

TONBRIDGE & MALLING BOROUGH COUNCIL



EXECUTIVE SERVICES

Chief Executive

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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

13 September 2019

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, 23rd September, 2019 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 - 10

To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 10 June 2019

Matters for recommendation to the Borough Cabinet

4. Parking Action Plan - Phase 11 and Access Scheme 2 11 - 150

This report covers the investigation and informal consultation stage of the parking restriction proposals contained in Phase 11 of the Parking Action Plan, and seeks approval to proceed to formal consultation.

It also covers the formal consultation on proposals in Access Scheme – a subset of locations where the Council has applied a streamlined process for the consideration and promotion of minor changes to the public highway.

Annex 4 (Consultation responses to phase 11) is not included in the agenda pack due to the large size of the document and is to follow.

5. Joint Transportation Board - Agreement 151 - 158

Joint Transportation Boards (JTBs) between KCC and the District/Borough Councils were established in 2005 to facilitate discussion and co-operation on local highway and transportation issues. Underpinning the JTBs is a legal agreement signed by KCC and each District/Borough. The current agreement has recently been reviewed and a revised copy is attached.

Matters submitted for Information

6. Tonbridge and Malling Highway Works Programme 159 - 182

This report updates Members on the identified schemes approved for construction

7. A20 Highway Improvements 183 - 236

The report is a summary of the actions and results of a consultation carried out between July and September this year, and outlines proposed highway improvements along A20, London Road.

8. A20 Coldharbour Roundabout and Mills Road/Hall Road 237 - 244

This report provides an update in respect of the proposed junction improvements on the A20 London Road, in two locations:

- A20 Coldharbour Roundabout; and,
- A20 London Road at its junction with Hall Road and Mills Road.

9. Urgent Items 245 - 246

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

10. Exclusion of Press and Public 247 - 248

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

11. Urgent Items

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

Cllr D Lettington (Chairman)
Mr M Payne (Vice-Chairman)

Cllr R P Betts
Cllr V M C Branson
Cllr D A S Davis
Cllr A Kennedy
Cllr N G Stapleton
Cllr M Taylor

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

Apologies for absence

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Declarations of interest

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TONBRIDGE AND MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

Monday, 10th June, 2019

Present: Cllr D Lettington (Chairman), Cllr R P Betts, Cllr V M C Branson, Cllr D A S Davis, Cllr N G Stapleton, Cllr M Taylor, Mr M Balfour, Mrs T Dean, Mr R Long and Mr H Rayner

Councillors M D Boughton, N J Heslop, P M Hickmott, M A J Hood, B J Luker, Mrs A S Oakley, M R Rhodes, R V Roud, Miss J L Sergison, Mrs M Tatton and D Thornewell were also present pursuant to Council Procedure Rule No 15.21. In the absence of Mrs S Barker, Mrs W Palmer was also present on behalf of the Kent Association of Local Councils.

Apologies for absence were received from Mr M Payne (Vice-Chairman), Borough Councillor A Kennedy, County Councillors Mrs S Hohler and Mr P Homewood and Mrs S Barker of the Kent Association of Local Councils.

PART 1 - PUBLIC

JTB 19/7 DECLARATIONS OF INTEREST

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

JTB 19/8 MINUTES

RESOLVED: That the Minutes of the meeting of the Joint Transportation Board held on 11 March 2019 be approved as a correct record and signed by the Chairman.

MATTERS SUBMITTED FOR INFORMATION

JTB 19/9 TONBRIDGE AND MALLING HIGHWAY FORWARD WORKS PROGRAMME - 2019/20 ONWARDS

The report of KCC Highways, Transportation and Waste summarised schemes programmed for delivery in 2019/20 and provided an update on the footway and carriageway improvement schemes, drainage repairs and improvements, street lighting, transportation and safety schemes, Developer Funded Works (Section 278 and 106 works), bridge works and traffic systems. Local Members were asked to provide feedback to the Schemes Programme Manager, Mr J Watson, outside the meeting on the potential traffic management issues for the forthcoming works outside Café Nero in Tonbridge High Street. In

addition the report provided details of the current County Member funded schemes within the Borough.

RESOLVED: That the report be received and noted.

JTB 19/10 PARKING UPDATE

The report of the Director of Street Scene, Leisure and Technical Services provided an update on progress with the current phase of the Parking Action Plan (Phase 11), highlighted the approved programme for Parking Reviews and summarised the Borough Council's approach to parking management.

RESOLVED: That the report be received and noted.

MATTERS FOR CONSIDERATION IN PRIVATE

JTB 19/11 EXCLUSION OF PRESS AND PUBLIC

There were no items considered in private.

The meeting ended at 8.07 pm

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

23 September 2019

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, PHASE 11 AND ACCESS SCHEME 2

Summary

The Borough Council has for many years divided requests for new and revised parking restrictions into separate phases of the “Parking Action Plan”.

This report covers the investigation and informal consultation stage of the parking restriction proposals contained in Phase 11 of the Parking Action Plan, and seeks approval to proceed to formal consultation.

It also covers the formal consultation on proposals in Access Scheme – a subset of locations where the Council has applied a streamlined process for the consideration and promotion of minor changes to the public highway.

1.1 Phase 11 - Investigation

1.1.1 Following the March 2019 meeting of the Joint Transportation Board, investigations into proposed parking changes have been undertaken at 40 sites across the Borough.

1.1.2 Following initial investigations, it was identified that;

Morley Road and Vale Road, Tonbridge - 2 locations could be combined to one proposal.

Fernleigh Rise, Ditton – the issues at this location had been addressed by physical measures introduced by Kent County Council in their role as the Highway Authority

Lansdowne Road, Tonbridge – this is being addressed by Kent County Council and the developer of the new road.

This reduced the list of sites to 37 locations.

Of those 37 locations it was further identified that 5 locations (Thorn Close & Barling Close in Blue Bell Hill, Court Road in Burham and Hectorage Road and Kings Road in Tonbridge involved minor changes, and could be covered by the streamlined process for access driven amendments, further reducing the Phase 11 list to 32 locations.

These 5 locations were added to the list of locations considered in Access Scheme 2 and are considered later in this report.

1.2 Phase 11 - Informal Consultation

- 1.2.1 Informal consultation was carried out on the remaining 33 locations from 28th June to 21st July 2019 and letters were sent directly to the frontagers affected.
- 1.2.2 A list of all the locations, the issues raised and a recommendation for each is included in **Annex 1**.
- 1.2.3 **Annex 2** contains each location summary, with more detail as to the response rate, analysis and recommendation. Members will note that Members views are requested for the locations of Fairfield Crescent and Shakespeare Road in Tonbridge.
- 1.2.4 **Annex 3** contains plans of the Phase 11 proposals that were circulated as part of the consultation.
- 1.2.5 **Annex 4** contains a redacted copy of all the consultation responses relating to the Phase 11 proposals that have been received within the consultation period.
- 1.2.6 **Annex 5** contains revised plans of the Phase 11 proposals, reflecting the recommendations set out in **Annex 1**

1.3 Access Scheme

- 1.3.1 The revised list of locations for minor amendments (including those from the previous Phase 11 list) is as follows;

| Location | Ward | Proposal |
|------------------------------------|----------|---|
| Kings Road (Tonbridge) | Medway | Change to reflect change of school times |
| 72, Hectorage Road (Tonbridge) | Medway | New double yellow lines in front of shared access |
| 90, Hectorage Road (Tonbridge) | Medway | New vehicle crossover |
| 17, St Stephens Street (Tonbridge) | Vauxhall | New Disabled Persons Parking Bay |
| 48, Lodge Oak Lane (Tonbridge) | Medway | New vehicle crossover |
| 24 The Drive (Tonbridge) | Vauxhall | New Disabled Persons Parking Bay |

| | | |
|--------------------------------|---------------------------|-----------------------------------|
| Barling Close (Blue Bell Hill) | Aylesford N & Walderslade | Adjustment to single yellow lines |
| Thorn Close (Blue Bell Hill) | Aylesford N & Walderslade | Adjustment to single yellow lines |
| Court Road (Burham) | Burham & Wouldham | Adjustment to double yellow lines |

1.3.2 In line with the streamlined process, formal consultation was carried out on the 9 locations from 28th June to 21st July 2019 in accordance with the Local Authorities Traffic Orders (Procedures) (England & Wales) 1996.

