Life should not be all about profit and greed, it should also be about the consideration of the community, both living at Holborough Lakes and in Snodland. If Berkely Homes don't want cars parked in the roads, then they should put aside profit and greed and ring fence some land on which residents and visitors are able to park, before this situation becomes totally out of hand.</p>	<p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
44	✓		<p>I strongly object to your proposed plan of blanket double yellow lines.</p> <p>I live in Holborough road and parking has become a serious problem since Holborough Lakes development has been started. The fact that they banned commercial vehicles from their new site meant the commercial vehicles took Holborough road residents parking spaces and as they build more houses...more spaces are being taken...making the problem grow steadily worse.</p> <p>Blanet yellow lines at Holborough Lakes will make it considerately worse, leading to parking wars and vandalism to vechicles.</p> <p>A better solution would be more parking at Holborough Lakes development.</p> <p>In our opinion...planning permission should not given without adequate parking spaces in the first place....and to say the developers don't want commercial vechicles parked outside their houses as it devalues the site doesn't mean we should have to put up with them outside our houses in Holborough road!</p>	<p>Commercial vehicles are not permitted on the estate based on the restrictive covenants stipulated in the leases and transfer documents signed and agreed by both the Seller and Buyer.</p> <p>The number of visitor and parking bays placed at Holborough Lakes meet the planning regulations required by the Council which are deemed adequate for the development.</p>
45		✓	<p>Having lived in Lambe Close for several years i feel that that parking spaces are of a sufficient amount and have been since this phase was completed.</p> <p>With the ticketing officers monitoring bad parking practices this has kept everything in order.</p>	<p>We agree that the parking spaces are sufficient and in line with the amount required by the Council.</p>



	Object	Support	Consultee response	Developer response to Consultee
			<p>It is only since the announcement of the removal of tickets that parking has once again become an issue as we now have double yellow lines and no one enforcing them.</p> <p>(REDACTED) request for additional spaces will not help the parking but just encourage more cars to park in the road and block blind corners etc. We already struggle with Bin and delivery lorries when people leave their cars in his suggested areas. If he can not be bothered to walk more than 20 yards to a house that he is visiting (not living in) then he should discuss ways of using the owners driveway/additional parking space on the occasions that he is visiting i.e. they surrender their spaces and park else where on the development to save his legs before he arrives</p> <p>My point being that you could build 10 more spaces in Lambe Close and this would still not solve his issue as he is doing for selfish reasons and Lambe Close would resemble a car park and not a residential road.</p> <p>Now hurry up and start enforcing these double yellow lines please.</p>	
47	✓		<p>I received a leaflet through my door regarding the enforcement of blanket double yellow lines in the Holborough estate. I would like to voice my objection. I live in the cul-de-sac part of Holborough Road which backs onto the estate and feel myself and other residents will be forced to park further afield into Snodland. Snodland already has problems with parking and this will only add to the congestion. The parking in Holborough Road is bearable with most residents have a second car or company vehicles. I'm lucky enough to finish work at 3pm so I can usually park outside my house. Come 6-7 pm when everyone has come home there are usually 2-3 token places left. Will I have to organise my weekends round when I can park like I did in Bramley Road Snodland. Will I have to leave my car at home when I go to work because there's no guarantee I'll be able to park when I get back only you can answer this. The simple fact is I DON'T WANT ANY HOLBOROUGH RESIDENTS PARKING DOWN MY ROAD. The answer is more parking spaces and less housing but I'll guess that'll never happen as parking spaces don't make money. Think of other people and stop blighting our town.</p>	<p>The number of parking spaces provided at Holborough Lakes are deemed adequate and meet the requirements of planning regulation. The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access. Conditions which are put in place by the Council.</li> </ul>
47	✓		<p>As a resident of Holborough Road, Snodland, I <b>seriously object</b> to the planned double yellow lines (and enforcement) at Holborough Lakes.</p> <p>I am increasingly finding it more and more difficult to find a parking space along Holborough Road, owing to additional cars and vans owned by Holborough Lakes residents. I know when I return from work I won't be able to park anywhere in my street! So I invariably</p>	<p>Residents at Holborough Lakes are provided with adequate parking spaces in line with the planning regulation standards.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>end up parking in the neighbouring streets - if I'm lucky enough to find a space - often 10/15 walk away from my house. Please take this objection seriously, as I am one of many local residents who are facing this depressing and stressful issue.</p>	
	✓		<p>I wish to lodge an OBJECTION to the above draft Order, which I understand involves the introduction of further all-day parking / waiting restrictions on certain roads within the Holborough Lakes development.</p> <p>As a resident of Holborough Road (REDACTED), I have seen the impact of displaced parking caused by development of this site (particularly commercial vehicles) in recent years and believe these proposals will only exacerbate the problems.</p> <p>Holborough Road is, in the main, made up of terraced housing with no off-road parking provision. That part stretching from approx. No. 101 northwards is particularly narrow whilst, further to the south, waiting restrictions limit parking to one side only at any point. Thus, in recent years, parking availability has diminished. Already, finding a parking space in Holborough Road is difficult, not helped by more companies permitting their employees to keep their works vans at home overnight and over the weekend.</p> <p>Holborough Lakes, on the other hand, is a modern development designed to modern highway and parking standards. Restrictions already imposed within that development result in the displacement of vehicles onto nearby roads, including Holborough Road, which do not have the capacity to take the additional burden.</p> <p>On the basis that we can do little to relieve the impact of the motor car on areas which were designed prior to the car or, at least, its massive growth, it would seem appropriate for new developments to 'consume their own smoke'. Thus, subject to necessary restrictions to preserve access for emergency and service vehicles, as have been introduced in Holborough Road, it would seem inequitable for the residents of the original parts of Snodland to suffer further inconvenience so that the developers and residents of this new development can keep their area clear of on-street parking.</p> <p>I would be grateful if the above grounds of objection could be taken into account and would urge the County Council to re-think this proposal in the interests of the wider area.</p>	Residents at Holborough Lakes are provided with adequate parking spaces in line with the planning regulation standards.
49	✓		<p>The purpose of my email is to strongly object to the latest plans for double yellow lines at Holborough Lakes. The knock-on effect of this latest brainwave will be horrendous for</p>	Residents at Holborough Lakes are provided with adequate parking spaces in line with the planning regulation standards.

	Object	Support	Consultee response	Developer response to Consultee
			<p>residents who are already struggling to find parking spaces outside their homes! Residents living in some roads in Snodland (especially those residents down Holborough Road nearest the Marks and Spencer Garage) already have to put up with big builders vans taking up street parking outside their houses because of the commercial van restrictions already in place at the Holborough Lakes Estate! At the very least you should provide parking permits to those Holborough Road residents to solve the van issue alone! To further add to this daily stress with double yellow lines is grossly unfair and not necessary.</p>	
	✓		<p>Please accept this email as a very strong objection to the yellow lines proposed for the Holborough Lakes estate in Snodland. As a resident of Holborough Road nearest the Markes and Spencer (M&amp;S) station I already struggle to park outside my house due to the commercial vehicle restrictions already in place at Holborough Lakes. Commercial vans from Holborough Lakes residents, park on our road therefore limiting the parking spaces for Holborough Road residents. To solve this issue alone, parking permits for residents would be very much welcomed! This problem is already so bad that residents are having to park on the roundabout located the M&amp;S end of Holborough Road. Luckily, this roundabout regularly provides 3 extra parking spaces for residents with no inconvenience to those using the roundabout. To add further turmoil, residents have now started receiving parking fines for doing so! Myself being one of them, I find this ridiculous given the current parking issues down this road! On a serious matter, these commercial vans from Holborough Lakes residents are causing a fire safety concern to the residents of Holborough Road. A fire appliance/engine (or multiple in the instance of 'persons reported' in a fire) would certainly <b>not</b> gain access in the unfortunate event of a house fire. These vans take up too much space and are blocking access. The knock on effect of having yellow lines at Holborough Lakes will mean those residents will look elsewhere to park. I have no doubt our road will be at the top of their list, due to its close proximity! To add further parking issues to the Holborough Road residents is completely unfair and unnecessary! Please accept this email as a <b>strict objection</b> to the yellow lines at</p>	<p>Implementing a permit parking scheme in Snodland for the sole use of residents that reside in Snodland would have to be reviewed by the local Council.</p>

	Object	Support	Consultee response	Developer response to Consultee
			Holborough Lakes. This email is also a <b>request for permit parking</b> for Holborough road residents near the M&S petrol station, please forward this email onto the right person to action this.	
51	✓		<p>I wish to OBJECT to the above draft Order, concerning the introduction of further all-day parking / waiting restrictions on certain roads with the Holborough Lakes development.</p> <p>As a resident of 33 years in the Holborough Road, I have witnessed the increased parking problems for Holborough Road residents year on year, which has been exacerbated following the development of the Holborough Lakes Development with displaced parking from the area, especially with regard to commercial vehicles.</p> <p>The Holborough Road is mainly made up of Victorian terraced homes which were built with no off-road parking provision causing Holborough Road residents no option but to park on the highway, which in many places is particularly narrow. Added to this are the waiting restrictions, double yellow lines and bus stop restrictions which have been introduced during recent times makes parking extremely difficult. This situation is not helped with companies allowing employees to keep work vans at home overnight and over weekends.</p> <p>The Holborough Lakes development however is designed to current standards which would allow for on-road parking for residents without causing further inconvenience to residents of Holborough Road and ,if the only reason for introducing these parking restrictions is to keep the development clear of on-street parking for aesthetic reasons then I ask that the County Council think again about the proposals.</p>	Residents at Holborough Lakes are provided with adequate parking spaces in line with the planning regulation standards.
52	✓		<p>I wish to object to the planned double yellow lines on the Holborough Lakes development. This will lead to serious parking problems for the residents there and their visitors.</p> <p>Another consequence of these restrictions would be that the Lakes overflow of vehicles would seek parking spaces in Snodland. The busy roads in the town are already short on spaces for the established properties and so even more of the population would suffer issues.</p> <p>Please reconsider this plan so that the developer and the local authority have to provide sufficient parking for the properties on Holborough Lakes.</p>	The number of parking spaces provided at Holborough Lakes are deemed adequate and meet the requirements of planning regulations which are put in place by the Council.
53	✓		I would like to object to the planned double yellow lines on the	The number of parking spaces provided at Holborough Lakes

	Object	Support	Consultee response	Developer response to Consultee
			<p>development of Holborough Lakes. Residents and their visitors will struggle to find legal parking spaces and will be greatly inconvenienced. A second consequence would be that the overflow of vehicles from the Lakes would seek out parking spaces in Snodland. The extremely busy roads in the town are already short on parking for the established properties and so even more of Snodland's residents would be affected. Please reconsider this plan and ensure that the developer and the local authority provide enough parking for the properties on Holborough Lakes.</p>	<p>are deemed adequate and meet the requirements of planning regulations which are put in place by the Council.</p>
54	✓		<p>It would be helpful if you could look into better options than yellow lines for parking issues at the Lakes .HolboroughRd is difficult for parking an doesn't need estate traffic.</p>	<p>Berkeley Homes and RMG are committed to providing the best solution for the majority of residents at Holborough Lakes and make every effort to accommodate the suggestions and recommendations of the residents.</p>
55	✓		<p>I cannot believe we are again discussing the parking control at Holborough lakes. This development is an island of houses on the main A228. There is a serious lack of parking on the estate with no other option to park elsewhere due to it's location on the A228. The nearest car park is almost a mile away in the middle of Snodland, at least fifteen minute walk, and often is full, not that this is a reasonable alternative place to expect residents to park. There is also another problem with this proposed idea of parking control, that is successful policing of the project, as I found myself Christmas 2016. I came home to find a car in my space, non of my neighbours new who it belonged to, which meant I had to park elsewhere, there was nowhere, and so parked in an un-official space and received a ticket, meanwhile the car in my space received nothing. How is this fair? I have no idea as to why anyone would feel the need to put double yellow lines all over this estate! It is not near a train station or hospital, I truly believe it is a vanity issue of Berkley homes, whilst they are selling new houses, to keep all the roads clear, to give the illusion to prospective purchasers that there is plenty of parking as the roads are clear, meanwhile there is an underlining parking catastrophe. I suggest for future reference, when considering passing planning permission for such a development, such things as parking and lack of parking are looked into thoroughly first.</p>	<p>We believe that implanting the TRO would be in the interest of the majority of the residents at Holborough Lakes and will help maintain a safe environment.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
56	?	?	<p>You need to come to snodland late evening to see how d f cult it is to park a car. holborough road is. Already plagued with cars and vans from Holborough lakes please do not allow these new rules.</p>	<p>The number of parking spaces provided at Holborough Lakes are deemed adequate and meet the requirements of planning regulations which are put in place by the Council.</p>
		✓	<p>I have read the TRO as detailed above that is currently out for public consultation, and have the following observations;</p> <p>1. POYNDER DRIVE The map included in the papers is showing existing DYL that are to be enforced, and additional lining to be enforced, the maps clearly show where there are existing parking places. However there are 2 existing parking bays in Poynder Drive that are not shown on the plan, and the area has solid blue lines around the area. I have attached a copy of the plan and marked in green the location of these bays, as it is easier than trying to explain the exact location. Can I assume that this is an oversight or are these bays being removed, as I cannot find associated text relating to these bays whereas all other bays are clearly mentioned. I would support the TRO if these bays are included, but if they are being removed I would object strongly as to lose these bays would cause problems.</p> <p>2. ALISANDER CLOSE The documents mention the lay by in Alisander Close and this does not appear to include DYL. I have lived on the development for 9 years and have sat on the Resident's Association for some of this time. This area has always been contentious and Berkeley Homes and the managing agent have always advised residents that this is not a parking bay, but a passing place for large vehicles. I am aware that residents opposite this bay have difficulty reversing off their drives when vehicles are parked here, and would therefore object if this area does not include DYL.</p> <p>I am also assuming that the maps where there are no blue or red lines are already subject to a TRO and that the DYL in these areas are remaining. It would be helpful if the TRO explained this.</p> <p>In general I support the TRO, but would ask that my comments are considered seriously.</p>	<p>The Passing bay is designed to allow a flow of traffic and for larger vehicles to pass safely.</p> <p>The status of Alisander Close is - ALISANDER CLOSE; <b>both sides</b>, from its junction with Poynder Drive for its entire length, excluding the layby. We now consider this should be yellow lined and believe this to be an omission on the drawing, as there is lining already on the bay, we would seek the advice of the JTB on this point.</p>
58	✓		<p>We are against the blanket double lines at Holborough Lakes. Residents now park their vehicle and vans in Holborough Road which is making parking extremely difficult for the residents of Holborough Road themselves. Work vans alone take up many parking spaces now as it is. When they build housing estates they should provide adequate parking spaces for the residents. Many</p>	<p>The number of parking spaces provided at Holborough Lakes are deemed adequate and meet the requirements of planning regulations which are put in place by the Council.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>owners will have commercial vehicles and these should be allowed for, as they have all got to be parked somewhere, instead they don't and these then make lives difficult for residents of close by premises.</p>	
59	✓		<p>I am writing to express concerns regarding the proposed parking restrictions on the Holborough Lakes estate. As a resident at (REDACTED) Holborough road, I already experience great difficulty parking my car anywhere nearby. I believe residents at this end of Holborough road are already suffering with respect to parking as a direct consequence of the imposed commercial vehicle restrictions already in place on the Holborough Lakes development. Further parking restrictions on that estate will only add to this already dire situation.</p> <p>Of an evening I return home from work to find that not only is there no parking for residents, but the little street parking that is available is already occupied by several large commercial vehicles, some of which are not residents of this row of houses. It is known within the neighbourhood that vans are parked and their owners blatantly walk along the road and through to their properties on Holborough Lakes. Whilst I appreciate that there are currently no parking restrictions on Holborough road, it is becoming increasingly frustrating for residents and nigh on impossible for emergency vehicles to access this stretch of Holborough road. I for one, would welcome the introduction of some form of residents parking permit and feel that this would go some way towards alleviating the current problem and perhaps the further issues that will emerge if this parking restriction action is enforced.</p> <p>Please view this email as my <b>absolute, wholehearted disapproval</b> and <b>objection</b> to this proposal which can only have a detrimental effect on parking in Snodland.</p> <p>Something urgently needs to be done to the benefit of <b>ALL</b> residents, not just placing restrictions on new developments at the cost of the pre-existing properties and their residents.</p>	<p>Implementing a permit parking scheme in Snodland for the sole use of residents that reside in Snodland would have to be reviewed by the local Council.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
60	✓		<p>I am writing in regards to parking in Holborough Lakes, Kent and in particular Lambe Close. I regularly stay with my friend in Lambe close at least once, if not twice a week. My kindly friend parks her car in another space to enable me to use her allocated one. Should the reinstate 3 available parking spaces be removed, this would create a huge problem and lack of parking, not only for the home owners, but those who visit them. If I was unable to park, I</p>	<p>We do not support this due to the privacy intrusion this will have on certain homeowners.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>would not be able to visit my friend which I do to cut my journey to work once a week. I request you reconsider the removal of the 3 available parking spaces.</p>	
	✓		<p><b>Notice of proposal for the implementation of parking restrictions on various roads in Holborough Lakes, Tonbridge &amp; Malling.</b> I write to object to the proposed 'Holborough Lakes waiting restrictions and on-street parking' amendment No. 17 order 2017. I am a resident on Alisander Close at Holborough Lakes, one of the roads directly affected by this proposed TRO order. For years parking has always been an issue, a direct result of the developers Berkeley Homes single focus of selling homes whilst disregarding the needs of the existing residents. They have built and sold the dream of family homes, yet not provided sufficient parking both for the home owners and their visitors. 4 bedroom homes with 2 parking spaces. Roads with 50+ homes, but just 3 visitors bays. For years the residents have battled Berkeley for adequate parking but have either been given false promises or ignored. Then towards the end of 2016 Berkeley showed a total disregard for the residents by laying down double yellow lines on the newly adopted roads. We questioned the legality of the lines and were advised by Berkeley the correct procedures had been observed. We applied for a freedom of information request, which showed yet more lies by Berkeley and the lines were painted illegally. Berkeley have now applied in the correct manor for the TRO, however their reasons were based on a survey of residents , which missed out many homes, in particular apartments most affected by the poor levels of parking. It also included a cover letter strong weighted in favour of the lines remaining. Berkeley homes advised us the cover letter would not be biased, also that the returned surveys could be independently read and counted by a local councillor. Both unsurprisingly did not happen. We put forward the option of double yellow lines in critical areas of the grounds of safety, such as corner entries to roads. This is a far more intelligent option than blanket lines of every inch of road. Blanket Double yellow lines are simply not need at Holborough, and I use our road Alisander Close as the example for why; - Holborough Lakes does not have any shops, public transport</p>	<p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>