1.3.3 A list of all the locations, the issues raised and a recommendation for each is included in **Annex 6**.

1.3.4 **Annex 7** contains each location summary, with more detail as to the response rate, analysis and recommendation.

1.3.5 **Annex 8** contains plans of the Access Scheme 2 proposals that were circulated as part of the consultation.

1.3.6 **Annex 9** contains a redacted copy of all the consultation responses relating to the Phase 11 proposals that have been received within the consultation period.

1.4 Legal Implications

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

1.5 Financial and Value for Money Considerations

1.5.1 Funding to implement works associated with the Parking Action Plan Phase 11 and Access Scheme 2 is provided within existing revenue budgets.

1.6 Risk Assessment

1.6.1 The investigation and consultation process applied to parking management provides an 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 they 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.

1.6.2 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.

1.7 Equality Impact Assessment

1.7.1 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.

1.8 Policy Considerations

1.8.1 Asset Management

1.8.2 Communications

1.8.3 Community

1.8.4 Customer Contact

1.9 Recommendations

It is **RECOMMENDED** that the recommendations for each location in Phase 11 shown in **Annex 1** be adopted, and where appropriate the proposals be taken forward to formal consultation.

It is **RECOMMENDED** that the recommendations for each location in Access Scheme 2 shown in **Annex 6** be adopted, and where appropriate the proposals be implemented.

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:

contact: Andy Bracey
Parking Manager

Phase 11

Annex 1 – List of locations and recommendations

Annex 2 – Location summary sheets

Annex 3 – Plans of locations and proposals

Annex 4 – Redacted informal consultation responses

Annex 5 – Revised plans reflecting recommendations

Access Group 2

Annex 6 – List of locations and recommendations

Annex 7 – Location summary sheets

Annex 8 – Plans of locations and proposals

Annex 9 – Redacted informal consultation responses

Robert Styles

Director of Street Scene, Leisure and Technical Services

Parking Action Plan - Phase 11 – Annex 1 (Locations, Issues raised and Recommendations)

| Town or Ward | Location | Issue | Location ref | Requested by | Detail | Summary | Recommendation |
|---------------|--|----------------------|--------------|--------------------------------|---|-------------------------|---|
| Aylesford | Pratling Street / Beddow Way | Obstructive parking | 11.01 | Local resident | Parking around the junction causes problems | New double yellow lines | Proceed to formal consultation |
| Borough Green | Brockway / Normanhurst Road and Mountfield | Junction protection | 11.04 | Fairseat Residents Association | Junction protection | New double yellow lines | The proposals be abandoned |
| Borough Green | Hunts Farm Close and Griggs Way | Non-resident parking | 11.05 | Local resident | Request for permit parking | Permit parking scheme | The proposal be amended and proceed to formal consultation |
| Borough Green | Fairfield Road | Obstructive parking | 11.06 | Parish Council | Request for new double yellow lines near No's 74 & 76 to address parking concerns on the bend and associated safety issues. | New double yellow lines | Proceed to formal consultation |
| Ditton | Fernleigh Rise | Obstructive parking | 11.08 | Local resident | Double yellow lines opposite driveways to prevent obstruction and prevent traffic movements and a Residents Parking Scheme | New double yellow lines | The Board note that Kent County Council has installed bollards at this location to address the issue. |

| Town or Ward | Location | Issue | Location ref | Requested by | Detail | Summary | Recommendation |
|--------------|---|---------------------|--------------|-----------------|--|-------------------------|--|
| Ditton | Brampton Field | Obstructive parking | 11.09 | Local resident | Obstructive resident parking | New double yellow lines | The proposal be amended and proceed to formal consultation |
| Ditton | Firs Close / Elm Road | Obstructive parking | 11.10 | Cllr Walker | Request for double yellow lines in Firs close to ease traffic movements in the narrow road | New double yellow lines | The proposal be amended and proceed to formal consultation |
| Ditton | A20 London Road | Obstructive parking | 11.11 | Cllr Thornewell | Request for parking restrictions to deter all-day parking by vans opposite the Kia garage | New double yellow lines | Proceed to formal consultation |
| East Malling | Bondfield Road (between Ruskin Close, Lister Close and Cobbett Close) | Obstructive parking | 11.12 | Local resident | Obstructive resident parking | New double yellow lines | Proceed to formal consultation |
| East Malling | Temple Way / Meridian Place | Obstructive parking | 11.13 | Cllr Roud | Would like restrictions to deter parking around the junction due to large vans making visibility difficult | New double yellow lines | Proceed to formal consultation |
| East Peckham | Medway Meadows | Obstructive parking | 11.14 | Local residents | Parking by local car garage | New double yellow lines | Proceed to formal consultation |

| Town or Ward | Location | Issue | Location ref | Requested by | Detail | Summary | Recommendation |
|--------------|--|----------------------------|--------------|-------------------------------------|--|--------------------------------|--|
| East Peckham | Parish Parking Plan, Orchard Road & The Freehold | Obstructive parking | 11.15 | Cllr Anderson | Obstructive parking | New double yellow lines | The proposals be abandoned |
| Larkfield | Brooklands Road | Obstructive parking | 11.16 | Local resident | Extend Double Yellow Lines | Extend double yellow lines | The proposal be amended and proceed to formal consultation |
| Larkfield | Papyrus Way | More parking for residents | 11.17 | Mr Parry-Waller (former Councillor) | Change restrictions to allow overnight parking | Changes to double yellow lines | Proceed to formal consultation |
| Larkfield | Marlowe Road | Obstructive parking | 11.18 | Local resident | Concerns about emergency vehicle access due to parking on the bend | New double yellow lines | Proceed to formal consultation |
| Larkfield | The Lakes | Pavement parking | 11.19 | Local resident | Pavement parking issues | New double yellow lines | Proceed to formal consultation |
| Larkfield | Chaucer Way | Obstructive parking | 11.20 | Mr Parry-Waller (former Councillor) | All-day parking on Chaucer Way causes problems for passing traffic and buses - investigate restrictions to allow overnight parking but not daytime | New single yellow lines | Proceed to formal consultation |

| Town or Ward | Location | Issue | Location ref | Requested by | Detail | Summary | Recommendation |
|--------------|--|----------------------|--------------|----------------|---|---|---|
| Larkfield | Woodpecker Road | Obstructive parking | 11.21 | Local resident | Replace white line with Double Yellow Lines from 29-41 | New double yellow lines | Proceed to formal consultation |
| Larkfield | Maple Close | Obstructive parking | 11.22 | Local resident | Double yellow lines opposite driveways to prevent obstruction and prevent traffic movements | New double yellow lines | Proceed to formal consultation |
| Tonbridge | The Ridgeway / Rochester Road | Junction protection | 11.23 | Local resident | Obstructive parking | New double yellow lines | Proceed to formal consultation |
| Tonbridge | Lansdowne Road junction with confirmed highway potentially linking to Annison Street | Obstructive parking | 11.24 | Local business | Double yellow lines junction protection | Double yellow lines junction protection | The Board note that the issue is being addressed by KCC and the developer |
| Tonbridge | Dry Hill Park Crescent | Non-resident parking | 11.25 | Local resident | Residents have asked to join existing permit parking scheme | Permit parking bays | The proposals be abandoned |
| Tonbridge | Hunt Road | Obstructive parking | 11.26 | Local resident | Requesting parking restrictions on Hunt Road between two exits from Constable Road as the junctions are in her view, dangerous. | New double yellow lines | Proceed to formal consultation |

| Town or Ward | Location | Issue | Location ref | Requested by | Detail | Summary | Recommendation |
|--------------|--|-----------------------------------|---------------|--------------------------|---|-------------------------|---|
| Tonbridge | Shakespeare Road | Non-resident parking | 11.27 | Local residents petition | Student parking, request for residents parking scheme | Permit parking scheme | The views of the Board are sought – either to proceed , to redraft or to abandon the proposals |
| Tonbridge | Lower Haysden Lane | Obstructive parking | 11.28 | Local resident | Concerns about parking on the bend near Mission Hall House | New double yellow lines | The proposal be amended and proceed to formal consultation |
| Tonbridge | Morley Road / Vale Road near Ton100 and Morley Road (near entrance to Pyser SGI) | Obstructive parking | 11.29 & 11.30 | Local business | Request for double yellow lines opposite the Ton100 site entrance to improve access and safety and Obstructive parking near car park entrance | New double yellow lines | Proceed to formal consultation |
| Tonbridge | Lyons Crescent | P&D and changes to permit parking | 11.32 | TMBC & Local residents | Pay & Display and changes to permit parking to segregate and manage short stay parking and resident bays | Change parking bays | Proceed to formal consultation |
| Tonbridge | Fairfield Crescent | Obstructive parking | 11.33 | Local resident | Request for double yellow lines on one side and in the turning circle to ease access and prevent obstruction | New double yellow lines | The views of the board are sought – either to proceed or to abandon the proposals |

| Town or Ward | Location | Issue | Location ref | Requested by | Detail | Summary | Recommendation |
|--------------|--|----------------------|--------------|------------------------|--|-------------------------|--|
| Tonbridge | Somerhill Road | Non-resident parking | 11.34 | Local resident | Parking by staff at nearby Royal Mail causes problems for residents, and would like a resident parking scheme | Permit parking scheme | The proposal be amended and proceed to formal consultation |
| Tonbridge | Swanmead Way | Obstructive parking | 11.35 | TMBC & Local residents | Re-development of local store to Aldi increases all-day on-street parking and Swanmead Way is now reported as adopted by Kent County Council | New double yellow lines | Proceed to formal consultation |
| Walderslade | Taddington Wood Lane (between Papion Grove and Hurst Hill) | Commuter parking | 11.37 | Local resident | Commuter parking | New double yellow lines | Proceed to formal consultation |
| West Malling | Old Parsonage Court | Non-resident parking | 11.38 | Cllr Trudy Dean | Consider introducing new parking restrictions to deter all-day parking by non-residents | Permit parking scheme | Proceed to formal consultation |
| Wrotham | Borough Green Road | Obstructive parking | 11.39 | Local residents | Concerns about vehicles parking on Borough Green Road near the junction of St Mary's Road | New double yellow lines | Proceed to formal consultation |

Parking Action Plan – Phase 11 – Locations, Response Rate and Analysis Summary

| | |
|--------------------|------------------------------|
| Location reference | 11-01 |
| Town | Aylesford |
| Ward | Aylesford South |
| Road / Area | Pratling Street / Beddow Way |
| Requested by | Local resident |
| Plan reference: | DD/589/01 |

Summary

New double yellow lines

Issue

Residents report that parking to the west of the Beddow Way junction causes problems.

Initial investigation

Double yellow lines could be installed on the north side to move any parking further from the residential properties, however, the location is on the boundary with Maidstone Borough and any changes should be promoted with the agreement of our neighbouring authority.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 24 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|--------------|------------|
| 6 (25%) | 5 (83.3%) | 1 (16.7%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was average for this sort of proposal, with the majority of respondents in favour of the proposed changes.

Recommendation after informal consultation

In light of the positive nature of the responses, it is recommended that the Joint Transportation Board agree that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--|
| Location reference | 11-04 |
| Town | Borough Green |
| Ward | Borough Green & Long Mill |
| Road / Area | Brockway / Normanhurst Road and Mountfield |
| Requested by | Fairseat Residents Association |
| Plan reference: | DD/589/04 |

Summary

New double yellow lines

Issue

The Fairseat Residents Association has asked for new restrictions to prevent obstructive parking and to improve access and visibility at junctions.

Initial investigation

Junction protection double yellow lines would assist traffic movements, but due to the restricted road widths the restrictions should be extended to cover the whole length of one side of the affected areas so parking only occurs on one side.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 70 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|---------------|---------------|------------|
| 35 (50%) | 12 (34.3%) | 23 (65.7%) | 0 (0%) |

Informal consultation responses

There was a strong response rate to the informal consultation, with the majority of those who responded objecting to the proposals. This included responses from members of the Fairseat Residents Association, who could not specifically recall asking for parking controls, but commented that retaining on-street parking would assist in maintaining lower vehicle speeds

This strong level of response and objection to the proposals suggests that the proposals are not supported

Recommendation after informal consultation

In light of the responses, it is recommended that the comments of residents be noted by the Board and the proposals be **abandoned**.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|---------------------------------|
| Location reference | 11-05 |
| Town | Borough Green |
| Ward | Borough Green & Long Mill |
| Road / Area | Hunts Farm Close and Griggs Way |
| Requested by | Local resident |
| Plan reference: | DD/589/05 |

Summary

New double yellow lines and permit parking area.

Issue

Request for permit parking to deter non-resident parking and to prevent obstructive parking.

Initial investigation

A new "permit holders past this point" restriction would deter non-resident parking in both parts of the cul-de-sac and new double yellow lines would assist preventing obstructive parking and parking at the junction.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 56 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|---------------|--------------|-------------|
| 27 (48.2%) | 16 (59.3%) | 9 (33.3%) | 2 (7.4%) |

Informal consultation responses

There was a good level of response from residents, with the majority in favour, but a sizable number objected to the proposals.

Review of the responses compared to addresses shows that there was more support for permit parking by the residents of Hunts Farm Close, and more objection to the proposals from the residents in Griggs Way – which reflects the differing sizes of property and the level of off-street parking provision to each property.

There were also objections from residents that they would have to pay for parking permits.