	Object	Support	Consultee response	Developer response to Consultee
			<p>stations, hospitals for example. Apart from residents and their visitors there is no reason to visit the estate. There is no through road for passing traffic. So no need for parking restrictions.</p> <ul style="list-style-type: none"> <li>- As life goes on people's circumstances change. Children grow up and may decide to drive, jobs change and may need to buy an extra car. What is the option here if you have a four bed home and 2 spaces if you, your partner, and children need to drive?</li> <li>- You will be unable to have guests round. How do you throw a child's party at your home if no one can park, or even park outside your house to drop of the kids?</li> <li>- How do service companies such as plumbers or electricians, or a doctor park? How do you move house if the removals vans cannot park near your home?</li> </ul> <p>Alisander is a small, thin, winding cul-de-sac. Double yellow lines are pointless. In terms of safety the windy nature of the road, and its short length, means speeding is not an issue. Also anti-social parking is not an issue, the road is so thin in parts that if a car was to park they would block the entire road, which has never happened and believe no one would be stupid enough to do so. Since the road was adopted by the KCC in September 2016, and residents were free to park on the road at Alisander, we have not had a single issue, people have parked sensibly. The only valid reason for the double yellow lines is vanity, Berkeley not wanting the look of the development spoilt by cars parked outside homes.</p> <p>My final point is if the double yellow lines are enforced, where will the excess cars go? They will have no option but to try and find space in the already crowded neighbouring Snodland. Our problem then becomes their problem. It creates more traffic on their roads, possibly anti-social parking, increasing the risk of accidents for Snodland.</p> <p>I implore you to make the correct design, putting the residents needs ahead of those of a greedy housing developer, by rejecting this TRO at Holborough lakes.</p>	
62	✓		<p>I would like to register my objection to this proposed TRO, I can see no logical reason to make further restrictions for parking on this estate, other than for Berkeley Homes profiteering. I notice that the entrance to the estate up to the Sales showroom has no yellow lines, so as not to put off prospective purchasers. Berkeley Homes painted the lines on roads around the estate illegally - there were no TRO's in place for these roads last year and they should not have</p>	<p>The number of visitor and parking bays placed at Holborough Lakes meet the planning regulations required by the Council which are deemed adequate for the development.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
			<p>painted the lines. Berkeley Homes painted these lines without the council's sanction or approval, therefore defacing council property how have they been able to getaway with what amounts to gross vandalism. My Daughter and her husband lives in Alisander Close and we are regular visitors, plus some evenings babysitting and general family help etc, on numerous occasions we have been unable to park anywhere close to her house due to the parking restrictions. there are 2 visitors spaces, both of which are always occupied by residents as they don't have anywhere else to park. There are several visitors spaces adjacent to the children's play area, these are always full with mainly large commercial vehicles. This leaves me with the option of parking in Holborough Road in Snodland which also has its own problems or not visiting, as I am disabled and unable to walk such a distance. I feel that this estate is being used as a guinea pig to ascertain the feasibility of introducing this scheme to other estates which also have parking problems .i.e. Kings Hill and Leybourne Grange.</p>	<p>not need to walk in the road with pushchairs/pets due to obstructions</p> <ul style="list-style-type: none"> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
		✓	<p>I am writing to register my full support for the TRO for the double yellow lines on adopted roads in Holborough Lakes to be passed. Holborough Lakes development has been carefully designed to ensure that all residents have dedicated parking in the form of either garages, drives or marked allocated parking spaces. In addition to the designated private parking there are unmarked bays all around the development to cater for visitors etc. and these are in excess of the Kent Design Guide Review of 0.2 on street areas per unit i.e. 1 space per 5 dwellings. Phases 1, 2, 3 and 4 to which the adopted roads apply at this stage have actually 1 space per 4.2 dwellings due to the work the developer, the management company and the residents association did to identify areas where extra spaces could be, and consequently were, marked up. There is ample guideline spaces for parking without the need for residents to park on the road side, which would make driving and walking through the development very difficult, frustrating and dangerous. The development, like most these days, is tightly designed for maximum build and the roads are quite narrow with many tight bends and very many tight closes and cul de sacs where it is highly dangerous when vehicles park on the road sides and force passing vehicles to bump up onto pedestrian pathways and pavements to be able to pass. Often drivers bump up their vehicles partly on the pavements to park and this forces parents with pushchairs to walk</p>	<p>We agree with the points made can believe that the TRO is necessary and appropriate to maintain the wellbeing of the development.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>into the road to pass by them. Mobility scooters and wheelchair users are also forced to do the same.</p> <p>I do hope the yellow lines remain as the parking controls in place were a major factor for me purchasing my home in Holborough Lakes.</p>	
	✓		<p>I am writing to register my objection to the above in relation to proposed Traffic Regulation Order above for various roads around the Holborough Lakes development in Snodland, Kent.</p> <p>My address for reference is (REDACTED) Alisander Close, Holborough Lakes, Snodland, Kent, ME6 5SH.</p> <p>It is fair to state, that I have exhausted all avenues of trying to deal with this directly through the developer of the Holborough Lakes Development, Berkeley Homes and their managing agents, 'RMG', Residential Management Group. I have had countless meetings and correspondence with those parties mentioned.</p> <p>I have been living on Alisander Close for over 9 years and the constant 'trouble' with parking is in the main caused by the developer and their agents is this is the ONLY problem that I have encountered. It creates constant anxiety not just for me and my immediate family but also for any visitors that we ever try to have.</p> <p>We have been forced not to have visitors to our property and cannot hold family get togethers because there is simply not enough adequate parking available.</p> <p>When my property was built, we purchased a 4 bedroom house which was allocated 1 parking space and a garage for our second car. This was fine for our needs at the time, but we now have three children. They might wish to drive a vehicle in the future given that we are a semi rural location and this would be their easiest means of transportation, particularly when they leave school and start employment. The developer thinks me, and people like me should sell our properties and move if our circumstances change (this has been said to me by the managing director of Berkeley Homes, (REDACTED) on several occasions). How can planning permission be granted to a developer in the first instance for a development of family properties without providing parking for the inevitable expansion that will naturally occur in a development of this type?</p> <p>At the point of sale, the sales negotiator from Berkeley Homes told me and my wife that the allocated spaces were to ensure that we could always park ourselves but that visitors could park on the roadside if it did not cause an obstruction. We soon realised after</p>	<p>All residents signed a legal document agreeing to the number of parking spaces allocated to their property upon purchase.</p> <p>The number of visitor and parking bays placed at Holborough Lakes meet the planning regulations required by the Council which are deemed adequate for the development.</p> <p>Berkeley Homes and RMG are committed to providing the best solution for the majority of residents at Holborough Lakes and make every effort to accommodate their views in a way that is fair and reasonable for all.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
			<p>moving that there was a restrictive covenant on the roads which were deemed to be private and that no roadside parking was possible. We did however know that upon KCC adopting the roads, the restrictive covenants would fall away and the likelihood was that sensible roadside parking would be permissible. Berkeley Homes obviously have a different agenda. It is well documented online and in the local press that many residents and visitors to Holborough Lakes are furious and upset with the developer and their approach to parking. Many local councillors and MP's have also been involved.</p> <p>Berkeley Homes earlier this year painted double yellow lines to all the recently adopted roads without consent from either KCC or TMBC which is a totally illegal act. Rather than admit the mistake and suffer the financial consequences of putting the roads back to their original state, they have submitted this TRO to save themselves a considerable amount of money; they are after all just about making money and selling properties.</p> <p>Alisander Close is my primary concern because it is the road the I live on, but I do have issues with the entire TRO application that has been submitted.</p> <p>Alisander Close is a cul-de-sac location, and any cars parked on the roadside will either be residents or persons visiting residents. It is a quiet road made up of 18 x 3 to 4 bedroom town houses, 2 x 2 bedroom apartment, 7 x 5 bedroom houses and 2 blocks of apartments with 20 apartments mixed between 1 &amp; 2 bedrooms. By my calculations, approximately 47 properties. On Alisander Close there are just 2 unallocated parking bays on the adopted roads.</p> <p>This is well below the planning requirements surely? Where do the developers, managing agents and KCC think people will park? The approach to parking on later phases has a much higher ratio of unallocated parking and we have been told in the last few days that the unallocated parking in those areas is for the sole use of those residents and not for anyone else.</p> <p>Alisander Close is situated on Phase 2 of the Development. It is well documented that Phase 1 and Phase 2 has insufficient parking available whether that be for residents with allocated parking or 'visitor' parking which is not specifically allocated. The developer saw fit to get rid of a car park and build a village green without consultation. This enabled them to build a number of luxury properties around the green and command an inflated price.</p>	

	Object	Support	Consultee response	Developer response to Consultee
			<p>Most recently, the developer less than a month ago closed another car park getting rid of a further 15 'general' or 'unallocated' parking spaces. The developer does not care to implement a solution, they want to build, extract their profit and pass the problem to KCC and TMBC leaving residents such as myself imprisoned in a property that I have paid a considerable amount of money for which prevents me from having visitors.</p> <p>Holborough Lakes is a semi rural location. Apart from the Crèche and School there are no business on the development, there are no shops, no hotels, no pubs. It is made up purely of residential dwellings and I am sure that all of the cars on the estate are required to be here. Nobody would drive here to simply park a car and go elsewhere.</p> <p>The Crèche (on Manley Boulevard) which my youngest son attends does not have one single allocated parking space which makes dropping off and collecting my son extremely difficult. I have to drive home most days past the Crèche to my property and then walk back to the Crèche to collect my son after I finish work.</p> <p>There is a Village Hall on the development. This was an after thought and was never planned to be a Village Hall, this is also situated on Manley Boulevard. This also does not have a single allocated parking space. I accept that we try and encourage people to walk, but who would build a Village hall without a single parking space? As a consequence, we don't use it and instead use the Snodland Community Centre and the Devonshire Rooms when we need a venue for a party etc.</p> <p>The school on Holborough Lakes which my other two children attend is an amazing school. The TRO that I am objecting against, does not make provision for a single pedestrian crossing to allow families to cross a main bus route (Manley Boulevard / Poynder Drive) to allow families and children to get to and from the school safely. It also does not make provision for chevron lines outside the school where parents regularly park during drop off and pick up times at the school. Surely the safety of children should be more important than whether cars can park on the side of the road because someone deems it to be unattractive.</p> <p>Many of the cars that are unable to park in Holborough Lakes have migrated to the Holborough Road in Snodland. This is merely moving the problem and causing division between the residents of Holborough and Snodland which is a massive shame. Snodland</p>	

	Object	Support	Consultee response	Developer response to Consultee
			<p>Town centre has its own problems with parking without making it worse.</p> <p>I met with (REDACTED) from TMBC and he attended a meeting with me and Berkeley Homes and RMG. At that time, (REDACTED) did in fact conduct a short survey of the development and made many suggestions to Berkeley Homes as to where they could place addition on street parking; Berkeley Homes ignored this and decided to ignore the suggestions.</p> <p>It is my view and the view of many residents that KCC and TMBC and us as residents could work together to find a solution to the parking debacle that would ensure those areas that are in need of double yellow lines and restrictions can have the restrictions that are required and the rest of the development can be left free of double yellow lines and restrictions to allow people to go about their daily lives without being inconvenienced.</p> <p>I am severely concerned about how I will be able to have tradespeople attend my property as there is a no waiting time restriction attached to the TRO, yet alone a space that they would be able to park in. How will tradespeople be able to go about their work? Where will they park?</p> <p>There is also a complete lack of disabled parking on the development. Have Berkeley Homes provided details on how many spaces of this type are on the development and their vicinity to each road? My mother is disabled and does not visit me because she is unable to park, it's a vey sorry state of affairs.</p> <p>I have spoken at length with (REDACTED) from KCC, (REDACTED) from TMBC and many councillors from KCC, TMBC and Snodland Town Council as well as Tracey Crouch MP. I would be more than happy to work with all these parties to implement an appropriate and amended TRO application that works in the real world.</p> <p>I do hope that you consider my comments and those of others and that we can move forward in a sensible way.</p>	
65	✓		<p>We wish to object to the proposed TRO at Holborough lakes. The double yellow lines serve no purpose, they just create parking problems for the residents and make it almost impossible for friends and family to visit.</p> <p>My son, daughter in law, and grandson live at Holborough lakes. Once a week I look after my grandson, and due to the double yellow lines it is impossible to park anywhere near their home. This means if we need to go out in the car it is a 10 minute walk to get there.</p>	<p>The purpose of having the TRO is to prevent drivers parking their vehicles in dangerous locations on the estate such as on the kerbs and corners of streets, causing obstructions and creating blind spots which will become dangerous for other drivers and pedestrians.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
			<p>What happens, heaven forbid it doesn't, if we have an accident and need the car to get to the hospital?</p> <p>We live in Madginford, near a school, near shops, but we have no double yellow lines. I cannot see any need or point in the lines at Holborough? It is totally ridiculous and just not needed on a small estate with no through road.</p> <p>We hope that common sense prevails and this proposed TRO at Holborough lakes is rejected, allowing the residents, their friends and families to get on with living life in a normal manor.</p>	<ul style="list-style-type: none"> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
66	✓		<p>I object strongly to the planned double yellow lines, in the above mentioned amendment 17, because parking in this end of Snodland is already overburdened and this would make it even harder to find space to park. We pay our rates and taxes and it should surely be our right to park our cars within walking distance of our homes.</p>	<p>All residents were made aware of the parking spaces allocated to their property upon purchase.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
67	✓		<p>I object as I am a resident in holborough road snodland and it's is already far to difficult to get a parking spot let alone with extra people trying</p>	<p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
		✓	<p>I wish to support the proposal of maintaining the yellow lines on the estate as per the TRO.</p> <p>The reason for the support is that prior to adoption by KCC every Property Owner and Tennant on the estate signed up to restrictive covenants regarding no on street parking except from in designated bays , however since the adoption of roads the parking has become a free for all.</p> <p>This particularly affects the side roads the most. Namely I live in Alisander Close , there is no dedicated footpath up the road from the junction and allowing parking on street would make a very narrow road even more difficult to navigate. The road width is very small and you can barely get two cars to pass at the best of times.</p> <p>Also since there has been no patrol of parking on the estate it has become a free for all with inconsiderate parking.</p> <p>Attached image's demestrate a handfull of veichles parked blocking entrance to garages and spaces at rear of coach house , mounting kerbs and parking on grassed areas, parking behind driveways and next to impeding vision and making manoeuvring more difficult.</p> <p>This results when there are home deliveries or bin removals there is no space so the road gets log jammed. Also with no pavements it means pushing a buggy we are forced further into the middle of the road.</p> <p>Whilst I appreciate there is not vast parking spaces available this was always the case when the road was privately patrolled and the issues since this has stopped have increased tenfold.</p> <p>Many of the houses do have availability of two parking spaces either on their driveway, designated parking spaces and garage or mixture of the above. Without the restrictions in place the situation will only get worse as people will inevitably buy additional veichles which they may be holding off on.</p> <p>The effect on the main roads are also considerable as they end up becoming a chicane with cars parked anywhere they like , more frustratingly mounting the kerb making it impossible to get a push chair through. And cars are more and more parking on corners and in front of tight junctions restricting your vision when pulling out and creating a hazard.</p>	<p>As rightly stated all residents signed restrictive covenants and agreed to the parking regulations. If the TRO is rejected residents will be free to park anywhere throughout the development which would make manoeuvring around the estate more difficult.</p>
69	✓		<p>I strongly object to the yellow lines being enforced on the Holborough Lakes estate in Snodland.</p> <p>Parking in the area is difficult and has already caused numerous problems. If the yellow lines were to be enforced it will prevent the</p>	<p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will</li> </ul>