There was also a suggestion that there should be additional double yellow lines at the top end of Hunts Farm Close to prevent obstruction of the access to the parking area.

Recommendation after informal consultation

The consultation responses are varied, but it does suggest that there is a problem around the junction with Maidstone Road and in Hunts Farm Close. However, if restrictions were introduced just at these locations then the problem is likely to displace further in to each part of the cul-de-sac.

It is recommended that the Members of the Board review the consultation responses, and agree that the proposals should be **amended** (with additional double yellow lines at the top of Hunts Farm Close) and **proceed** to formal consultation, which may produce a clearer view.

Revised proposals are shown in plan ref DD/589/05A

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|---------------------------|
| Location reference | 11-06 |
| Town | Borough Green |
| Ward | Borough Green & Long Mill |
| Road / Area | Fairfield Road |
| Requested by | Parish Council |
| Plan reference: | DD/589/06 |

Summary

New double yellow lines

Issue

The Parish Council have asked for new double yellow lines near No's 74 & 76 to address parking concerns on the bend and associated safety issues.

Initial investigation

New double yellow lines would assist in preventing parking on the bend but there may be displacement parking to other areas, and nearby accesses should also be protected to prevent obstruction.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 21 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|------------|--------------|-------------|
| 12 (57.1%) | 9 (75%) | 2 (16.7%) | 1 (8.3%) |

Informal consultation responses

There was a strong response rate to the informal consultation, with the majority of those who responded supporting the proposals. One indicated partial support, but wanted the restrictions on the south side of the road only.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|----------------|
| Location reference | 11-08 |
| Town | Ditton |
| Ward | Ditton |
| Road / Area | Fernleigh Rise |
| Requested by | Local resident |
| Plan reference: | N/A |

Issue

Report of obstructive and damaging verge parking, Residents have asked for a permit parking scheme to ration parking between residents.

Initial investigation

Obstructive parking has been addressed by KCC, introducing a number of bollards to protect verges from parking. This may have changed the parking habits in the area and it is recommended that the parking be monitored and if necessary be addressed in a following phase of the Parking Action Plan.

Analysis

Whilst residents may request a preferential parking scheme, it would not be appropriate for this sort of area. KCC's new bollards may resolve the parking to a tolerable level and this should be monitored and included in a future Phase if further intervention is required.

This was agreed at the March 2019 meeting of the Joint Transportation Board and accordingly the proposals have progressed no further.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|----------------|
| Location reference | 11-09 |
| Town | Ditton |
| Ward | Ditton |
| Road / Area | Brampton Field |
| Requested by | Local resident |
| Plan reference: | DD/589/09 |

Summary

New double yellow lines

Issue

Residents have reported problems with obstructive parking, parking on bends and parking on pavements.

Initial investigation

The design standards applied to the road by the developer encourages parking outside the terms of the Highway Code, and this causes problems to traffic movements and for pedestrians. Double yellow lines to emphasise the Highway Code would assist in maintaining access.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 106 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|---------------|---------------|------------|
| 35 (33%) | 12 (34.3%) | 23 (65.7%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was good, but with the majority of respondents not supporting the proposals.

There were several comments from residents who did not support the proposals who felt that some changes were warranted as parked cars caused problems, but that parking was in short supply and convenient parking was a higher priority.

Local Member Cllr Cooper also commented that the proposals should be reduced to cover the area from No's 1 to 28, with some parking swapped to the other side in front of No's 1-9.

Whilst they may seem excessive, the Borough's proposals support the requirements of the Highway Code and the parking pressures in the area are a reflection of the poor road design and the low levels of parking provision compared to the residential parking demand.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposals be **reduced** in line with Cllr Cooper's comments and **proceed** to formal consultation.

Revised proposals are shown in plan ref DD/589/09A

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|-------------|
| Location reference | 11-10 |
| Town | Ditton |
| Ward | Ditton |
| Road / Area | Firs Close |
| Requested by | Cllr Walker |
| Plan reference: | DD/589/10 |

Summary

New double yellow lines

Issue

Request for double yellow lines in Firs Close to ease traffic movements in the narrow road

Initial investigation

Firs Close is narrow, and would benefit from double yellow lines to prevent obstructive parking, particularly on the bend.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 21 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|--------------|--------------|
| 7 (33.3%) | 2 (28.6%) | 1 (14.3%) | 4 (57.1%) |

Informal consultation responses

The response rate to the informal consultation was good, but the responses were mixed – there was support for introducing restrictions but the majority wished for the restrictions to be on the other side of the road.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposals be **adjusted** so that the restrictions are on the other side of the road and **proceed** to formal consultation.

Revised proposals are shown in plan ref DD/589/10A

Other issue raised at informal consultation

One resident requested improved junction markings and a yellow box marking at the junction of Firs Close and The Avenue – though this is outside the remit of the Borough Council and would be for Kent County Council to consider in it's role as the Highway Authority, and the Highway Authority are asked to note this request.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|-----------------|
| Location reference | 11-11 |
| Town | Ditton |
| Ward | Ditton |
| Road / Area | A20 London Road |
| Requested by | Cllr Thornewell |
| Plan reference: | DD/589/11 |

Summary

New double yellow lines

Issue

Request for parking restrictions to deter all-day parking by vans opposite the former Kia garage site, where "white vans" associated with a local subcontracting courier park-up when not in use, and also parking issues at the entrance to Ditton Place.

Initial investigation

The initial request related to vans parking on the A20 but these were not linked with the Kia garage. It would be a practical approach to introduce parking controls on the A20 between Larkfield Road and Bell Lane to help manage congestion and maintain capacity.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 84 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|--------------|------------|
| 8 (9.5%) | 7 (87.5%) | 1 (12.5%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was low, suggesting that most residents were not concerned enough to comment, but few residential properties actually front on to the A20 at this location. Of those that commented, the proposals were generally supported.

It was commented that the proposals should be considered with Kent County Council's separate proposals for changes to the traffic management arrangements along the A20 which has also been the subject of public consultation.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|----------------|
| Location reference | 11-12 |
| Town | East Malling |
| Ward | East Malling |
| Road / Area | Bondfield Road |
| Requested by | Local resident |
| Plan reference: | DD/589/12 |

Summary

New double yellow lines

Issue

Residents have reported problems of obstructive parking around the junctions, in front of vehicle accesses and on the footways and verges.

Initial investigation

The obstruction issues can be addressed with double yellow lines, but due to the numerous driveways to properties and the need to maintain access the proposal is likely to severely limit the available on-street parking capacity and there may be some displacement to other areas nearby.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 55 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|--------------|-------------|
| 11 (20%) | 5 (45.5%) | 5 (45.5%) | 1 (9.1%) |

Informal consultation responses

The response rate to the informal consultation was low, suggesting that most residents were not concerned enough to comment.

The objections related to the lack of existing parking facilities and the existing parking pressure in the area, and also commented that there would be no spaces left for visitors.

The “don't know” responded that they only wanted the double yellow lines down the non-residential side of Bondfield Road.

Recommendation after informal consultation

The response was mixed, but with the majority suggesting that there was a parking problem in the area. The proposals have been designed to take in to consideration comments from residents who have experienced difficulties with vehicles parked close to and opposite their driveways, as the road is narrow and the driveways are narrow and are restricted by front walls or fences.

The proposals should assist in maintaining access to properties and reduce obstructive parking.

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Other issue raised at informal consultation

One resident requested that Bondfield Road ought to be resurfaced, and that filling potholes does not work – though this is outside the remit of the Borough Council and would be for Kent County Council to consider in it's role as the Highway Authority, and the Highway Authority are asked to note this request.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|---|
| Location reference | 11-13 |
| Town | East Malling |
| Ward | East Malling |
| Road / Area | Temple Way, Meridian Place and Carnation Crescent |
| Requested by | Cllr Roud |
| Plan reference: | DD/589/13 |

Summary

New double yellow lines

Issue

Residents have requested restrictions to deter parking around the new road junction with Meridian Place as large vans make visibility difficult.

Initial investigation

Parking occurs close to the new junction with Meridian Place and junction protection should have been considered when the road was constructed. Meridian Place remains unadopted. Its noted that similar issues occur at the other junction (with Carnation Crescent) and this should be addressed at the same time.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 46 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|-------------|-----------|------------|
| 5 (10.9%) | 5 (100%) | 0 (0%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was very low, suggesting that most residents were not concerned enough to comment, but those that did were in favour of the proposals.

One respondent asked for parking bays to be marked on Temple Way, but this is outside the scope of the proposals and would not provide any additional parking.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--|
| Location reference | 11-14 |
| Town | East Peckham |
| Ward | Hadlow & East Peckham |
| Road / Area | Medway Meadows, Hale Street and Old Road |
| Requested by | Local residents |
| Plan reference: | DD/589/14 |

Summary

New double yellow lines

Issue

Local residents have reported problems with cars associated with a nearby car sales garage that are regularly parked on-street, causing obstruction and inconvenience to residents.

Initial investigation

New double yellow lines on the bend and as junction protection could be provided, but if so the Old Road junction opposite should also be protected to prevent displacement issues. Due to the road layout, the restrictions should be extended further than normal northwards on Hale Street.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 39 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|-------------|------------|------------|
| 20 (51.3%) | 16 (80%) | 4 (20%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was good, with the majority supporting the proposals. A number of the comments (including those objecting) confirmed that there was parking associated with the nearby car sales garage that caused problems. Concern was raised by some respondents that the proposals may displace the parking further in to the cul-de-sacs.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Other issue raised at informal consultation

One resident requested the speed limit on Hale Street should be reduced from 40mph to 30mph as it is essentially a residential village road. However, this is outside the remit of the Borough Council and would be for Kent County Council to consider in its role as the Highway Authority, and the Highway Authority are asked to note this request.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|-----------------------------|
| Location reference | 11-15 |
| Town | East Peckham |
| Ward | Hadlow & East Peckham |
| Road / Area | Orchard Road & The Freehold |
| Requested by | Cllr Jill Anderson |
| Plan reference: | DD/589/15 |

Summary

New double yellow lines

Issue

The Parish Council have reported that there is obstructive parking and pavement parking which causes problems for residents.

Initial investigation

New double yellow lines could be introduced to constrain parking to the east side of Orchard Road, and also to cover the corner with The Freehold.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 36 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|---------------|-------------|
| 22 (61.1%) | 3 (13.6%) | 18 (81.8%) | 1 (4.5%) |

Informal consultation responses

The response rate to the informal consultation was high, with a significant proportion against the proposals.

Recommendation after informal consultation

In light of the strength of the residential response against the proposal, it is recommended that the proposal be **abandoned**.

Other issue raised at informal consultation

There were several responses from those who objected to the proposals to remove the footway on one side of the road to create more parking places. However, this is outside the remit of the Borough Council and would be for Kent County Council to consider in it's role as the Highway Authority, and the Highway Authority are asked to note this request.

There was also discussion about making Orchard Road and The Freehold one-way, which is again outside of the Borough Council's remit and would be for the Highway Authority to consider.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|-----------------|
| Location reference | 11-16 |
| Town | Larkfield |
| Ward | Larkfield North |
| Road / Area | Brooklands Road |
| Requested by | Local resident |
| Plan reference: | DD/589/16 |

Summary

Extend existing double yellow lines

Issue

Residents have reported problems with obstructive parking and lack of passing places against oncoming traffic in the narrow access road.

Initial investigation

The road is narrow, but has accommodated parking on one side for many years. However, this has caused problems for passing traffic. The parking restrictions could be re-arranged to ease access, provide more parking and still maintain low speeds.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 9 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|--------------|------------|
| 3 (33.3%) | 2 (66.7%) | 1 (33.3%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was good, but the consultation was limited to the few properties in the road.

One response in favour wanted the restrictions extended to the area in front of No.3 (opposite accesses to No's 101 & 103) to ease turning movements.

The response in opposition to the proposal also asked that the restrictions be extended.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal be **adjusted** in line with the residents comments to include new double yellow lines in the area opposite the accesses to No's 101 & 103, and to **proceed** to formal consultation.

Revised proposals are shown in DD/589/16A

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--|
| Location reference | 11-17 |
| Town | Larkfield |
| Ward | Larkfield North |
| Road / Area | Papyrus Way |
| Requested by | Cllr Mike Parry-Waller (now ex-Councillor) |
| Plan reference: | DD/589/17 |

Summary

New single yellow lines and lorry overnight parking ban

Issue

Change restrictions to allow overnight parking by residents of the nearby Ashlin Quarter development, but to prevent overnight lorry parking and the anti-social behaviour issues that this brings.

Initial investigation

There is a need to balance the desires for residential overnight parking and access for large vehicles, but with controls to prevent overnight lorry parking due to anti-social behaviour issues. Single yellow lines would allow car parking and an overnight lorry parking ban would prevent "tramping".

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 81 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|--------------|-------------|
| 13 (16%) | 7 (53.8%) | 5 (38.5%) | 1 (7.7%) |

Informal consultation responses

The response rate to the informal consultation was quite low, suggesting that most residents were not concerned enough to comment.

The comments against the proposals varied, covering;

- problems within the private development that the developer could address, mainly due to residents who do not comply with the restrictive parking and vehicle ownership conditions of the development
- commercial vehicles parking or waiting on Papyrus Way with engines running
- lack of enforcement
- allowing parking would increase anti-social behaviour, noise, pollution and littering.

However, the proposals would provide a stronger opportunity for enforcement, a deterrent to parking by HGVs and relieve the nearby residential parking issues.

One resident suggested that the restriction times should be altered to 8am-5pm Monday to Friday rather than 8am-6pm, Monday to Saturday. However, the suggested times tie-in with other peak-time restrictions nearby and better reflect the need for HGV movements to and from the industrial units and the potential redevelopment of the Paper Mill site.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal proceed to formal consultation.

Other issue raised at informal consultation

One respondent asked for speed limit signs, speed humps and a speed camera on Papyrus Way. However, these are outside the remit of the Borough Council and would be for Kent County Council to consider in it's role as the Highway Authority, and the Highway Authority are asked to note this request.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|-----------------|
| Location reference | 11-18 |
| Town | Larkfield |
| Ward | Larkfield North |
| Road / Area | Marlowe Road |
| Requested by | Local resident |
| Plan reference: | DD/589/18 |

Summary

New double yellow lines

Issue

Concerns about emergency vehicle access due to parking junctions and on the bend near No.83, where vehicles have to mount the verge.