	Object	Support	Consultee response	Developer response to Consultee
			<p>estate running as a village and would make it more like a business park. If they were enforced I would drive home and worry about where to park and potentially have to park the other end of the estate. This is a residential area and it is ridiculous to restrict parking around the houses or prevent the area from operating as a community.</p> <p>The whole estate is against the enforcement, and many say it will make them want to move. It also put people off of buying here. The enforcer is out to make money and profit from those who have bought houses here.</p> <p>The yellow lines were dawn in Alisander Close incorrectly (bizarrely drawn in the most stupid place that cars have to drive through to get out the close) which shows how stupid the people that put them down are. A child could have done a better job and I hope that a council wouldn't then enforce this.</p> <p>Overall, the whole situation is a waste of time and hinders our everyday lives. If they start to be enforced our family has agreed that we will move within the year to a less ridiculous place with a council not trying to make money from us</p>	<p>not need to walk in the road with pushchairs/pets due to obstructions</p> <ul style="list-style-type: none"> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
70	✓		<p>I am writing with great concern about the current TRO application for the double yellow lines to go into force over the Holborough Lakes development Snodland. The lines as we know are already in place, and were put in place illegally by Berkeley Homes. They were so confident they could pull the wool over our eyes, but after we requested a freedom of information document I have learnt they had not been given permission. KCC should have made them remove the lines but this didn't take place. There were many roads not even on the original TRO request, my road included, Alisander Close. Berkeley's motto is "designed for life" and have photos of families on the boards but they don't care about families growing, and passing driving tests etc. They think it's your problem you should move house, which is unfair.</p> <p>I do not believe the correct way to decide if the lines should stay is to run a poll with a choice of 1) lines everywhere or 2) essential lines as simply not everyone will participate as they have no opinion or just cannot be bothered.</p> <p>Berkeley's sent out letters to SOME households, they said it went to all which we know from talking to neighbours this is false. They didn't want to include tenants of Southern Housing Group (SHG), and a group of residents said this was unfair and that class needs to</p>	<p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>

	Object	Support	Consultee response	Developer response to Consultee
			<p>be treated fairly. Not all SHG residents received the poll so could not take part. I am a house owner and was able to submit my vote. Berkeley homes wouldn't let anyone see the results until 2 weeks after received, not even someone impartial to the vote, we even suggested a ballot box that couldn't be opened and an independent witness to be present upon reading the results, they wouldn't oblige, we are sure it was a fix. As a group of residents against lines everywhere, we actually run a poll on one of the Holborough Lakes Facebook groups and over 75% wanted essential lines only and this shows that Berkeleys were not showing a true reflection of the real opinion.</p> <p>The parking on this development has always been a problem from day one and I am aware of many meetings held from the very early days of the development. We moved here with the belief that once the roads are the council's responsibility it would be similar to Larkfield or Aylesford or Leybourne.</p> <p>I live on phase 2, on Alisander Close, this small windy road is made up of a range of properties, 1 &amp; 2 bed flats / 3&amp;4 bed terraced houses / 4&amp;5 bed detached house. Some have 1 space, some have 2 spaces (like myself) some have a space and a garage, some have driveways, some have driveways &amp; garages. We all have different needs. When we buy houses we save our socks off and get the best we can, but we are not all lucky enough to afford a house with a driveway big enough for our 2 cars and our visitors. You will see those who support the lines are those with large driveways (or those that have no visiting family or friends!!).</p> <p>We are a small community made up of houses, there are no shops, or businesses here so double yellow lines are not needed all over the roads. Ask yourself, who needs to visit Holborough Lakes? Home owners to go home, to visit a family or friend. To provide a service, a plumber, electrician, a doctor, a midwife, a health visitor etc. Where will they all park? For those of us with one or two spaces and as many vehicles, how can we have utilities visit our property for repairs, tradesmen or god help us doctors and midwives? We can't offer our spaces to them so someone is going to get ticketed or they simply will not come to Holborough Lakes end of.</p> <p>I understand people visit homes in Maidstone town centre where double yellow lines are apparent, but they have somewhere to park as there are car parks or bays on roads etc., and the fact Maidstone is and always has been a centre town. We do not have cars parks</p>	

	Object	Support	Consultee response	Developer response to Consultee
			<p>as they have all been removed for houses to be built (and the greed of Berkeley Homes).</p> <p>There is a village hall here but it has no parking?! There is a nursery but it seems that's going to be closed down in the next 6 months again that doesn't have parking. Greed from Berkeley homes again. Also something to note on how dodgy this situation is, the lines have not been painted on the main stretch from entrance to providence house, I believe Berkeley's knew not to paint there as it would potentially put off prospective buyers of the new homes.</p> <p>I have always dreamed of hosting Christmas day for my family now I am a home owner the double yellow lines will ruin this because we can't fit 3 family cars within a 1 mile radius of our house. Not to mention my parents are elderly and not of great health, my dad walks (hobbles) with a stick.</p> <p>We are not made of money and would prefer to host my son's birthdays parties at home, another thing being ruined. Even if I hired out the village hall for my son's birthdays I couldn't invite anyone as no spaces dedicated for the hall! As all scenarios above means no one can park on the whole of Holborough Lakes unless they are lucky enough to get a visitors space.</p> <p>We are semi rural so the closest place they could park is Snodland, which is a town with businesses and smaller roads, this will just become congested with overflow of cars from Holborough. Why should they suffer? The area of Snodland is bad enough without them having to put up with the Holborough Lakes excess and visitor vehicles!</p> <p>We feel our houses are being devalued with this proposal, as no one will move here if they can't even have their friends or family to visit and could prove tricky to sell? Anyone with children at an age that they might want to learn to drive will be put off from moving here.</p> <p>Yellow lines are okay on corners just like in Larkfield or any other housing estate. I thought the main purpose for them would be for safety and therefore I ask what makes Holborough Lakes unsafe or different to any other estate that we must have lines everywhere? I am not aware of any accidents with Holborough Lakes in the 10+ years its been here?</p> <p>We are literally a housing estate please accept my objection to the proposal of yellow lines on every inch of road.</p> <p>People will always break rules and therefore by leaving nowhere for cars, they will park in dangerous places on the double yellows.</p>	

	Object	Support	Consultee response	Developer response to Consultee
			<p>Which has happened while the lines have been in place incorrectly. I believe by having staggered parking along Manley Boulevard and Poynder Drive, shows safe places to park and also acts as chicanes to slow drivers down.</p> <p>There is a layby on Alisander road which is suitable for an extra Parking space, I think this needs to be considered; a similar bay was switched to a residents parking bay in Booth Close so there is no reason why this particular space could not be switched to a bay without yellow lines. We have 47 homes on our road and only 3 spaces for visitors. On a road on the newer phase -Willow Close they have 24 homes and 14 visitor spaces!! In addition, they ALL have 2 spaces minimum per dwelling compared to phases one and two where the majority of properties are apartments and only come with one parking space. When Berkeleys built the earlier phases they literally stuck to 1.2 spaces per dwelling. Yet knowing the misery they have caused the vast majority of residents on all the roads in these phases, they continue to support double yellow lines everywhere.</p> <p>Also on Alisander right outside my house where on the opposite side of the road where the road is wider, 3 cars always park on double yellows, whilst I think 3 is a squeeze due to the corner I think there is space for 2 cars. Therefore we could add an extra 3 spaces overall. We are only faced with this problem because there is not enough parking in the first instance working with 1.2 spaces per dwelling so let's not make our lives anymore difficult.</p> <p>I went to Tunbridge wells today as even the main roads leading into the town centre have on road parking, the roads are no wider than our roads.</p> <p>Please can you provide bays for parking and object this TRO that had been applied for.</p> <p>Should a new TRO go ahead I suggest Berkeley's do not decide on the lines as they do not have the experience in dealing with matters like this, proven by their stance to the whole problem we are faced with. A group of friends on Holborough Lakes got together a year or so ago about these lines and we would be more than happy to work with KCC on this subject.</p>	

	Object	Support	Consultee response	Developer response to Consultee
71	✓		<p>I am writing to you about the proposed plans to introduce double yellow lines onto the holborough lakes estate in snodland. I am a resident on holborough road in which there is already problems with parking.</p> <p>The introduction of double yellow lines is going to increase the number of cars being parked down holborough road and add to an already increasing problem. There is not enough parking spaces down holborough road and we have already experienced parking tickets leading to fines (our appeal was rejected!!!) for trying to park outside our own property because of vehicles from the lakes already parking their vans down our road. Please see the pictures attached of evidence of this (some of these cars and vans belong to residents from the lakes)</p> <p>All of the residents along holborough road are against this proposal as it will have a direct impact on our own parking so we therefore suggest alternative options are looked into. Perhaps you should allow more cars or branded vans to be able to park at holborough lakes.</p>	<p>We are unable to determine the volume of residents parking outside of Holborough Lakes.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> <li>• Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</li> </ul>
	✓		<p>I would like to object against the plans of blanket double yellow lines on the Holborough development. The reasons are startlingly obvious if you live in snodland and already have to deal with the over flow of cars and vans. Also I feel it is basic common/moral sense that if you live in an area then you park in that area. I would suggest that if this blanket yellow line plan comes into effect then snodland residents should apply for a resident only parking permit scheme to ease the pressure this so called elite estate seems intent on applying to us through the developer.</p>	<p>The prospects of implementing a resident parking permit scheme in Snodland for the sole use of residents that reside in Snodland would have to be reviewed by the local Council.</p>
73	✓		<p>I would like to register my strong objections to the plans for the enforcement of blanket double yellow lines at Holborough Lakes. Myself and my family live in Snodland and have 2 children under 3. We don't have a drive/ garage so rely on on-street parking. Currently we often have to park several minutes walk away from our house and occasionally my husband cannot find a space at all when he finishes work late. This can often prove difficult when trying to get children/ belongings/ shopping from house to car (and vice versa) particularly when it often involves crossing a very busy road.</p> <p>If the plans for yellow line enforcement go ahead this will significantly impact Snodland residents' ability to park not only near their homes but also to find any parking space at all - we currently</p>	<p>Holborough Lakes Development have provided adequate parking spaces for the development in line with legal requirements set.</p> <p>Implementing a resident parking permit scheme in Snodland for the sole use of residents that reside in Snodland would have to be reviewed by the local Council.</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>already suffer from an increase in parked work vans due to Holborough Lakes parking restrictions.</p> <p>This is not fair on Snodland residents and the issue should be resolved by the Holborough Lakes development without impact on nearby Snodland residents. I would like to propose that if plans go ahead then a resident parking permit scheme is introduced in Snodland so that only Snodland residents have access to local street parking space.</p>	
	✓		<p>I want to add my objection to the modification of the current parking situation at Holborough Lakes. I live at (REDACTED) Lambe Close and think that the present allocation of parking isn't adequate enough. So to further reduce the amount of available parking is just not good enough and very short-sighted. At the moment there is only one space per apartment and three visitor's spaces for the entire block of apartments. To further restrict this would be utter madness.</p>	<p>All residents were informed and agreed to the number of parking spaces allocated to their property upon purchase.</p> <p>The number of visitors bays placed at Holborough Lakes meet the planning regulation required to be deemed adequate for the development.</p> <p>The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> </ul> <p>Remove neighbourly disputes due to complaints of parking outside others homes and restricting access.</p>
75	✓		<p>We object to the amendment no17 Holborough Lakes waiting restrictions and on street parking.</p> <p>No developer should be allowed KCC planning without a reasonable and RECENT Validation survey, not one based on an out of date 2001 census.</p> <p>Vehicular use is increasing and the council and developers need to recognise this and stop lining their own pockets at the expense of the local residents.</p> <p>Maximum parking standard was revoked in 2011: for good reason, it "lead to blocked and congested streets and pavement parking. Arbitrarily restricting new off-street parking spaces does not reduce car use, it leads to parking misery".</p> <p>Ill-conceived planning and covenants are causing clogged up local streets, on-kerb parking, illegal and dangerous parking and of</p>	<p>Parking Provisions at Holborough are in accordance with Planning Guidance. The yellow lines will bring the following benefits;</p> <ul style="list-style-type: none"> <li>• Protect the pavements and verges from damage</li> <li>• Maintain vital access for emergency services</li> <li>• Improve road safety for pedestrians, meaning they will not need to walk in the road with pushchairs/pets due to obstructions</li> <li>• Allow the free flow of traffic through the development</li> <li>• Protect the aesthetics of the estate and protect the covenants that homeowners signed up to on purchase of their home</li> </ul> <p>Remove neighbourly disputes due to complaints of parking</p>

	Object	Support	Consultee response	Developer response to Consultee
			<p>course municipal on street parking fines and more road restrictions, yellow lines, bays and restricted areas which all add up to us the local resident vying for parking spaces over the cars, vans and tow trucks now being parked outside our houses, why is our visual view any less important than that of a new development.</p> <p>We elected KCC councillors to work for the people not the developer.</p> <p>How can you possibly be even considering such a plan, it is totally inadequate for this area! So much for development control and local development framework policies.</p>	<p>outside others homes and restricting access.</p>
76			<p>Please find attached several documents relating to my objections relating to the TRO proposed for Holborough Lakes.</p> <p>The PDF file attached shows issues with removing yellow lines from what is actually a Passing Bay in Alisander Close. It also contains details of issues relating to removal of lines opposite the entrance to Alisander Close on Poynder Drive.</p>	<p>The status of Alisander Close is - ALISANDER CLOSE; <b>both sides</b>, from its junction with Poynder Drive for its entire length, excluding the layby. We now consider this should be yellow lined and believe this to be an omission on the drawing, as there is lining already on the bay, we would seek the advice of the JTB on this point.</p>

27<sup>th</sup> October 2014

Dear Resident

**RE: Passing Bay Alisander Close**

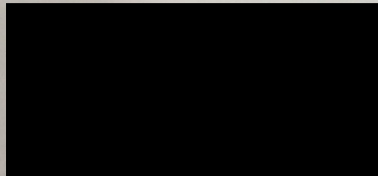
It has been brought to my attention that vehicles are utilising the passing bay as a parking space in Alisander Close.

The area in the middle of the close is in fact a passing bay, needed for when large vehicles have to use the road. A typical example is the council refuse collection vehicle that attends every Thursday. Depending on the driver, if he believes he cannot safely navigate through the parked cars within the passing bay, he will not pick up the collection.

The houses opposite the passing bay are also experiencing an issue reversing in and out of their properties due to the passing bay being used as a parking space.

I would like to inform residents that the passing bay is being monitored by UKPC who will issue tickets to any cars parked in this location. Please do not use this area for anything other than it was intended. If you wish to discuss this matter any further please feel free to speak to Morris, the Estate Manager or myself.

Yours sincerely



Residential Management Group Ltd



## HOLBOROUGH LAKES

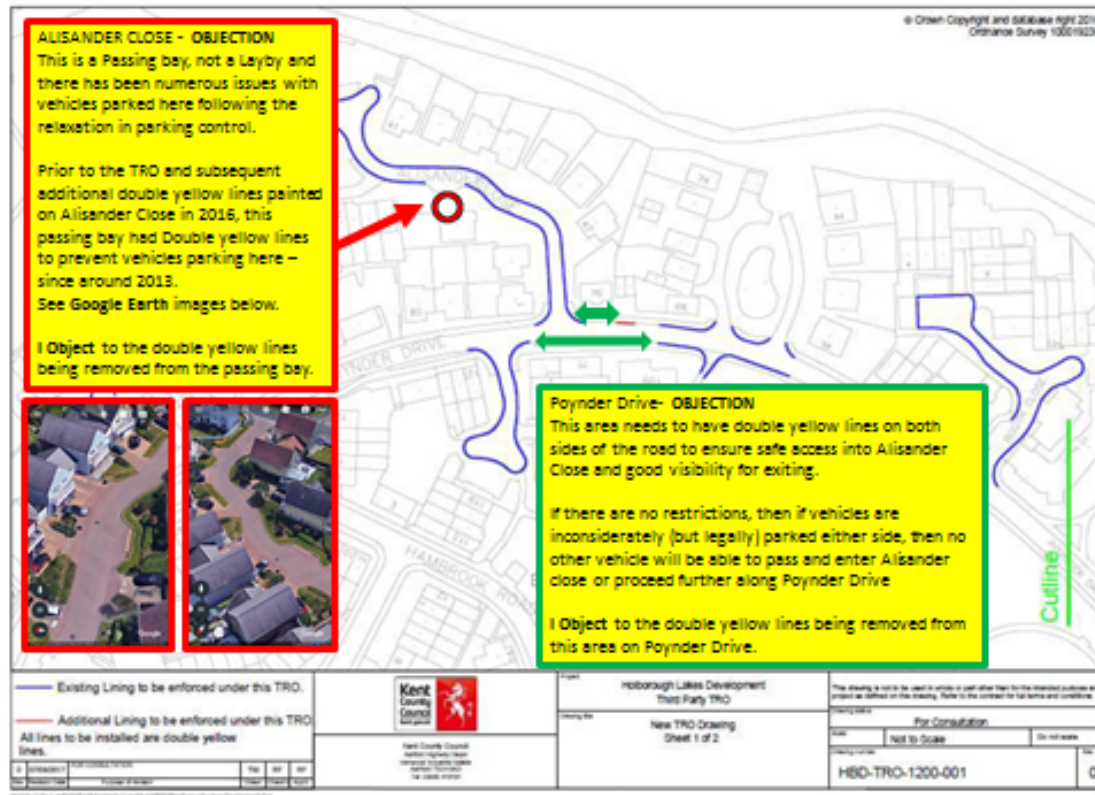
### Passing bay Alisander Close

All residents Alisander Close

The area in the middle of the close is being used for parking, this area is in fact a passing bay, used for when large vehicles have to use the road, a typical example is the council refuse collection vehicle that comes every Thursday, depending on the driver, if he believes he cannot safely navigate because of the parked cars within the passing bay, he will reverse and not pick up the collection. The houses opposite the passing bay also have an issue because of the difficulty of reversing in and out of their properties; I would ask that you do not use this area for anything other than it was intended. If you wish to discuss this any further please feel free to visit this office.