Initial investigation

Normal junction protection and access double yellow lines should be applied, which should also cover the entrances to the shared parking areas to encourage off-street parking usage.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 51 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|---------------|-------------|
| 17 (33.3%) | 5 (29.4%) | 11 (64.7%) | 1 (5.9%) |

Informal consultation responses

There was a good level of response to the consultation, with the majority of residents commenting against the proposals, most citing the lack of parking in the area.

Some commented that the proposals should be extended, either to include the area opposite the junction on Chaucer Way, or to go deeper in to Marlowe Road, but the most frequent comments were that there was no real issue and the proposals would reduce parking or displace it further in to the estate.

Recommendation after informal consultation

In light of the strength of the residential response against the proposal, it is recommended that the proposal be **abandoned**.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|-----------------|
| Location reference | 11-19 |
| Town | Larkfield |
| Ward | Larkfield North |
| Road / Area | The Lakes |
| Requested by | Local resident |
| Plan reference: | DD/589/19 |

Summary

New double yellow lines

Issue

A resident has complained of obstructive parking on the bend and pavement near to No.61, and preventing access and egress from the garage areas.

Initial investigation

New double yellow lines would address the issue, covering both sides of the road on the bend, and extending to the nearby garage accesses.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 43 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|---------------|-------------|------------|
| 16 (37.2%) | 15 (93.8%) | 1 (6.3%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was good, and the majority of respondents supported the proposal, though some wished for the restrictions to be taken further.

Recommendation after informal consultation

Whilst some wanted extended restrictions, the proposals have been aimed at preventing obstruction but maintaining as much parking as possible.

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|---------------------------------------|
| Location reference | 11-20 |
| Town | Larkfield |
| Ward | Larkfield North |
| Road / Area | Chaucer Way |
| Requested by | Cllr Parry-Waller (now ex-Councillor) |
| Plan reference: | DD/589/20 |

Summary

New double and single yellow lines (Mon-Sat, 8am-6pm)

Issue

All-day parking on Chaucer Way (particularly by courier vans) causes problems for passing traffic and buses - investigate restrictions prevent obstruction, and to allow overnight parking but not daytime.

Initial investigation

Daytime parking on the south side affects traffic near the bus stops, and daytime restrictions should assist to prevent this. Double yellow lines would be required on the north side to prevent displacement to the other side. However, removing parking altogether may have an adverse effect on speed.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 40 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|------------|------------|------------|
| 5 (12.5%) | 4 (80%) | 1 (20%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was low, suggesting that most residents were not concerned enough to comment.

The response against the proposal related to the lack of parking in Coleridge Close and that residents of other roads parked in the area.

One who was in favour commented that the restrictions should apply at all times to prevent overnight parking.

However, the proposals are designed to allow overnight parking to help alleviate local parking pressures and to assist in speed management, but to operate day-time to ease traffic movements and would also deter the long-term storage of commercial vehicles.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|-----------------|
| Location reference | 11-21 |
| Town | Larkfield |
| Ward | Larkfield South |
| Road / Area | Woodpecker Road |
| Requested by | Local resident |
| Plan reference: | DD/589/21 |

Summary

New double yellow lines

Issue

Residents have complained about parking in front of the accesses to No's 29-41, and on the bend.

Initial investigation

The accesses on the northeast side can be protected with new double yellow lines, and the bend and accesses on the opposite side should also be protected with double yellow lines to deter inappropriate displacement.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 39 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|---------------|--------------|------------|
| 16 (41%) | 11 (68.8%) | 5 (31.3%) | 0 (0%) |

Informal consultation responses

There was a good level of response to the consultation, with most who responded in favour of the changes.

The objections covered a number of issues;

existing parking pressures in the area

that some properties did not have driveways (though one that commented in this light had rear pedestrian access to a garage parking area)

the proposals would displace parking to other roads nearby

However, the proposals are designed to re-enforce the requirements of the Highway Code, and residents have alternative parking in garage areas.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--|
| Location reference | 11-22 |
| Town | Larkfield |
| Ward | Larkfield South |
| Road / Area | Maple Close (Laburnum Drive to Pine Close) |
| Requested by | Local resident |
| Plan reference: | DD/589/22 |

Summary

New double yellow lines and junction protection

Issue

Residents have reported that parking causes problems for passing traffic.

Initial investigation

Any parking on a road could be seen as problematic as the Highway is not intended to provide parking. Maple Close is not unduly narrow and other roads in the area seem to manage to accommodate parking without significant concern and help manage speeds. However, double yellow lines could be considered to deter parking, though may not get wider resident support.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 20 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|--------------|------------|
| 11 (55%) | 8 (72.7%) | 3 (27.3%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was good. The responses were generally in favour, with some wanting the restrictions extended further but objections covered the potential parking displacement to other nearby sections.

One objection also questioned whether there was any legal basis for introducing parking restrictions as there must be a lawful reason under Section 1 of the Road Traffic Regulation Act 1984 prior to making a traffic regulation order.

However, Section 1 of the RTRA 1984 states;

“The traffic authority for a road outside Greater London may make an order under this section... ..where it appears to the authority making the order that it is expedient to make it—

- a) 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, or
- b) for preventing damage to the road or to any building on or near the road, or
- c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

- d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- f) for preserving or improving the amenities of the area through which the road runs or
- g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

As the proposal is intended to address residents' concerns about parking that causes problems for passing traffic then the proposals are appropriate under part C.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|-------------------------------|
| Location reference | 11-23 |
| Town | Tonbridge |
| Ward | Cage Green |
| Road / Area | The Ridgeway / Rochester Road |
| Requested by | Local resident |
| Plan reference: | DD/589/23 |

Summary

New double yellow lines

Issue

A resident has asked for restrictions to prevent parking close to the junction as it prevents incoming and exiting traffic from passing.

Initial investigation

Suitable for junction protection restrictions to prevent parking at the junction.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 6 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|--------------|------------|
| 3 (50%) | 2 (66.7%) | 1 (33.3%) | 0 (0%) |

Informal consultation responses

We did not receive many responses but the area affected contains few properties.

The objection was that the respondent did not feel that there was a problem and that the proposals were unnecessary.

However, 2 respondents replied, supporting the proposals and suggesting that they were needed.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--|
| Location reference | 11-24 |
| Town | Tonbridge |
| Ward | Castle |
| Road / Area | Lansdowne Road junction with confirmed highway potentially linking to Annison Street |
| Requested by | Local business |
| Plan reference: | N/A |

Summary

Double yellow lines junction protection

Issue

New road construction and adoption will have an effect on traffic movements in the area and the existing parking controls in the "Market Quarter" area, and new double yellow lines and permit parking restrictions should be introduced to prevent obstruction

Initial investigation

Being taken forward independently by KCC and the developer.

This was agreed at the March 2019 meeting of the Joint Transportation Board and accordingly the proposals have progressed no further.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|------------------------|
| Location reference | 11-25 |
| Town | Tonbridge |
| Ward | Castle |
| Road / Area | Dry Hill Park Crescent |
| Requested by | Local resident |
| Plan reference: | DD/589/25 |

Summary

New permit parking bays and double yellow lines

Issue

Residents have asked to join existing permit parking scheme to deter non-resident and obstructive parking.

Initial investigation

This area was part of the permit scheme when originally proposed, but residents opted out. If there has been a change in parking habit or residents now accept the benefit the road can be included, with permit bays and double yellow lines to prevent obstructive parking.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 14 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|-----------|-------------|------------|
| 4 (28.6%) | 0 (0%) | 4 (100%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was low, but all those that responded were not in favour of the proposals.

One resident asked to for the permit parking element, but not for the associated double yellow lines that would prevent obstructive parking.

Recommendation after informal consultation

In light of the strength of the residential response against the proposal, it is recommended that the proposal be **abandoned**.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|---------------------------------|
| Location reference | 11-26 |
| Town | Tonbridge |
| Ward | Higham |
| Road / Area | Hunt Road (near Constable Road) |
| Requested by | Local resident |
| Plan reference: | DD/589/26 |

Summary

New double yellow lines

Issue

A resident has requested parking restrictions on Hunt Road between the two exits from Constable Road as the junctions are in her view, dangerous.

Initial investigation

The junction arrangement is not typical, with a split entry arrangement, and would benefit from double yellow lines to deter parking that may affect visibility.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 30 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|-----------|------------|
| 11 (36.7%) | 11 (100%) | 0 (0%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was good, and all those that responded were in favour of the proposals, though some suggested that they should go further,

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--------------------------|
| Location reference | 11-27 |
| Town | Tonbridge |
| Ward | Judd |
| Road / Area | Shakespeare Road area |
| Requested by | Local residents petition |
| Plan reference: | DD/589/27 |

Summary

New double and single yellow lines to prevent all-day parking, with short-stay limited waiting and a small "permit holders only" area.

Issue

Residents report parking problems associated with student parking for the nearby college, parent pick-up and drop off for the schools and commuter parking.

Initial investigation

New double and single yellow lines can help prevent all-day parking, but short-stay parking should be provided to allow shelter from the restrictions. A small permit holders only area should be introduced to address the worst college parking problem.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 143 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|---------------|-------------|
| 35 (24.5%) | 9 (25.7%) | 25 (71.4%) | 1 (2.9%) |

Informal consultation responses

The response rate to the informal consultation was typical for this sort of proposal in a residential area, with the majority of respondents indicating they were against the proposals.

On a geographic basis, most of the objecting responses were from properties along Shakespeare Road, where there is more parking capacity, and there was a cluster of responses in favour of the proposals from the cul-de-sac part of Burns Crescent where parking is a particular problem.

Recommendation after informal consultation

The Council's initial proposal presented the best engineering solution to the complex issues in the area, but this does not have the support of residents.

The Board and the local Members are asked to review the consultation responses, where residents of Shakespeare Road did not want the single yellow line proposals but there was suggested support for additional resident parking restrictions. These were not originally proposed as a number of properties have off-street parking facilities, and introducing residents parking controls could lead to the road space being significantly under-used and displace traffic further in to the estate.

The Board may wish to consider;

- **proceeding** with the proposals as drawn, to formal consultation
- **abandoning** the proposals in light of the responses received
- **redrafting** the proposals in light of the comments to explore the extension of the permit parking area. However, depending on the scope of the extension the proposals may need to slip from the current phase of the Parking Action Plan to the next phase as there may need to be further development.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--------------------|
| Location reference | 11-28 |
| Town | Tonbridge |
| Ward | Judd |
| Road / Area | Lower Haysden Lane |
| Requested by | Local resident |
| Plan reference: | DD/589/28 |

Summary

New double yellow lines

Issue

Concerns about parking on the bend near Mission Hall House

Initial investigation

The existing double yellow lines at the field entrance to Haysden Country Park could be extended to cover the bend at Mission Hall House and also the other side of the road to prevent obstructive parking.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 12 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|--------------|------------|
| 3 (25%) | 2 (66.7%) | 1 (33.3%) | 0 (0%) |

Informal consultation responses

The number of responses to the informal consultation was low, but the number of properties involved was also low.

The comment against the proposals was from a resident who thought the changes unnecessary, though this was in opposition to the two responses in favour, with one suggesting additional restrictions be introduced outside their property as they experience parking problems in that area.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal be **adjusted** in line with the residents comments to include new double yellow lines alongside Acorn House and Oak House and to **proceed** to formal consultation.

Revised proposals are shown in DD/589/28A

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--|
| Location reference | 11-29 & 30 |
| Town | Tonbridge |
| Ward | Medway |
| Road / Area | Morley Road and Vale Road area and Morley Road (near entrance to Pyser SGI, 17-19 Morley Road) |
| Requested by | Local business |
| Plan reference: | DD/589/29 |

Summary

New double yellow lines and new permit and phone payment long-stay parking bays

Issues

Request for double yellow lines opposite the Ton100 site entrance to improve access and safety.

Obstructive parking near car park entrance. Also reports of long term on-road car storage and cars being offered for sale from the public highway.

Initial investigation

The recent change of businesses on the Ton100 site has increased traffic movements to the site and removing parking opposite the access would assist. There is also long-term parking on-street and car sales from the road that reduce the opportunities to park, and this could be regulated with phone and permit parking.

Access to the Pyser car park is compromised by close parking and would benefit from double yellow lines. There is also long-term parking on-street and car sales from the road that reduce the opportunities to park, and this could be regulated with phone and permit parking, which would benefit nearby residents in Area N.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 89 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|---------------|--------------|------------|
| 13 (14.6%) | 11 (84.6%) | 2 (15.4%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was low, but this is often the case where commercial properties are involved.

Of those that responded, the majority were in favour of the proposals.

One of the objections was that on-street parking controls would push parking in to the private parking areas of the industrial estates.

One commented in relation to the suggested resident parking changes and thought that residents should have free parking as they already pay council tax.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal proceed to formal consultation.

Other issue raised at informal consultation

One respondent suggested that the end of the one way section of Vale Road should have a “left turn only” restriction as this would prevent rat-tunning traffic using the residential part of Vale Road. However, this is outside the remit of the Borough Council and would be for Kent County Council to consider in it’s role as the Highway Authority.

Accordingly, the Highway Authority are asked to note these concerns.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--------------------------------|
| Location reference | 11-32 |
| Town | Tonbridge |
| Ward | Medway |
| Road / Area | Lyons Crescent and High Street |
| Requested by | TMBC & Local residents |
| Plan reference: | DD/589/32 |

Summary

Re-arrange existing parking spaces to new P&D parking, disabled parking and permit parking to segregate and manage short stay parking and resident bays.

Issue

Residents have reported problems with non-resident short and long-stay parking that reduces opportunities for parking. Also blue badge holders have asked for more disabled parking near the High Street. There have also been reports of continuing long-stay parking in the High Street bays.

Initial investigation

Parking in Lyons Crescent would benefit from being segregated into permits, short-stay and disabled, and the best way to do this is with P&D short-stay as this allows effective enforcement. The short stay bays in the High Street would also benefit from P&D as the abuse of the time limits would be reduced.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 227 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|-----------|--------------|
| 6 (2.6%) | 4 (66.7%) | 0 (0%) | 2 (33.3%) |

Informal consultation responses

The response rate to the informal consultation was very low, suggesting that most residents were not concerned enough to comment, but there were a number of commercial premises included in the consultation.

Residents seem to be in favour of proposals that allow more opportunities for residents to park and the segregation of non-resident parking in Lyons Crescent, though one resident commented that the reduction in resident permit parking bays would be an issue (though the bays would not have the non-resident parking that currently reduces availability), and asked that all the bays be residents only – though this does not recognize the need for parking for visitors and shoppers to businesses in the northern end of the High Street.