Estate Manager

*Estate Manager, Manley Boulevard, Holborough, Snodland, Kent, ME6 5PE  
Mobile: 07530926265, Telephone: 01634 249853, Facsimile: 01634 249853  
Email: [estatemanager@holboroughestate.net](mailto:estatemanager@holboroughestate.net)*



# Agenda Item 7

**To:** Tonbridge and Malling Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 11<sup>th</sup> June 2018  
**Subject:** Highway Works Programme 2018/19  
**Classification:** Information Only

---

Summary: This report updates Members on the identified schemes approved for construction in 2018/19

---

## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2018/19

**Footway and Carriageway Improvement Schemes** – see Appendix A

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

**Transportation and Safety Schemes** – see Appendix D

- **Casualty Reduction Measures** – see Appendix D1
- **Integrated Transport Schemes** – see Appendix D2
- **Local Growth Fund** – see Appendix D3
- **Third Party Funded Schemes** – see Appendix D4

**Developer Funded Work** – see Appendix E

- **Section 278 Works** – see Appendix E1
- **Section 106 Works** – see Appendix E2

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Member Fund** – see Appendix H

## Conclusion

1. This report is for Members information.

**Contact Officers:**

The following contact officers can be contacted on **03000 418181**

Kirstie Williams	Mid Kent Highway Manager
Mark Simmons	Tonbridge & Malling District Manager
Alan Casson	Senior Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Katie Moreton	Drainage & Structures Asset Manager
Jamie Hare	Development Agreement Manager
Jamie Watson	Senior Schemes Programme Manager

## **Appendix A – Footway and Carriageway Improvement Schemes**

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged, and the residents will be informed by a letter drop to their homes.

<b>Surface Treatments - Contact Officer Clive Lambourne</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Fen Pond Road	Ightham	From boundary House to Kemsing Road	Programmed for 20 <sup>th</sup> June 2018
Birling Road	Snodland	Dryland Road to Pout Road	Programmed for 28 <sup>th</sup> June 2018
Taylor's Lane	Trottscliffe	From Trottscliffe Road to A227 Wrotham Road Junction (Vigo Hill)	Programmed for 25 <sup>th</sup> June 2018
Mill Lane	Hildenborough	Vine Lane to Underriver house Road	Programmed for 18 <sup>th</sup> June 2018
Exedown Road	Wrotham	From junction Old Terrys Lodge for 670 SE of junction (X559180 Y159693)	Programmed for 25 <sup>th</sup> June 2018
Danns Lane	Wateringbury	From A26 to end of Highway Boundary	Programmed for 28 <sup>th</sup> June 2018
Riding Lane	Hildenborough	From B245 Tonbridge Road to Long Leys	Completed
Cornwallis Avenue	Tonbridge	From Higham Lane to Hadlow Stair Road	Programmed for 29 <sup>th</sup> May 2018
Martin Hardie Way	Tonbridge	Whole road	Completed
Aldon Lane	Addington	Whole Road	Postponed pending further investigation
Easterfields Lane	East Malling	From junction with Rocks Road to Railway Bridge	Completed
<b>Surface Dressing</b>			

Bull Lane	Aylesford	Greenfield Close to Hawkes Road	To be programmed for Summer 2018
High Street	Wouldham	From Ferry Lane to Knowle Road	To be programmed for Summer 2018
Knowle Road	Wouldham	From Cornwall Crescent to Pilgrim's Way	To be programmed for Summer 2018
<b>Machine Resurfacing – Contact Officer Mr Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A2045 Walderslade Woods	Walderslade	Fostington Way to M2 Junction 3 Interchange	Completed
Old London Road	Tonbridge	B245 London Road to A227 Shipbourne Road	Completed
A26 Quarry Hill Road	Tonbridge	Retexturing 100m approach to single lane flyover A21 heading northbound into Tonbridge	Completed
A227 Stumble Hill	Shipbourne	Retexturing 100 metres on either approach to cross roads with Back Lane and Hildenborough Road	Programmed 4 <sup>th</sup> June 2018
A20 London Road	Aylesford	Junction with Mills Road/Hall Road	To be programmed September 2018
Tudeley Lane	Tonbridge	Pembury Road to Lodge Oak Lane	To be programmed September 2018
<b>Footway Improvement - Contact Officer Mr Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
Dene Lodge Close	Borough Green	Entire length (Footway Protection)	Completed

## Appendix B – Drainage

<b>Drainage Works – Contact Officer Kathryn Lewis</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No works planned			

## Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Sheraton Court JSEN001	Walderslade	STRUCTURAL REPLACEMENT	UKPN have repaired cable fault. KCC can now proceed
New Road JNAJ001	Ditton	STRUCTURAL REPLACEMENT	Out of hours work required - j/w A20
Station Road JSDI005	Ditton	STRUCTURAL REPLACEMENT	Out of hours work required - j/w A20
Maidstone Road JMDJ 7 columns	BBH village	STRUCTURAL REPLACEMENT	Re-raised due to system error
Waveney Road JWAR014	Tonbridge	Replacement of 1no streetlight complete with LED lantern	UKPN cable inadequate, no mains cable.
Nepicar Roundabout JUAQ518	Nepicar/Wrotham	Replacement of 1no sign post complete with LED Downflood following RTC	To assess if this needs to be lit in this area
Higham Lane JHBZ010/011	Tonbridge	Replacement of 2no streetlights complete with LED lantern	UKPN have made repairs to cable. KCC can now proceed.
Various roads	KINGS HILL	STRUCTURAL PROGRAMME 2018	20 columns awaiting STATS

Various roads	WEST MALLING & LEYBOURNE	STRUCTURAL PROGRAMME 2018	8 signs & columns awaiting STATS
Various roads	LARKFIELD	STRUCTURAL PROGRAMME 2018	10 signs & columns awaiting STATS
Various roads	SNODLAND & WOULDHAM	STRUCTURAL PROGRAMME 2018	7 columns awaiting STATS
Various roads	DITTON & EAST MALLING	STRUCTURAL PROGRAMME 2018	6 signs & columns awaiting STATS
Various roads	BBH & WALTERSLADE	STRUCTURAL PROGRAMME 2018	17 signs & columns awaiting STATS
Various roads	AYLESFORD, B/GREEN, IGHTHAM	STRUCTURAL PROGRAMME 2018	5 columns awaiting STATS
Three Elm Lane	Golden Green	STRUCTURAL PROGRAMME 2018	1 column awaiting STATS
Various roads	TON - Vauxhall	STRUCTURAL PROGRAMME 2018	12 signs & column awaiting STATS
Various roads	TON – Judd & Medway	STRUCTURAL PROGRAMME 2018	13 signs & columns awaiting STATS
Carpenters Lane	Hadlow	STRUCTURAL PROGRAMME 2018	1 column waiting STATS
Various roads	TON – Cage Green & Castle	STRUCTURAL PROGRAMME 2018	6 columns awaiting STATS
Various roads	TON – Trench & Higham	STRUCTURAL PROGRAMME 2018	3 columns awaiting STATS



## **Appendix D – Transportation and Safety Schemes**

### **Appendix D1 – Casualty Reduction Measures**

Identified to address a known history of personal injury crashes.

Location	Parish	Description of Works	Lead officer	Current Status
A 229 Lord Lees roundabout	Aylesford	Additional lane lines on circulatory lane.	Ian Grigor	Works ordered.
A 228 Ashton Way junction with A 20	Leybourne	Replacement of direction signs at junction.	Paul Brand	Works ordered.

### **Appendix D2 – Integrated Transport Schemes**

All other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
A 25 Maidstone Road	Borough Green	Phase 1: Footway widening between Griggs Way and Minters Orchard and resurfacing part of carriageway.	Michael Hardy	Substantially complete.
A 25 Maidstone Road	Borough Green	Phase 2: 1. Convert existing Zebra crossing on the A 227 (outside Sainsbury) to a Puffin crossing plus surfacing work; 2. Convert existing Zebra crossing on the A 25 (outside of the Recreation Ground) between Hill View and Griggs Lane to a Puffin crossing plus surfacing work; and 3. Extend the 30mph speed limit westward from outside of No 92 on the A 25 by approximately 100 metres and provide a Gateway Sign on Glasdon white fence post style.	Thomas Williams	Works substantially complete. Defect works to be completed

### **Appendix D3 – Local Growth Fund**

Location	Parish	Description of Works	Lead officer	Current Status
A26 from the borough boundary to its junction with Brook Street	Tonbridge and Tunbridge Wells	Installation of a cycle route either as a whole route or parts of a route on the A26 from Grosvenor Road, Tunbridge Wells to Brook Street, Tonbridge.	Damien Cock	Consultation in progress. Route split into 2 phases. Phase 1 – St John’s Rd junction with Culverden Park to Queens Road junction.  Phase 2 – London Road junction with Mabledon to Brook Street, Tonbridge
Tonbridge Angels to Tonbridge Station Cycle Route Phase 1 (Darenth Avenue to London Road)	Tonbridge	Partly on-carriageway, partly off-carriageway cycle route provision.	Andy Padgham	Works completed. Further work to install railings on Hilden Brook bridge near cricket club under design, installation anticipated Autumn 2018.
Tonbridge Angels to Tonbridge Station Cycle Route Phase 2 (London Road to Tonbridge Station)	Tonbridge	Partly on-carriageway, partly off-carriageway cycle route provision.	Jamie Watson	Scheme requires land agreement with Tonbridge School. KCC Public Rights of Way team continuing in negotiations with school to agree suitable route. No progress this quarter

### **Appendix D4 – Third Party Funded Schemes**

Location	Parish	Description of Works	Lead officer	Current Status
A 21 Vauxhall Lane to Tudeley Lane, Tonbridge	Tonbridge	Provision of a new link to the A 21 NMU and upgrading of the existing shared pedestrian/cycle route.	Ian Grigor	Works substantially completed. Ongoing issues with Toucan crossing installation due to power supply problems.

**Appendix E – Developer Funded Works**

**Appendix E1 - (Section 278 Works)**

<b>Developer Funded Works (Section 278 Works)</b>				
<b>File Ref.</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
TO003118	Brook Street, Snodland	Snodland	New Vehicle Access	Technical Acceptance given – awaiting start date
TO003116	Sheldon Way, Larkfield	Larkfield & Aylesford	Vehicle crossover access and footway resurfacing	Technical Acceptance given – awaiting start date
TO003114	Platt Industrial Estate, A25 Maidstone Road, Platt	St Marys Platt	Junction improvement works	Technical Audit on hold due to undischarged planning conditions
TO003113	Woodgate Way/Tudeley Lane, Tonbridge	Tonbridge	Two new accesses to car showroom	Undergoing technical audit
TO003111	Quarry Hill Road (31-36), Tonbridge	Tonbridge	Access to residential care home	Technical Acceptance given – awaiting start date.
TO003099	Upper Haysden Lane, Tonbridge – Ridgeview SEN School	Tonbridge	New Access	Works substantially complete – awaiting remedials.
TO003097	Barden Road and Avebury Avenue, Tonbridge	Tonbridge	Two new accesses into residential development	Works in progress
TO003089	Cannon Lane Tonbridge	Tonbridge	Alteration of entrance to new McDonald site	Works substantially complete – awaiting remedials
TO003086	Nepicar Park, Wrotham	Wrotham	New access and right turn lane	Works complete and in

				maintenance period.
TO003079	Snodland Railway Station Forecourt	Snodland	Layout Improvement	Works complete – In maintenance period
TO003077	Ryarsh Park, Roughetts Road	Ryarsh	Entrance Improvement	Narrowing of junction to follow – Awaiting information from developer
TO003068	Hermitage Lane/London Road, Aylesford	Aylesford	New signal-controlled junction	Works complete
TO003063	Hadlow College	Tonbridge	Puffin crossing	Works complete and in maintenance period
TO003059	Priory Works, Tonbridge	Tonbridge	New footway	Works partially completed – awaiting completion dates from developer
TO003050	Mercedes Site Vale Road Tonbridge	Tonbridge	New Entrance and seal off old entrance	Works complete on maintenance
TO003048	Area F1 Rougement	Kings Hill	Tie in works to new road	Works complete
TO003041	Hall Road, Wouldham	Wouldham	New Pegasus crossing and roundabout	Works complete – in maintenance period
TO003040	Peters Village East Bank Roundabout	Wouldham	New roundabout to Medway Crossing	Works complete – in maintenance period
TO003034	Quarry Hill Road, Borough Green	Borough Green	Splitter island and footway improvements at roundabout	Works complete

TO003031	Former Sommerfields Distribution Centre, Station Road, Aylesford	Aylesford	Footway works associated with new residential development	Awaiting final remedial works
TO003024	Carnation Close	East Malling	Alteration of turning head and creation of parking bays	In maintenance period
TO003021	The Pinnacle, Darenth Avenue	Tonbridge	Creation of bellmouth	In maintenance period
TO003017	Off Kiln Barn Road, Ditton	Ditton	Works associated with new housing development	Adopted
TO003000	Red Lion PH	Borough Green	New roundabout and access to development	Works complete

#### **Appendix E2 - (Section 106 Works)**

<b>Developer Funded Works (Section 106 Works)</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
A20	East Malling & Larkfield, Ditton and Aylesford	A20 between A228 and Coldharbour	Visum transport model being finalised.  Designs for highway improvement schemes being developed by programme delivery team, including junction improvements at A20 New Hythe Lane and Ditton Corner together with cycleway improvements.
Tower View and A228	Kings Hill	Improvements to A228/Tower View roundabout	Awaiting Kings Hill phase 3 development
Teston Road	Offham	Environmental Improvement Scheme	Road channel and reconfiguration changes complete. Final resurfacing to finish the project will be undertaken when conditions are conducive.

A228 Malling Road	Mereworth	Visibility improvements at A228 / Kent Street junction	KCC Estates Management is engaging with Tregothnan regarding necessary land acquisition.
Various	Various	Study into feasibility of enhancing Route 151 bus service associated with Holborough development	S106 trigger point reached and discussions underway with developer and KCC Public Transport Team
Various	Various	Enhancement of 155 bus service and new east bank service associated with Peters Village development	- The extension of the 155 services into Peters Village is being progressed with Arriva. The trigger point of 50 dwellings has been reached. Funding for a new service in relation to the East Bank development is likely to become available in late 2018.
Various	Various	Traffic calming in Ryarsh and surrounding villages	Scheme to be designed – Passed to Programme Delivery team
Various	Various	Enhancement of Ryarsh bus services	- KCC Public Transport consulted with local stakeholders on a proposal to provide a more frequent service to West Malling where there are regular connections to Maidstone. This was not favoured by the local community and as such the proposal did not progress.

### **Appendix F – Bridge Works**

<b>Bridge Works – Contact Officer Katie Moreton</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No works planned			

## **Appendix G – Traffic Systems**

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A20 London Road/ New Road, East Malling	Refurbishment of traffic signal-controlled junction	Proposed Nov 2018

## **Appendix H – Combined Member Fund**

The following schemes are those that have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design,
- at consultation stage,
- about to be programmed, or
- have recently been completed on site.

The list is up to date as of **20 May 2018**.

The details given below are for highway projects only. This report does not detail -

- contributions Members have made to other groups such as parish councils,
- highway studies,
- traffic/non-motorised user surveys funded by Members, or
- requests for tree planting to be funded by Members

More information on the schemes listed below can be found by contacting the Schemes Planning and Delivery team.

### **None to report**

#### **1.1 Legal Implications**

1.1.1 Not applicable.

#### **1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

#### **1.3 Risk Assessment**

1.3.1 Not applicable.

---

This page is intentionally left blank





---

## **Tonbridge High Street Review – Bus Stop G options**

**To:** Tonbridge Joint Transportation Board, 11<sup>th</sup> June 2018

**By:** Tim Read – Head of Transportation, Kent County Council

**Classification:** Unrestricted

---

Following public consultation on the High Street Improvement scheme of 2016, subject of a separate report, this report outlines the options currently under consideration to address congestion issues around Bus Stop G (outside No. 34 High Street - Café Nero).

This report is for information only.

---

### **1.0 Introduction and background**

- 1.1 In 2016 Kent County Council completed a £2.7m improvement scheme in the High Street as part of the Tonbridge regeneration plan.
- 1.2 Kent County Council have recently undertaken post-scheme consultation which highlighted a number of concerns regarding congestion that specifically relate to Bus Stop G.
- 1.3 The nature of these concerns is that the reduced carriageway width means buses accessing the stop block the road and vehicles are unable to overtake while the bus is boarding and alighting. Bus Stop G is used by numerous services and often the bus is standing for some time. If more than one bus arrives at this stop this further complicates issues, causing more congestion. It should be noted that bus timetable punctuality is much improved on routes where the stops are 'online' and not held back in lay-bys although there is some driver frustration experienced by private car users.
- 1.4 At the request of the local County Members and Member of Parliament, Kent County Council have looked at the issues surrounding Bus Stop G, and the local environment. KCC have formulated a list of options aimed at addressing the issues on this part of High Street.

## 2.0 Options

### 2.1 The list of options currently under consideration by KCC

1	Making no changes
2	Provision of a full width lay-by for bus stop use
3/3a	Provision of a half width lay-by for bus stop use/provision of a 2/3rds width layby for bus stop use
4	Moving some bus services, that currently use Stop G, to another location
5	Reducing the footway width on one or both sides of High Street to provide a sufficient width to allow vehicles to pass
6	Making High Street one way from the junction of Vale Road to Medway Wharf Road. Southbound traffic (except taxis, buses and emergency vehicles) would be diverted via Sovereign Way and Avenue Du Puy
7	Remove Bus Stop G and utilise other existing stops

### 3.0 Further detail relating to each option

3.1 The below details the 'Positives' and 'Negatives' of each option, along with an estimation of the associated costs for implementing each option. These costs are purely a "high level" estimation and do not include costs such as potential utility diversion costs or additional Traffic Management requirements that could not be foreseen at this time.

1	<p><b>Making no changes</b></p> <p><u>Positive</u></p> <ul style="list-style-type: none"> <li>• May encourage drivers to look for alternative routes through Tonbridge</li> </ul> <p><u>Negative</u></p> <ul style="list-style-type: none"> <li>• Continued issues regarding congestion through this part of High Street</li> <li>• Continued restrictions on traffic flow capacity for northbound vehicles</li> <li>• Concerns regarding lower air-quality through this part of High Street</li> <li>• Reputational damage to KCC</li> </ul> <p><u>Costs involved: None</u></p>
2	<p><b>Full width lay-by (considered not viable)</b></p> <p>This option would involve the provision of a full width lay-by for bus stop use. KCC would be looking to utilise one of the loading bays, along the western footway of High Street, such as that outside No. 32 High Street</p>

	<p><u>Positive</u></p> <ul style="list-style-type: none"> <li>• Vehicles do not have to queue to overtake the waiting bus</li> <li>• Reduced overall congestion through this part of the High Street</li> <li>• Increased traffic capacity for northbound vehicles</li> </ul> <p><u>Negative</u></p> <ul style="list-style-type: none"> <li>• Causes delay to bus operations as the bus moves fully out of the line of traffic. When the bus wants to move off and rejoin the carriageway it has to wait for an opportunity to do so.</li> <li>• Requires a lay-by length of 31 m and width of 3 metres. This would reduce the available footway width from 4.7m to 1.7m/1.8m.</li> <li>• This would require a raised kerb, for bus access purposes, which means there would be insufficient footway cross fall leading to water pooling and running back to the shopfronts</li> <li>• West footway for a significant length would have to be relayed to new levels with drainage alterations.</li> <li>• There is insufficient room for a bus shelter</li> <li>• Loss of loading / unloading capacity for local businesses</li> <li>• Requires utility diversions which may prove costly</li> <li>• Extension of layby and reconstruction of existing footway to accommodate buses</li> <li>• Can only accommodate 1 bus at a time</li> </ul> <p><b>For the above reasons this option is not considered viable at this location</b></p> <p>A plan depicting how this option would look is attached as Appendix A.</p>
3	<p><b>Half width lay-by – bus half on lay-by and half on carriageway</b></p> <p>This option would involve the provision of a half width lay-by for bus stop use. Again, KCC would be looking to utilise one of the loading bays, along the western footway of High Street, such as that outside No. 32 High Street</p> <p><u>Positive</u></p> <ul style="list-style-type: none"> <li>• Reducing the bus presence in the carriageway would allow some northbound vehicles to overtake a bus at Stop G. The overall carriageway width available would be 5.5 metres. This allows for two standard size cars to be able to pass each other on this part of High Street. Northbound vehicles encountering anything larger may have to wait for it to pass before attempting to overtake the waiting bus</li> <li>• Reduced overall congestion through this part of High Street</li> <li>• Increased traffic capacity for northbound vehicles</li> <li>• Improvements in air-quality through this part of High Street</li> </ul>

	<p><u>Negative</u></p> <ul style="list-style-type: none"> <li>• This would require a raised kerb, for bus access purposes, which means there would be insufficient footway cross fall leading to water pooling and potentially running back to the shopfronts</li> <li>• There is insufficient room for a bus shelter</li> <li>• Alteration to and loss of available footway width on both footways. West side from 4.7m to 3.5m and East side from 3.3m to 2.0m (footway width varies).</li> <li>• Both footways for a significant length would have to be relayed to new levels with drainage alterations.</li> <li>• Loss of loading / unloading capacity for local businesses</li> <li>• Requires significant utility diversions on the opposite footway which will prove costly</li> <li>• Poor level and alignment of kerb/carriageway/footway, localised ramping of the footway to accommodate level changes</li> <li>• Extension of layby and reconstruction of existing footway to accommodate buses</li> <li>• Can accommodate only 1 bus at a time</li> </ul> <p><u>Estimated costs involved</u></p> <p>£100,000 + Utility diversions (costs unknown)</p> <p>A plan depicting how this option would look is attached as Appendix B</p>
3a	<p><b>2/3rds width lay-by - bus 2/3rds on lay-by and 1/3rd on carriageway</b></p> <p>This option would involve the majority of the bus stop being on the existing footway with 1.0m being on the existing carriageway. Again, KCC would be looking to utilise one of the loading bays, along the western footway of High Street, such as that outside No. 32 High Street</p> <p><u>Positive</u></p> <ul style="list-style-type: none"> <li>• Reducing the bus presence in the carriageway would allow some northbound vehicles to overtake a bus at Stop G. The overall carriageway width available would be 5.5 metres. This allows for two standard size cars to be able to pass each other on this part of High Street. Northbound vehicles encountering anything larger may have to wait for it to pass before attempting to overtake the waiting bus</li> <li>• Reduced overall congestion through this part of High Street</li> <li>• Increased traffic capacity for northbound vehicles</li> <li>• Improvements in air-quality through this part of High Street</li> </ul> <p><u>Negative</u></p> <ul style="list-style-type: none"> <li>• This would require a raised kerb, for bus access purposes, which</li> </ul>

	<p>means there would be insufficient footway cross fall leading to water pooling and potentially running back to the shopfronts</p> <ul style="list-style-type: none"> <li>• There is insufficient room for a bus shelter</li> <li>• Loss of available footway width on West side from 4.8m to 2.8m.</li> <li>• A significant length of the footway would have to be relayed to new levels with drainage alterations.</li> <li>• Loss of loading / unloading capacity for local businesses</li> <li>• localised ramping of the footway to accommodate level changes</li> <li>• Extension of layby and reconstruction of existing footway to accommodate buses</li> <li>• Can accommodate only 1 bus at a time</li> </ul> <p><u>Estimated costs involved:</u></p> <p>£65,000 + Utility diversions (costs not known)</p> <p>A plan depicting how this option would look is attached as Appendix B1</p>
4	<p><b>Splitting services</b></p> <p>This option would involve moving some services, that currently use Stop G, to another location in order to reduce congestion around Stop G. These services could either be moved to another existing stop (such as the castle) or to a newly created stop elsewhere on the western side of High Street.</p> <p>The provision of an additional bus stop could be provided in one of two ways:</p> <ul style="list-style-type: none"> <li>• an on-carriageway bus stop, as per the existing Bus Stop G</li> <li>• a half width or 2/3rds width lay-by stop</li> </ul> <p><u>Positive</u></p> <ul style="list-style-type: none"> <li>• Reduced number of buses using Stop G, leading to a reduction in congestion on this part of the High Street</li> <li>• Increased traffic capacity for northbound vehicles</li> <li>• Improvements in air-quality through this part of High Street</li> </ul> <p><u>Negative</u></p> <ul style="list-style-type: none"> <li>• Disruptive to the local bus services and their time tables</li> <li>• Bus users may have to travel further to their nearest bus stop</li> <li>• Potential loss of a further loading / unloading capacity for local businesses</li> <li>• May not be opportunities to overtake any buses at bus stop G</li> <li>• Additional bus shelter required if on carriageway bus stop provided</li> <li>• No bus shelters if half or 2/3rds width lay-by stops</li> </ul> <p><u>Estimated costs involved</u></p> <p>£20,000 (on carriageway) to £200,000/£130,000 (half width/ or 2/3rds width)</p>

	+ Utility diversions (costs not known)
5	<p><b>Carriageway widening</b></p> <p>This option would involve reducing the footway width on one, or both, sides of High Street in order to provide greater carriageway width for traffic passing waiting buses</p> <p><u>Positive</u></p> <ul style="list-style-type: none"> <li>• Increasing the overall carriageway width would allow some northbound vehicles to overtake a bus at Stop G. The overall width available would mean that only two standard size cars would be able to pass each other on this part of High Street. Northbound vehicles encountering anything larger would have to wait for it to pass before attempting to overtake the waiting bus</li> <li>• Reduced overall congestion through this part of High Street</li> <li>• Increased traffic capacity for northbound vehicles</li> <li>• Improvements in air-quality through this part of High Street</li> </ul> <p><u>Negative</u></p> <ul style="list-style-type: none"> <li>• Opposite Stop G there are two BT utility pits close to the kerb line (eastern side of High Street) leading to potentially high utility diversionary costs if this footway were to be narrowed</li> <li>• Would effectively reverse some of the benefits gained through the regeneration scheme</li> <li>• Poor kerb and footway alignment</li> </ul> <p><u>Costs involved</u></p> <p>£200,000 + Utility diversion costs</p>
6	<p><b>No entry to southbound traffic</b></p> <p>This option would involve a no entry, at Medway Wharf Road, for all southbound motor vehicles (except taxis, buses and emergency vehicles). This would be coupled with the below traffic movement restrictions:</p> <ul style="list-style-type: none"> <li>• No left turn from Medway Wharf Road into High Street</li> <li>• No right turn from Lambert's Yard into High Street</li> <li>• No right turn from New Wharf Road into High Street</li> </ul> <p>The result would be effectively making High Street one way, for all northbound vehicles, from the junction of Vale Road to Medway Wharf Road. This would greatly increase the opportunities for northbound traffic to pass buses waiting at Stop G.</p> <p>Southbound traffic (except taxis, buses and emergency vehicles) would be diverted via Sovereign Way and Avenue Du Puy</p>

	<p><u>Positive</u></p> <ul style="list-style-type: none"> <li>• This may reduce congestion through this part of High Street</li> <li>• Increased traffic capacity for northbound vehicles</li> <li>• Potential improvements in air-quality through this part of High Street</li> </ul> <p><u>Negative</u></p> <ul style="list-style-type: none"> <li>• Increased congestion through the diversion route</li> <li>• Additional journey times through creating a 'one-way' system</li> <li>• Reduced traffic capacity, in both directions, on the diversion route</li> <li>• Reductions in the air quality on the diversion route</li> <li>• Traffic heading south to enter Bradford Street would have to use the diversion route</li> <li>• Medway Wharf Road junction is not a large junction with poor visibility and may need a formal pedestrian crossing set back from the junction.</li> <li>• Unidentified traffic impacts on local road network</li> </ul> <p><u>Costs involved</u></p> <p>£30,000 + potential additional costs to the diversion route</p> <p>A plan depicting how this option would look is attached as Appendix C</p>
7	<p><b>Remove Bus Stop G</b></p> <p>This option would involve the complete removal of Bus Stop G, and it's shelter, with no further provision made for buses and their users.</p> <p><u>Positive</u></p> <ul style="list-style-type: none"> <li>• This may reduce overall congestion through this part of High Street</li> <li>• Increased traffic capacity for northbound vehicles</li> <li>• Improvements in air-quality through this part of High Street</li> </ul> <p><u>Negative</u></p> <ul style="list-style-type: none"> <li>• Disruptive to the local bus services and their time tables</li> <li>• Bus users will have to travel a longer distance to the nearest bus stop</li> <li>• Not supported by bus operators or users</li> <li>• Puts extra demand on other bus stops</li> </ul> <p><u>Costs involved</u></p> <p>£5,000</p>

#### 4.0 Consultation with local bus operators

4.1 On 8<sup>th</sup> May 2018 Kent County Council started consulting with the local bus service providers (Arriva, Autocar, Go-coach and Nu-venture) on options 1 to 6 inclusive. Option 7 is a new addition to this list of options.

4.2 To date we have received two responses

4.2.1 Nu Venture Coaches would not favour any layby stops as it makes it more difficult to re-enter the carriageway. They would not want to see bus stop G removed and favour retaining the existing arrangement.

4.2.2 Autocar agree with Nu-Venture’s response generally but could accept a stop very nearby Stop G. They went on to say that any lay-by provision for buses should accommodate 2 buses and that they would support a partial one-way system if it were proposed.

#### 5.0 Next Steps

5.1 Kent County Council are going to further examine the viability of the aforementioned options with the intention of presenting a further report, to this Board. This report will contain KCC’s recommendations for the Board’s consideration.

5.2 This exercise will involve more in-depth consultation with local bus service providers.

5.3 Funding for any changes is still to be agreed.

Contact Officer:	Ian Grigor, Project Manager Schemes Planning and Delivery, Kent County Council 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council 03000 418181

#### *Appendices*

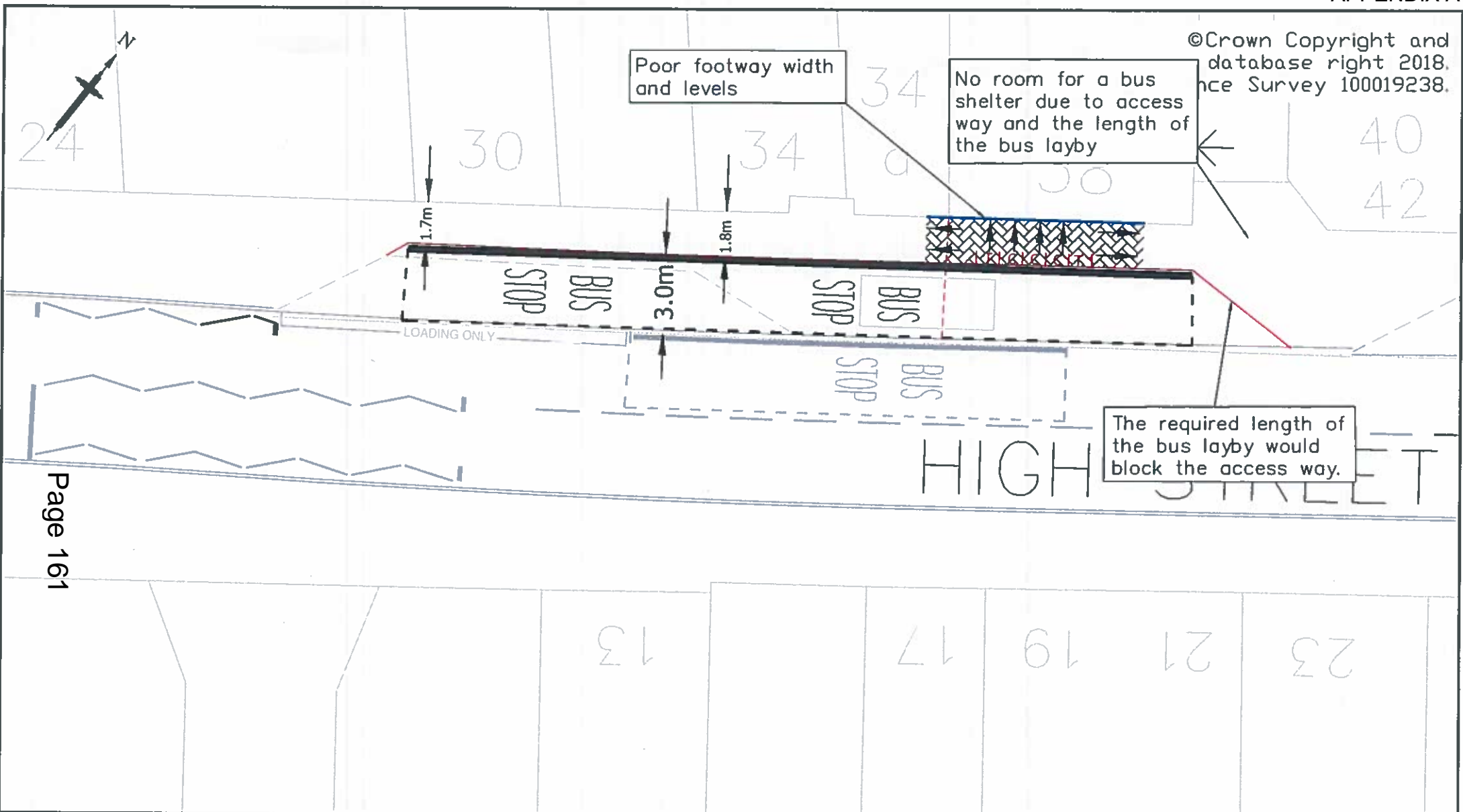
*Appendix A – Plan depicting full width lay-by*

*Appendix B – Plan depicting half width lay-by*

*Appendix B1 – Plan depicting 2/3rds width lay-by*

*Appendix C – Plan depicting diversion route for no entry option*










©Crown Copyright and database right 2018. Ordnance Survey 100019238.

Poor footway width and levels

No room for a bus shelter due to access way and the length of the bus layby

The required length of the bus layby would block the access way.

Page 161

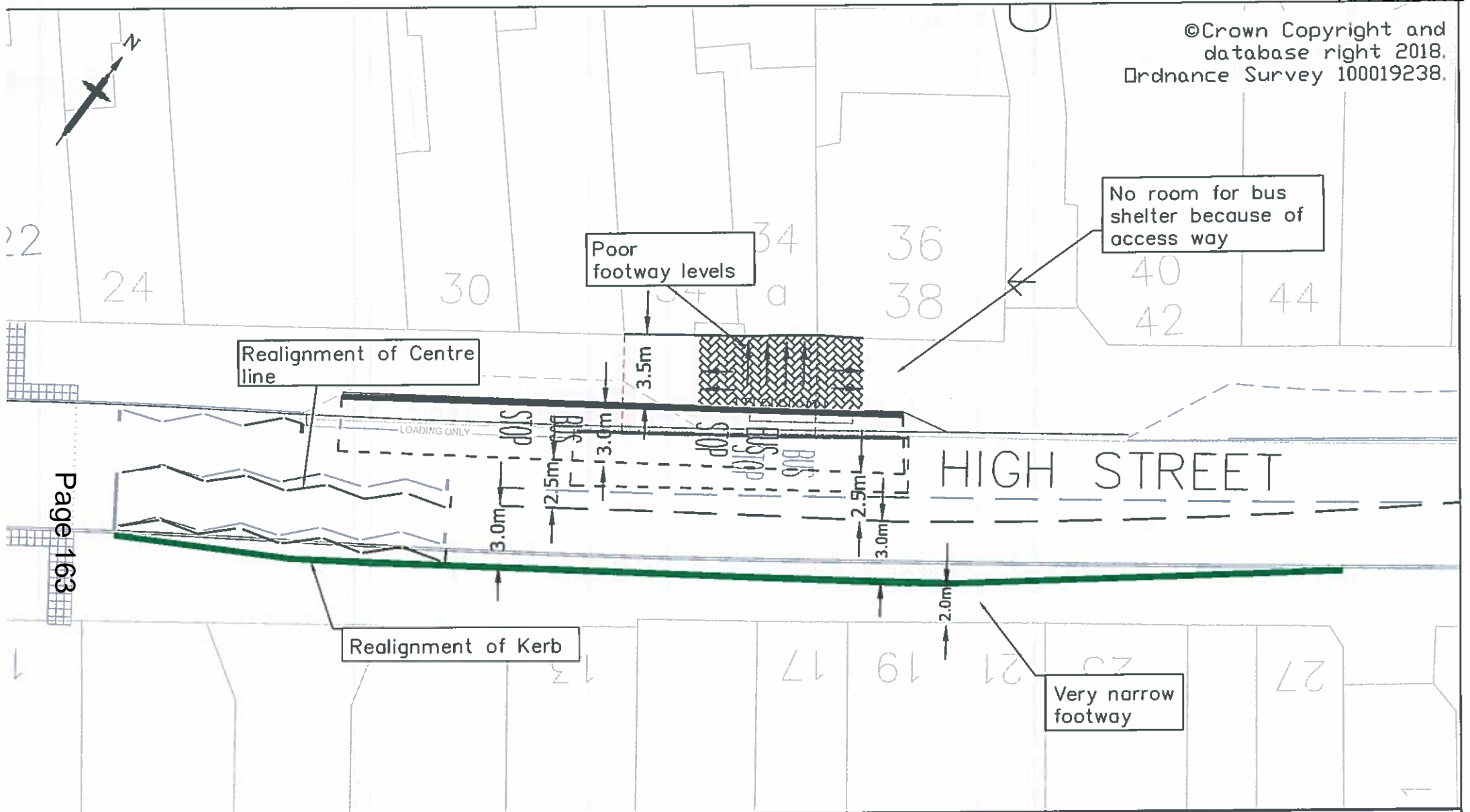
	Area of footway to be reconstructed		Proposed Surface Water Drainage		Direction of Orders
	Proposed AGD Drainage Blocks		Proposed Granite Channel Kerb		
0	17/05/18		DLP		JW
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved
This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.					

Project	High Street, Tonbridge.
Drawing title	Traffic Mangement Improvements
	OPTION 2

	Kent County Council Ashford Highway Depot Herwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181
Drawing status	
Scale	at A4
Drawing number	Do not scale
Rev	0

This page is intentionally left blank

©Crown Copyright and database right 2018. Ordnance Survey 100019238.



Page 163

	Area of footway to be reconstructed into carriageway		Proposed Mini Buggy Combined Kerbs and Drainage system		Proposed Surface Water Drainage
	Area of footway to be reconstructed		Proposed Granite Channel Kerb		Proposed ACD Drainage Blocks
					Direction of Gradient

0	15/05/18		DLP	SH	JW
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved

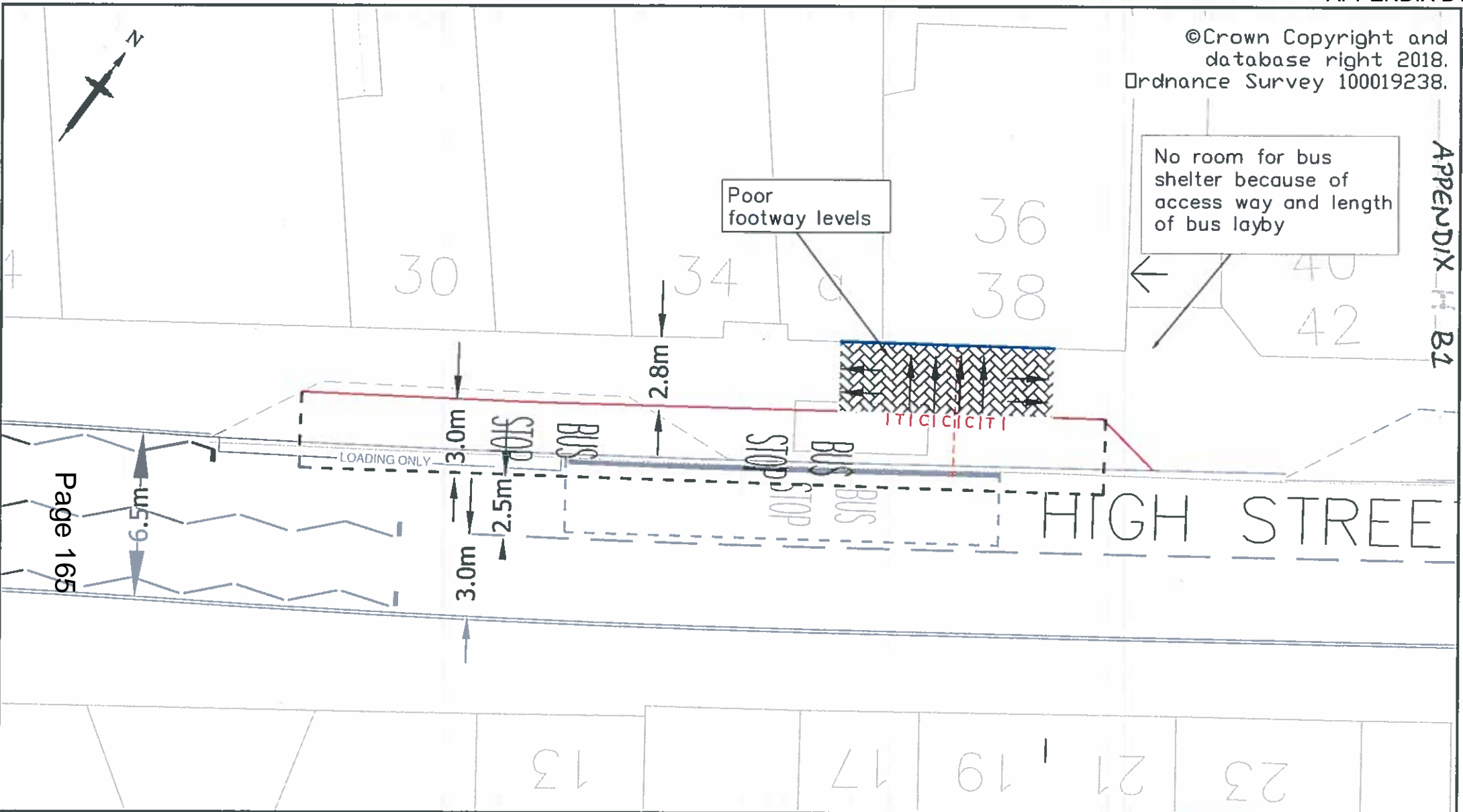
This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

Project	High Street, Tonbridge.
Drawing title	Traffic Mangement Improvements
	OPTION 3

		Kent County Council Ashford Highway Depot Herwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181	
Drawing status			
Scale	at A4	Do not scale	
Drawing number			Rev 0

This page is intentionally left blank

©Crown Copyright and database right 2018. Ordnance Survey 100019238.



APPENDIX B1

Page 165

Direction of Gradient Proposed Surface Water Drainage Proposed Granite Channeled Kerb Proposed AGD Drainage Blocks Area of Footway to be reconstructed		Project <b>High Street, Tonbridge.</b>
0	22/05/18	DLP SH JW
Rev	Revision Date	Purpose of revision Drawn Checked Approved
This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		

Drawing title <b>Traffic Mangement Improvements</b>  <b>OPTION 2a</b>	Drawing status  Scale at A4 Do not scale  Drawing number
--	--

**Kent County Council**  
 Ashford Highway Depot  
 Herwood Industrial Estate  
 Ashford TN24 8AD  
 Tel. 03000 418181

Rev 0	
-------	--

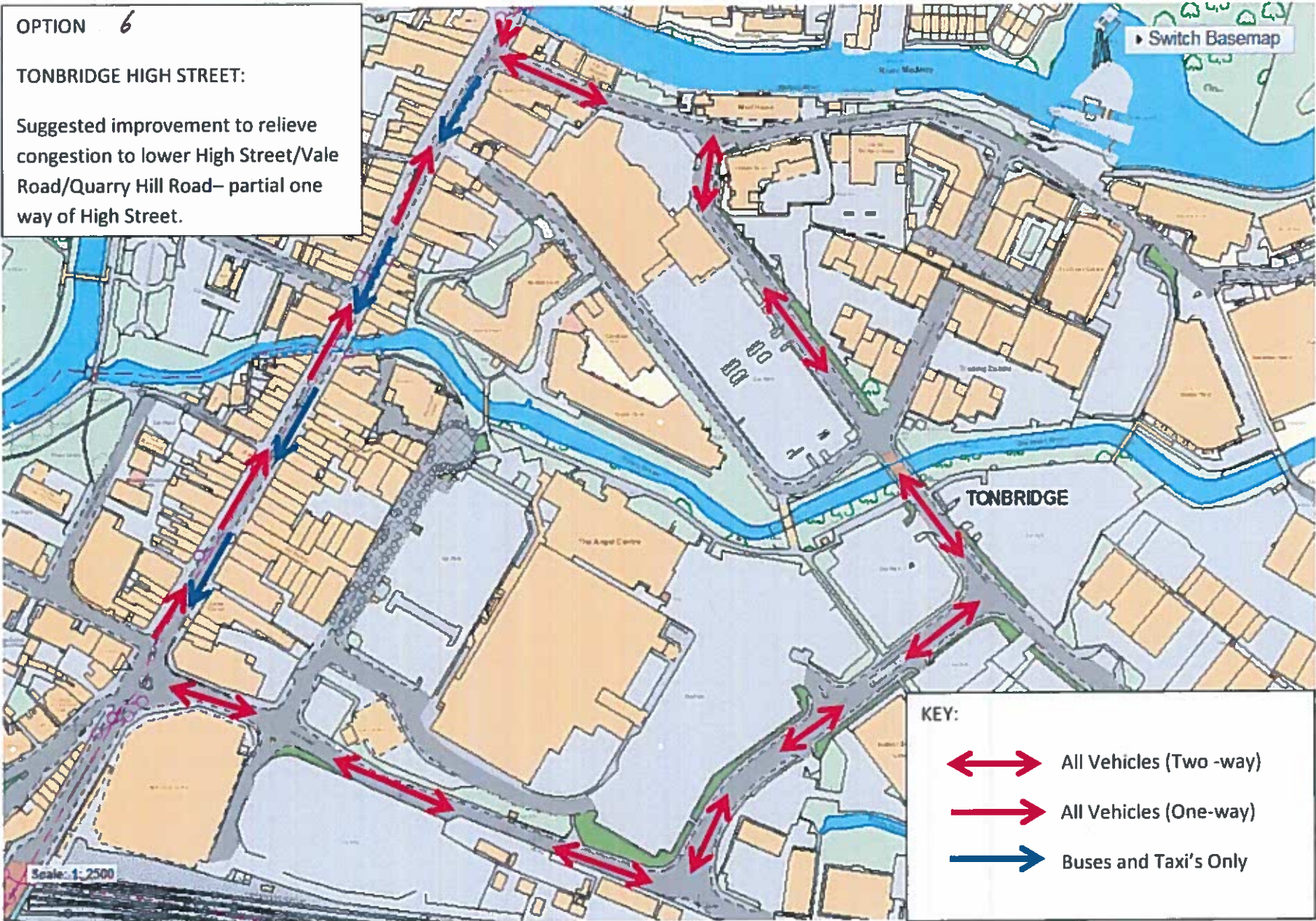
This page is intentionally left blank

OPTION 6

TONBRIDGE HIGH STREET:

Suggested improvement to relieve congestion to lower High Street/Vale Road/Quarry Hill Road– partial one way of High Street.

Switch Basemap



This page is intentionally left blank



---

## Progress Report – Tonbridge Interchange Improvements

To: **Tonbridge & Malling JTB, 11<sup>th</sup> June, 2018**

Main Portfolio Area:

By: Tim Read – Head of Transportation, KCC

Classification: **For Information**

---

### Summary:

**An update on project progress for the Tonbridge Station project.**

---

## 1.0 Introduction and Background

Funding of £500,000 has been allocated from the West Kent Local Growth Fund (LGF) to improve the Transport Interchange at Tonbridge Station. The aim is to improve interaction between users at the station, provide more space for pedestrian movements and to create an interchange suitable for one of the busiest stations outside of London.

## 2.0 Body of the report

### 2.1 Design

- Since the JTB recommendation on the 12th March there has been a lot of work on the detailed design – which will be published before construction commences.
- Liaising with the anti-terrorism police, there will be anti-ram bollards placed near the station forecourt to protect users (exact locations to be determined)
- BT have approved removing 2 of the 3 phone boxes in the area (leaving 1 near Lidl). This will open up the area for pedestrians and remove street clutter.
- Barden Road – Southeastern's proposed cycle hub on Barden Road has resulted in design work being required on the junction with Vale Roundabout. Separate works may be required to ensure cyclists remain safe while accessing the hub including a proposed contraflow cycle lane.

### Materials

- The intention is to use the Ketley Bricks used in the high street outside the station. Other footway resurfacing will be new blacktop. Ketley bricks can be maintained and create a nice finish. Other paving options were considered and rejected due to maintenance liability and risk of units having to be replaced with black top in years to come.
- A meeting has taken place with TMBC officers to agree locations of street furniture (finger posts, monoliths etc) and to discuss aspects of the build.

### Construction

- It is intended that construction will begin at the start of the summer holidays 2018 (25<sup>th</sup> July) so as to minimise disruption to traffic flow. The majority of the difficult works would then take place over the 6 week holidays and then any works to finish

will be managed throughout the following months. The works will be designed so as to keep traffic flowing as best as possible.

- A meeting has been held with the bus companies to help plan the works to mitigate impact on their customers accessing the bus stops.
- At this stage we do not have a fully realised programme for construction.
- A communication plan has been created to fully inform, members, the public and local businesses in advance of the works taking place.

Future Meeting if applicable: Future JTB for updates	Date: 24 <sup>th</sup> September, 2018
--	--

Contact Officer:	Tim Middleton, Principal Transport Planner, KCC
Reporting to:	Tim Read, Head of Transportation - KCC



---

## Tonbridge High Street Post Monitoring Review

**To:** Tonbridge Joint Transportation Board, 11<sup>th</sup> June 2018

**By:** Tim Read – Head of Transportation, Kent County Council

**Classification:** Unrestricted

---

### Executive Summary

Following completion of the Local Growth Funded High Street Improvement scheme in June 2016 this report outlines the pre and post scheme monitoring that has been undertaken. The scheme has been evaluated against the original objectives of the project, namely to provide an attractive, safer environment, improve access to jobs and public transport, improve air quality and alleviate congestion.

The economic and transport data is promising. Metrics for both pre and post completion have been assessed and traffic flows are reduced, journey times at peak periods in both directions both down and vacancy rates also down. The data suggests that pedestrian movements have decreased steadily since the year 2000 with no post scheme improvement at present and air quality will be measured after 5 years. Personal Injury accidents will need to be compared over a 3 year period so will not be available until 2019.

A short online survey to investigate how businesses and key community stakeholders responded to the scheme was conducted to get an understanding of local thoughts and feelings. Responses on a sliding positive to negative scale were sought and over 1600 responses were received. Specific responses are set out later in this report. The responses should be considered in the context of no 'before scheme' surveys to benchmark the results against. Informal communications prior to the scheme start did suggest that there was some dissatisfaction with the operation and environment of the High Street prior to the scheme commencing.

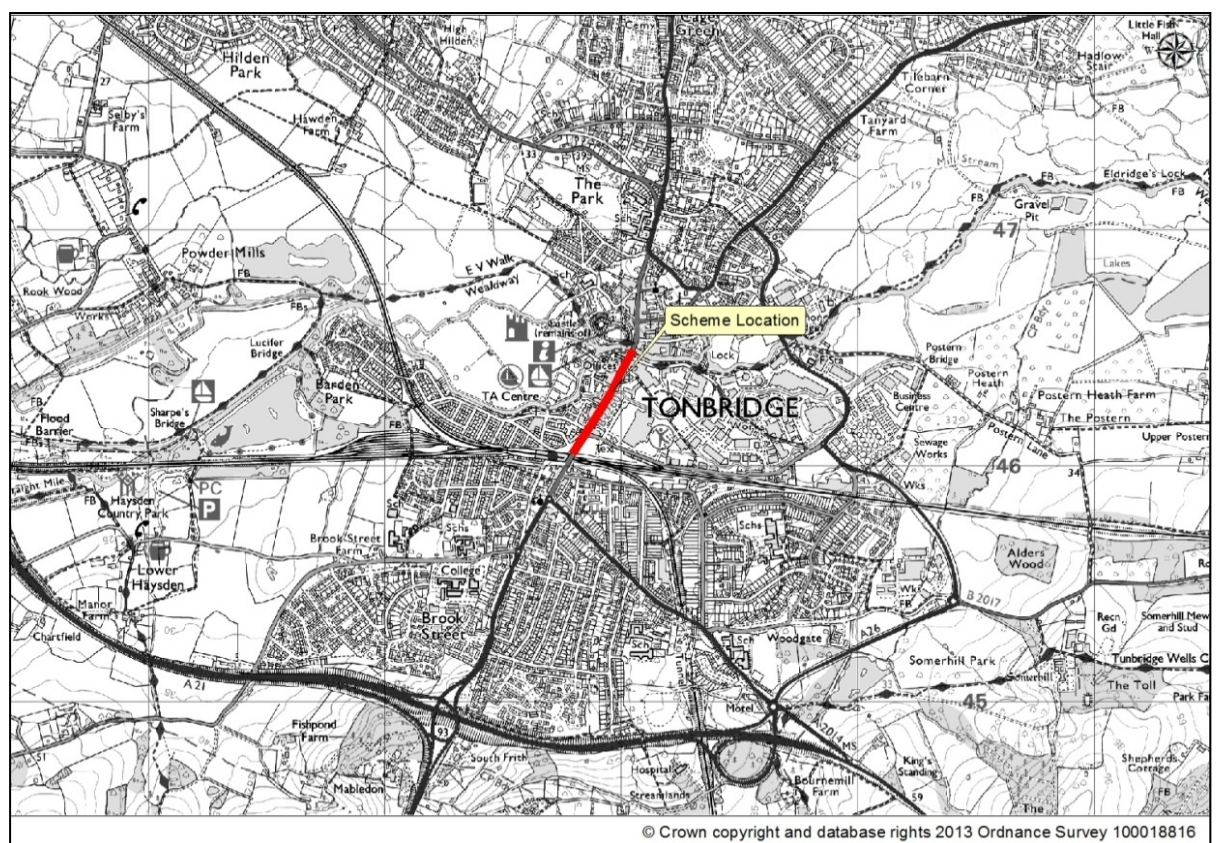
The most positive responses centred around the attractiveness of the High Street and by far the most unpopular element being the online bus stopping locations followed by the removal of the central controlled crossing point.

A separate report has been produced identifying possible options for further improvements/investigations.

---

## 1.0 Introduction

- 1.1 Amey were commissioned by Kent County Council (KCC) to carry out post scheme monitoring and evaluation of the Local Enterprise Partnership (LEP) funded Tonbridge High Street regeneration scheme. The scheme predominately consisted of the widening of existing footways and narrowing of the existing carriageway through the lower High Street of Tonbridge, between the Big Bridge to the north and the Vale Road roundabout to the south.
- 1.2 The scheme aimed to provide a more attractive environment for pedestrians by creating more space for pedestrian movement, providing street furniture and opportunities for public events. The speed limit was reduced from 30 mph to 20 mph. The location is shown in 1-1 below.



**Figure 1-1 Location of Scheme**

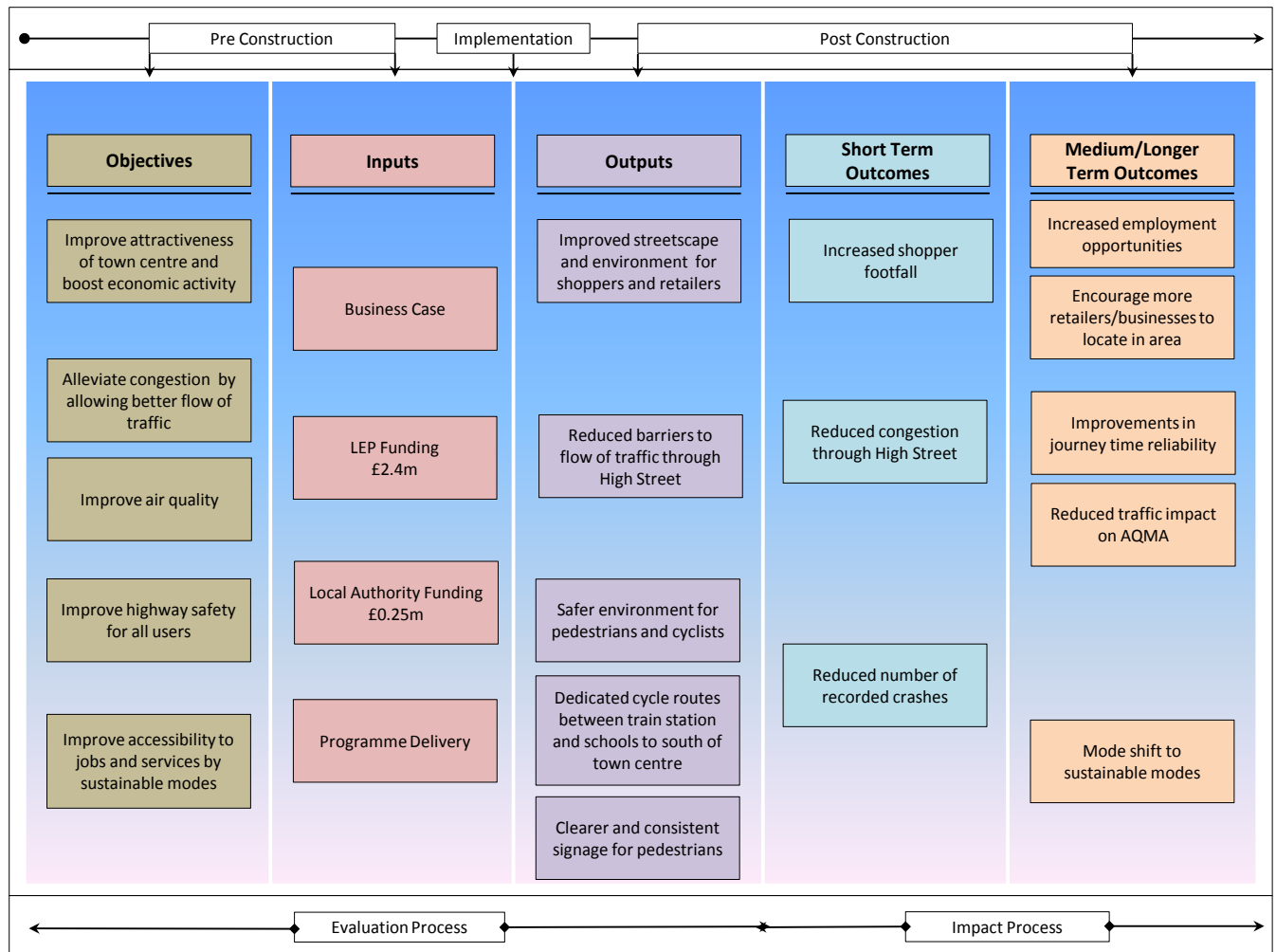
- 1.3 Site clearance began in August 2015 and the scheme was fully completed by June 2016.

## 2.0 Purpose of Report

2.1 This report provides analysis of the pre-scheme and post scheme metrics and provides an evaluation of the schemes performance against the aims and objectives as outlined in the business case.

## 3.0 Scheme Objectives

Figure 3-1 below summarises the scheme objectives and the desired outcomes and provides the measures against which the scheme will be accessed.



**Figure 3-1 Scheme Logic Map**

3.1 The desired outcomes from each objective have been considered and are shown in Table 3-1.

Objective	Desired Outcome
Improve the attractiveness of town centre and boost economic activity	Encourage new retailers/retail expenditure within Tonbridge Increased local employment opportunities
Alleviate congestion by allowing better flow of traffic	Improved car journey time reliability
Improve air quality	Reduced nitrogen dioxide emissions
Improve safety for all road users	Reduced number of recorded crashes within scheme
Improve accessibility to jobs and services by sustainable modes	Increased pedestrian and cyclist modal split

Table 3-1 Outcomes and Impacts

#### 4.0 Monitoring Requirements

4.1 The following metrics have been identified to evidence the effectiveness of the Tonbridge High Street scheme;

- Average daily, peak & non-peak traffic flows;
- Journey Time Data;
- Pedestrians crossing counts;
- Footfalls;
- Personal Injury Accident records;
- Air Quality, nitrogen dioxide emissions;
- Town Centre vacancies.

## **5.0 Summary of Monitoring Requirements**

### **5.1 Summary of average daily, peak & non-peak flows:**

5.2 The data suggests that post scheme implementation the traffic using the High Street has reduced by approximately 1100 vehicles per day south of the High Street and 1900 vehicles north of the High Street. Traffic flows have been shown to have reduced uniformly throughout the day. 85<sup>th</sup> Percentile traffic speeds have also been shown to have decreased marginally across the scheme area.

### **5.3 Summary of journey time data:**

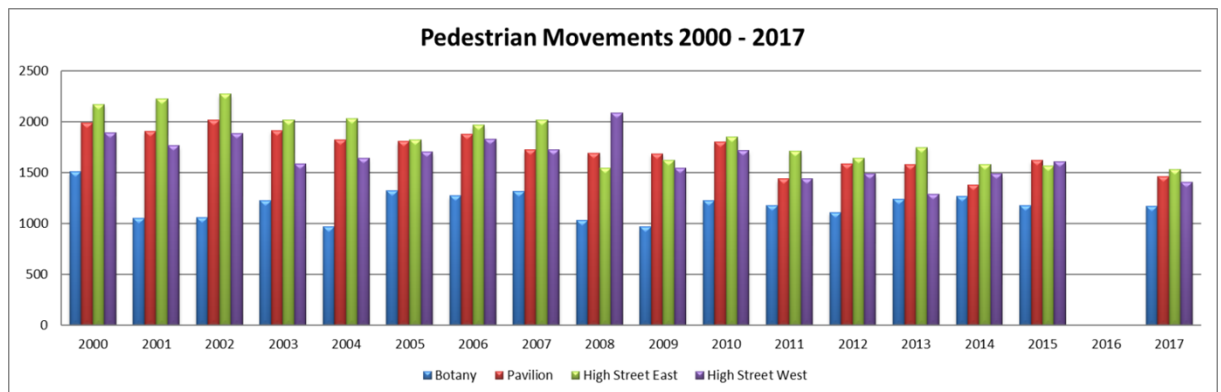
5.3.1 The data shows that peak journey times post construction have reduced from pre-scheme with the largest changes seen in the AM peak. Northbound PM peak journey times show a minor increase post scheme construction, which appears slightly at odds with the data but may be associated with the changes to road layout.

5.3.2 To quantify these differences the northbound AM peak data shows a decrease in the average journey time for the route of 36 seconds, when comparing pre-construction and post-construction journey times. The northbound PM peak shows an increase of 18 seconds.

5.3.3 AM peak southbound values, show a reduction in average journey time of 40 seconds and PM peak southbound values show a reduction of 9 seconds.

### **5.4 Summary of pedestrian count data:**

5.4.1 Figure 5-1 presents the pedestrian count data for the last 17 years. As can be seen, pedestrian movements have decreased steadily throughout the town centre since 2000. In total, there are shown to be approximately 2000 fewer pedestrian movements recorded in 2017 as compared to those recorded in 2000.



**Figure 5-1 Pedestrian movements 2000 to 2017**

## 5.5 Summary of Air Quality

5.5.1 The lower High Street was designated as an Air Quality Management Area (AQMA) in June 2005. This air quality issue was deemed to have been caused by significant levels of vehicular traffic, the stop-start nature of traffic, and the ‘canyon’ effect caused by high buildings either side of the carriageway. Improving air quality was an objective of the scheme, although it was agreed that there will be very little measurable change in the short term and this should not be formerly monitored until the 5 year review.

## 5.6 Summary of Economic Data

5.6.1 The economic impacts of the scheme have been assessed in two ways. Tonbridge and Malling Borough council have supplied details of vacancy rates within the town centre since 1997. In addition, a survey was carried out to canvas public opinion with regard to the success of the scheme. The economic results suggest a positive impact as a result of the scheme.

## 5.7 Vacancy rates

5.7.1 Vacancy rates have been provided by Tonbridge and Malling Borough Council between 1997 and 2017. Vacancies are provided separately for Upper and Lower High Street.

5.7.2 % Vacancy Rates - Upper and Lower High Street



5.7.3 Table 5-2 gives an overview of vacancy rates along the High Street for the period between August 1997 and February 2017. In general terms, the following can be derived:

The upper end of the High Street had a vacancy rate of 5.42% in February 2017 – the lowest it had been over the past 10 years;

The lower end of the High Street had a vacancy rate of 5.12% in February 2017 – the lowest it had been since January 2012;

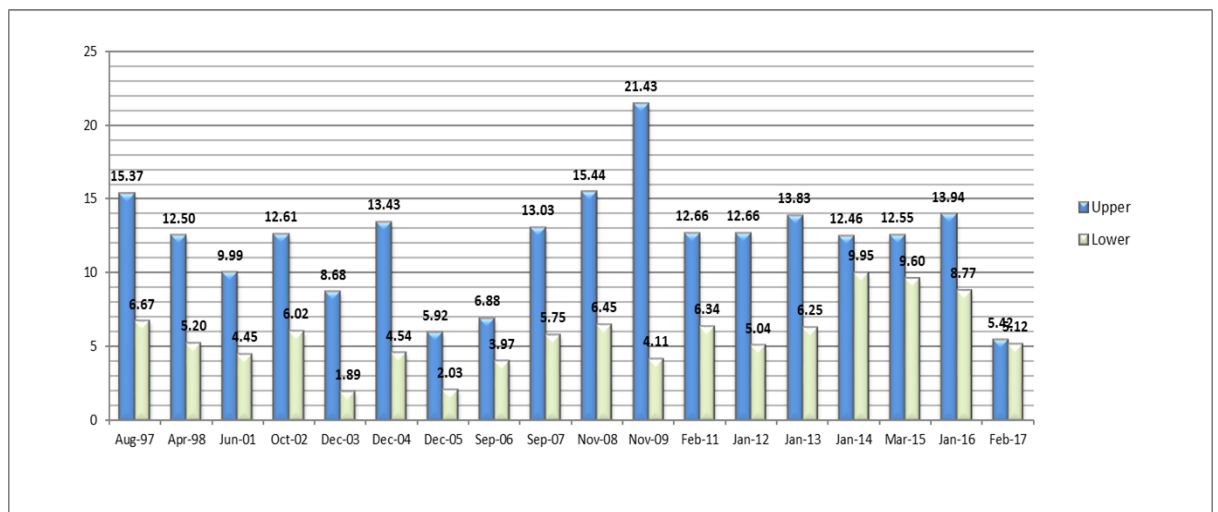


Table 5-2 Vacancy rates for Tonbridge show a positive downward trend post scheme opening with several businesses new to the area utilising vacant High Street properties.

## **6.0 Questionnaire**

### **6.1 Introduction**

6.1.1 A short survey was conducted to get an understanding of local thoughts and feelings on the recent improvements in the High Street, Tonbridge. The original scope of the project was to investigate how businesses and key community stakeholders responded to the project, however this was extended to include the wider community. It should be noted that in general we have no 'before scheme' surveys to benchmark the results against. Informal communications prior to the scheme started did suggest that there was some dissatisfaction with the operation and environment prior to the scheme commencing.

6.1.2 The aim of the survey was to first investigate the positive or negative outcomes of specific criteria and then to lead the respondents to highlight their specific positives and negatives of the project and to gather constructive feedback. Respondents were also asked to offer their solutions and comment further on the project.

### **6.2 Survey Design**

6.2.1 When designing the survey, analysis of past feedback was taken into consideration, the survey was designed to build from this initial feedback and flesh out those ideas and responses that had been recorded previously. It was also key to create a survey which would be engaging, to keep respondents interested and increase potential response rate. Using Survey Monkeys design tools, this could be tested and a response rate could be generated from its draft analysis. The survey that was designed achieved an 80% response rating, ranked 'good' by the survey monkey tool kit.

### **6.3 Survey Questions**

#### **6.3.1 *How do you feel overall about the project?***

This question is based on a 5-point scoring system from Very Negative, Negative, Indifferent, Positive to Very Positive.

6.3.2 ***How successful do you feel the scheme has been at improving the following?***

This question is based on a matrix score. The following criteria were tested on this matrix; The pedestrian environment, Ease of road crossing, Access to High Street businesses, Goods delivery arrangements for businesses, Public Transport access on the High Street and Traffic Flow. The responses options given are; Very Unsuccessful, Unsuccessful, No Change, Successful, Very Successful.

6.3.3 ***Has there been a change in trade following the project? (if you aren't a business please select N/A)***

6.3.4 This question was designed to work out which respondents are businesses, an answer in both criteria, Turnover and Customers, would signify a business response.

6.3.5 The criteria range from Large Decline, Decline, No change, Increase and Large Increase. There is also the option to respond with N/A if they are not a business respondent.

6.3.6 ***How has the vibrancy of the retail centre changed since the scheme was implemented?***

6.3.7 The criteria for this question ranges from Large Decrease, Decrease, The Same, Increase to Large Increase.

6.3.8 ***How has the environment changed since regeneration?***

6.3.9 This question is another matrix response. The Categories for response are; Aesthetically, Litter, Lighting, Road Crossing, Safety, Seating areas, Cycling facilities and Overall feeling.

This again follows a similar grading from Much Worse, Worse, The same, Better to Much Better.

6.3.10 ***What issues (if any) have arisen from the regeneration?***

6.3.11 This is an open question looking for any problems the project may have caused.

6.3.12 ***What could have been done differently?***

6.3.13 This is another open question, building from the first. It invites the respondent to give any constructive thoughts they may have in regards to the project

6.3.14 ***What was done well?***

6.3.15 This open question invites the respondent to reflect the benefits they have seen since the project was implemented

6.3.16 ***Are there any improvements you could suggest moving forward?***

6.3.17 This question is also open. The question looks for the respondent to draw on their experience of the project as a whole, and suggest ideas that could improve the area in future.

6.3.18 ***Any further comments?***

6.3.19 This open question allows any extra points that respondents would like to communicate to be collected.

## **6.4 Responses**

6.4.1 Overall there were 1,634 responses, this was much greater than the original project scope that was looking at around 200-300 responses. Of these there were 110 responses that could be confirmed as business responses. It is suspected that the negative business responses may be focussed on the construction period and the amount of inconvenience caused throughout the scheme build. It is of course understandable that the disruption would not be well received by the business community.

## 6.5 Results

### 6.5.1 *How do you feel overall about the project?*

Project Feedback		
	All	Business
Very Negative	19%	33%
Negative	40%	34%
Indifferent	19%	14%
Positive	20%	16%
Very Positive	2%	4%

Table 6-1 Project feedback

### 6.5.2 *How successful do you feel the scheme has been at improving the following?*

Project Impact on Ease of Road Crossing		
	All	Business
Very Unsuccessful	30%	37%
Unsuccessful	33%	31%
No Change	26%	19%
Successful	9%	11%
Very Successful	2%	3%

Table 6-2 Project Impact on Ease of Road Crossing

Project Impact on Access to High Street Business		
	All	Business
Very Unsuccessful	8%	25%
Unsuccessful	16%	19%
No Change	58%	39%
Successful	16%	12%
Very Successful	2%	5%

Table 6-3 Project Impact on Access to High Street Business

Project Impact on Goods Delivery		
	All	Business
Very Unsuccessful	15%	32%
Unsuccessful	21%	17%
No Change	29%	22%
Successful	32%	24%
Very Successful	3%	5%

Table 6-4 Project Impact on Goods Delivery

Project Impact on Public Transport		
	All	Business
Very Unsuccessful	34%	47%
Unsuccessful	23%	22%
No Change	34%	24%
Successful	8%	7%
Very Successful	1%	0%

Table 6-5 Project Impact on Public Transport

Project Impact on Traffic Flow		
	All	Business
Very Unsuccessful	66%	70%
Unsuccessful	19%	19%
No Change	11%	9%
Successful	3%	2%
Very Successful	1%	0%

Table 6-6 Project Impact on Traffic Flow

6.5.3 ***Has there been a change in trade following the project? (if you aren't a business please select N/A)***

6.5.4 In this section, we are mainly looking for the responses of Business owners, however several non-business respondents answered the customer numbers criteria. It should be noted that this overall is not representative of the entire response level as not all of the non-business respondents answered this question, it was not mandatory for them to complete. This proves that the negative responses are impacting the overall results since the question is not even relevant to them.

Project Impact on Business Turnover		
	All	Business
Large Decline	20%	21%
Decline	27%	28%
No Change	48%	47%
Increase	4%	3%
Large Increase	1%	1%
N/A		

Table 6-7 Project Impact on Business Turnover

Project Impact on Customer Numbers		
	All	Business
Large Decline	15%	23%
Decline	26%	32%
No Change	57%	41%
Increase	2%	5%
Large Increase	0%	0%
N/A		

Table 6-8 Project Impact on Customer Numbers

6.5.5 It should be noted that there are likely to be several factors that may have influenced the above results. It would be unfair for all of the negative associations with the decline of high street spending to be attributed to the scheme. The rise of 'out of town' shopping opportunities is likely to have been a key factor.

6.5.6 ***How has the vibrancy of the retail centre changed since the scheme was implemented?***

6.5.7 The responses for this section again show a difference between public and business perception.

6.5.8 It is a relatively neutral response for all respondents compared to earlier results, with responses recording a small decrease in vibrancy. By examining business results more closely it can be seen that, vibrancy is reported to have declined. Table 9 shows that 56% of business responses saw a decrease or worse with only 13% believing vibrancy had increased.

Project Impact on Vibrancy		
	All	Business
Large Decrease	7%	25%
Decrease	20%	31%
The Same	62%	32%
Increase	10%	13%
Large Increase	1%	0%

Table 6-9 Project Impact on Vibrancy



6.5.9 **How has the environment changed since regeneration?**

6.5.10 There are some really positive results in response to the questions around regeneration. Responses vary between overall public and business respondents.

Project Impact on Aesthetic		
	All	Business
Much Worse	8%	20%
Worse	16%	23%
The Same	34%	22%
Better	37%	31%
Much Better	5%	5%

Table 6-10 Project Impact on Aesthetic

Project Impact on Litter		
	All	Business
Much Worse	4%	17%
Worse	11%	17%
The Same	71%	51%
Better	14%	15%
Much Better	1%	1%

Table 6-11 Project Impact on Litter

Project Impact on Road Crossing		
	All	Business
Much Worse	32%	35%
Worse	33%	34%
The Same	27%	19%
Better	7%	10%
Much Better	1%	2%

Table 6-12 Project Impact on Road Crossing

Project Impact on Safety		
	All	Business
Much Worse	33%	39%
Worse	35%	35%
The Same	21%	17%
Better	10%	7%
Much Better	1%	2%

Table 6-13 Project Impact on Safety

Project Impact on Seating Areas		
	All	Business
Much Worse	4%	11%
Worse	8%	16%
The Same	53%	37%
Better	33%	34%
Much Better	3%	3%

Table 6-14 Project Impact on Seating Areas

Project Impact on Cycling Facilities		
	All	Business
Much Worse	6%	12%
Worse	11%	21%
The Same	65%	47%
Better	16%	19%
Much Better	1%	1%

Table 6-15 Project Impact on Cycling Facilities

Overall Project Impact		
	All	Business
Much Worse	23%	39%
Worse	34%	27%
The Same	21%	15%
Better	18%	15%
Much Better	3%	4%

Table 6-16 Overall Project Impact

6.5.11 The following section looks at the analysis of open-ended questions. Due to the number of responses, the analysis for this has been carried out for the 110 business responses but not for responses from the general-public at present. Information has been summarised into subjects and data given on the frequency with which each topic was raised.

6.5.12 ***What issues (if any) have arisen from the regeneration?***

6.5.13 This question commanded 24 different response subjects (23 that were effective and an 'other' category for responses that didn't fit the question)

6.5.14 The five biggest issues that have arisen are;

- 56% of respondents highlighted that there were no bus pull ins along the High Street following the project, this has had an impact on the traffic through the area which respondents feel has led to further issues;
- 35% specifically referred to traffic congestion along the High Street, stating that the project had made conditions worse for traffic attempting to pass through;
- 30% of respondents referred to the reduction in pedestrian crossings causing an impact to safety and causing pedestrians to cross in unusual or unsafe points along the High Street. Some responses called for the crossings to be put back in as before;
- 21% of the respondents indicated safety as a concern but in a more generalised manner, with comments on crossing and on the choices of paving at the crossings; and
- 11% of respondents raised concern regarding the lack of facilities within the High Street for the elderly and disabled. This included parking.

6.5.15 Unfortunately it appears that all of these responses are rather biased towards driver responses, not those walking and spending time and money on the high street. This is something that can be considered when drafting future questionnaires.

6.5.16 ***What could have been done differently?***

6.5.17 This question commanded 26 unique response types (25 that were effective and an 'other' category for responses that didn't fit the question)

6.5.18 Only three of these responses had a common theme;

- 57% suggested that at implementation of the project, the bus stops should have been placed off line. Some of the ideas were to put a bus stop in one of the goods delivery lay-bys or to create a new pull in for buses in the wide pavement area;
- 26% indicated for the pedestrian crossings to either be put back in or to revert to their original positions, returning the crossing to the middle of the High Street; and
- 8% of the respondents talked about fully pedestrianising the High Street and removing/reducing traffic flow throughout.

6.5.19 ***What was done well?***

6.5.20 15 response categories were given for this question, including an 'other' category.

6.5.21 The most positive aspect of the project has been the widening of the pavements and the look of it now, 34% of responses recorded that they liked the new paving.

27% of respondents said nothing in the project was done well.

11% of respondents said that the area had been successful in improving its aesthetics.

6.5.22 ***Are there any improvements you could suggest moving forward?***

6.5.23 27 categories were generated for this question with 33% suggesting that a bus pull in be adopted for the bus stop along the High Street. 14% suggested that further pedestrian crossings should be placed along the High Street.

6.5.24 ***Any further comments?***

6.5.25 The final question allowed respondents to voice any other concerns, most left the section blank. Of the responses, which were recorded 6% used this area to call again for bus pull-ins, 3% called for further public consultation and 4% called for business rates to be lowered to decrease unoccupied premises.

**6.5.26 Summary of 6.5.1 to 6.5.25**

The project has come across in a negative manner based upon the feedback from the survey and there have been limited positives taken by the local community and businesses in terms of their opinions of the project. Generally, businesses have seen the project overall as more negative than the general respondents however the difference between the two is minimal.

6.5.27 From the local businesses point of view, a key issue is that buses should be given stops offline, so that they cause little disruption to traffic flow. Secondly that the formal pedestrian crossing provision is an issue and that more crossings are needed. The general consideration for full pedestrianisation also remains a factor.

## 6.6 Scheme Benefits summary

The metrics recorded in the preceding chapters have evidenced the changes which have occurred following the opening of the Tonbridge High Street scheme. The following chapter summarises these changes with regards to the schemes overriding targets and objectives.

### 6.6.1 *Improve the attractiveness of town centre and boost economic activity*

6.6.2 The upper end of the High Street had a vacancy rate of 5.42% in February 2017 – the lowest it had been over the past 10 years;

6.6.3 The lower end of the High Street had a vacancy rate of 5.12% in February 2017 – the lowest it had been since January 2012;

6.6.4 In total the post scheme pedestrian crossing survey recorded 657 fewer peak hour weekday crossings and 243 fewer Saturday peak crossings.

6.6.5 The pedestrian footfall surveys demonstrate that pedestrian movements have decreased steadily throughout the town centre since 2000, this trend has continued post scheme opening.

6.6.6 The survey indicated that the most positively viewed aspect of the project has been the widening of the pavements and the look of it now, 34% of responses recorded that they liked the new paving.

6.6.7 4% of businesses responding to the survey reported an increase in turnover post scheme opening, and 5% report an increase in customer numbers. In contrast 49% of businesses reported a decline in business turnover and 55% reported a decrease in customer numbers post scheme opening.

6.6.8 ***Alleviate congestion by allowing better flow of traffic***

6.6.9 Traffic flows have been shown to have reduced in the High Street following scheme opening.

6.6.10 85 percentile speeds are shown to have reduced following the scheme opening. Peak time journey times have reduced marginally whilst interpeak journey times have increased post scheme opening.

6.6.11 ***Improve air quality***

6.6.12 As stated above, this will be formerly be measured in the 5 year post scheme review.

6.6.13 ***Improve safety for all road users***

6.6.14 No significant change to personal injury accidents within the scheme area, either positive or negative, has occurred since the scheme was implemented. This should be revisited once a 3-year crash record is available.

6.6.15 ***Improve accessibility to jobs and services by sustainable modes***

6.6.16 The questionnaire results indicate that public opinion does not recognise any improvement to accessibility post scheme opening. This is rather disappointing and surprising since the environmental improvements are notable positive when you visit the High Street. On average 63% of respondents indicated that the project was unsuccessful in improving public transport.

6.6.17 26% called for the pedestrian crossings to either be put in or to revert to their original positions, returning the crossing to the mid High Street.

## **6.7 General Summary**

- 6.7.1 The assessment of the scheme has provided a variety of responses both positive and negative. Most notably the public responses to the questionnaire were rather negative and in many cases contradicted the collated data. It is positive to hear that there are lower vacancy rates, improved average journey times and decreased traffic speeds through the High Street. Unfortunately the business owners within the scheme area in general indicate a decline in business post scheme opening, it is felt that is largely a perception issue since the economic data contradicts this. There is likely to be some outstanding frustration from businesses as a result of the disruption caused by the works.
- 6.7.2 The public response is slightly misleading in some instances, for example journey times through the scheme, the observed data does not tally with that perceived by users of the scheme. Peak hour journey times are shown to be marginally improved despite the reduction in speed limit to 20mph. Interpeak journey times do show a marginal increase with the highest recorded difference between pre scheme and post scheme times being 1 minute 15 seconds.
- 6.7.3 By far the most unpopular element of the scheme has been the online bus stops, with multiple complaints regarding buses slowing travel though the High Street and idling traffic contributing to a poorer air quality. The data recorded does not demonstrate a corresponding decrease in air quality or an increase in peak hour journey times although interpeak times are shown to be marginally slower.



- 6.7.4 The removal of the central crossing point has also proved an unpopular scheme element with a large proportion of questionnaire respondents calling for the crossing to be reinstated. Again, there has been no noticeable increase in accidents within the High Street, however, a decrease in pedestrians within the 65+ age category is indicated by the pedestrian crossing data. It may be that the users of the high street do not fully understand the scheme design, and if more work was done on the public consultation at the outset these results may have differed.
- 6.7.5 It is difficult to separate the schemes perceived outcomes from actual scheme outcomes. Some of the measurable benefits have the potential to be influenced by the lack of confidence locally in the scheme. The scheme has gained a great deal of local attention through online forums and social media. This was demonstrated most clearly by the response to the survey which was shared on social media and gained a great deal of momentum beyond the scope and purpose of its original design.

This page is intentionally left blank

# Agenda Item 11

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

This page is intentionally left blank

# Agenda Item 12

The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

**ANY REPORTS APPEARING AFTER THIS PAGE CONTAIN EXEMPT  
INFORMATION**

This page is intentionally left blank

# Agenda Item 13

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

This page is intentionally left blank