One commented that the current availability of free parking for all in Lyons Crescent created problems for residents as it was seen as free parking close to the High Street and parking was not available to residents.

One commented against the proposals for the lay-bys in the High Street, suggesting that they should change from parking to bus stops and delivery bays – though there are already these facilities in the area.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--------------------|
| Location reference | 11-33 |
| Town | Tonbridge |
| Ward | Medway |
| Road / Area | Fairfield Crescent |
| Requested by | Local resident |
| Plan reference: | DD/589/33 |

Summary

New double yellow lines

Issue

Request for double yellow lines on one side and in the turning area to ease access and prevent obstruction

Initial investigation

Due to the road width, parking restrictions would assist in preventing obstruction and ease access.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 9 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|------------|------------|------------|
| 6 (66.7%) | 3 (50%) | 3 (50%) | 0 (0%) |

Informal consultation responses

The number of responses to the informal consultation was low, but there were few properties in the area. Of those, there was a good level of response but the responses were split between those who supported and those against the proposals.

Of those against, there were comments that there did not seem to be a problem, and that the proposals would reduce parking capacity.

Recommendation after informal consultation

The Council's initial proposal presented the best engineering solution to the issues presented, reflecting the requirements of the Highway Code. However there is no clear support or objection from residents.

The Board and the local Members are asked to review the consultation responses, where some suggest there is an issue and others suggest not, and that all the residential properties in Fairfield Crescent have off-street parking facilities.

The Board may wish to consider;

- proceeding with the proposals as drawn, to formal consultation
- abandoning the proposals in light of the responses received.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|---------------------------------|
| Location reference | 11-34 |
| Town | Tonbridge |
| Ward | Medway |
| Road / Area | Somerhill Road and Gorham Drive |
| Requested by | Local resident |
| Plan reference: | DD/589/34 |

Summary

Request for a permit parking scheme and double yellow lines.

Issue

All-day parking by staff at nearby Royal Mail causes problems for residents, and would like a resident parking scheme and restrictions to prevent obstructive parking

Initial investigation

Due to the layout of the road, the area would be suitable for a "permit holders past this point" area and junction protection restrictions.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 80 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|---------------|--------------|-------------|
| 15 (18.8%) | 10 (66.7%) | 4 (26.7%) | 1 (6.7%) |

Informal consultation responses

The majority of the consultation respondents were in favour of the proposals, and some asked for restrictions to be extended in to Dudley Keen Court (though this is not adopted highway).

There were also comments that the parking restrictions either side of the lay-by in Gorham Drive should be extended to prevent parking from sticking out in to the road.

However;

Two asked why the restrictions applied for most of the day (or should be for shorter periods) and on Saturdays.

One commented that the problems in the area were that the postal workers have no place for staff cars, and that an alternative private facility should be provided for them, removing the need for residents to have the costs of a permit parking scheme.

One commented that any resident parking proposals may displace the Royal Mail staff to other nearby roads.

There was also comment that residents parking proposals would incur costs for visitors.

One commented that introducing permit parking restrictions would require them to buy a permit to park on-street, where those with driverways that are unused could rent out their driveways.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal be **adjusted** in line with the residents comments relating to the lay-by in Gorham Road, and also be **adjusted** so the resident permit restrictions operate 10am – 2pm, Monday to Friday and to **proceed** to formal consultation.

Revised proposals are shown in DD/589/34A

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|------------------------|
| Location reference | 11-35 |
| Town | Tonbridge |
| Ward | Medway |
| Road / Area | Swanmead Way |
| Requested by | TMBC & Local residents |
| Plan reference: | DD/589/35 |

Summary

New double yellow lines

Issue

Re-development of local store to Aldi has increased all-day on-street parking and increased traffic movements. Swanmead Way is now reported as adopted by Kent County Council.

Initial investigation

New double yellow lines would assist in maintaining access to and from the stores, the waste site and the sportsground, and would help reduce congestion and improve visibility at the junction.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 16 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|-------------|-----------|------------|
| 2 (12.5%) | 2 (100%) | 0 (0%) | 0 (0%) |

Informal consultation responses

The response rate to the informal consultation was very low, reflecting the non-residential nature of the area, but those that responded were in favour of the proposal.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|-------------------------------|
| Location reference | 11-37 |
| Town | Walderslade |
| Ward | Aylesford North & Walderslade |
| Road / Area | Taddington Wood Lane |
| Requested by | Local resident |
| Plan reference: | DD/589/37 |

Summary

New double yellow lines and bus stop protection.

Issue

Resident would like new double yellow lines to prevent all-day parking that residents feel causes a hazard on the bend and near the junctions, however, residents are also concerned about vehicle speeds and rat-running.

Initial investigation

There needs to be a balance between visibility concerns, speed management and deterrent of rat-running, double yellow lines would prevent parking between Papion Grove and Hurst Hill, but may displace the problem towards Locksley Close and Robin Hood Lane, so any proposal should extend to cover this area.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 47 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|---------------|--------------|------------|
| 19 (40.4%) | 11 (57.9%) | 8 (42.1%) | 0 (0%) |

Informal consultation responses

There was a good response rate to the informal consultation, though the responses were mixed with some in support and some opposing.

Some of those supporting wished for the restrictions to be taken further, to deter displacement parking, and some opposed the proposals on the basis that parking might displace to the nearby residential areas.

One commented that in snowy weather they were unable to use their driveway and had to park on Taddington Wood Lane.

Some commented that the parking on Taddington Wood Lane helped slow down traffic.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Other issue raised at informal consultation

One respondent questioned the need for so many bus stops on Taddington Wood Lane. However, this is outside the remit of the Borough Council and would be for Kent County Council to consider in it's role as the Highway Authority.

There were also concerns about vehicle speeds on Taddington Wood Lane. Again this is outside the remit of the Borough Council and would be for KCC to consider.

One resident asked that Taddington Wood Lane be widened and a number of specific parking bays be created. However, changes to the physical layout of the public highway are outside of the Borough's remit and would be for KCC to consider.

Accordingly, the Highway Authority are asked to note these concerns.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|--------------------------|
| Location reference | 11-38 |
| Town | West Malling |
| Ward | West Malling & Leybourne |
| Road / Area | Old Parsonage Court |
| Requested by | KCC Cllr Trudy Dean |
| Plan reference: | DD/589/38 |

Summary

New double yellow lines

Issue

Residents have reported obstructive parking near to No's 28 & 29, where parking restricts road space and prevents vulnerable pedestrians from using the footways.

Initial investigation

Double yellow lines could be provided in the entrance to Old Parsonage Court to prevent obstructive parking and improve accessibility.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 31 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|---------------|--------------|-------------|
| 17 (54.8%) | 14 (82.4%) | 2 (11.8%) | 1 (5.9%) |

Informal consultation responses

There was a strong response rate to the informal consultation, with the majority of responses in favour of the proposals.

Some commented that they thought that Old Parsonage Court was private, but according to KCC's records the areas where restrictions are proposed were adopted as public highway by KCC.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.

Parking Plan – Phase 11 – Location Summary

| | |
|--------------------|-------------------------------|
| Location reference | 11-39 |
| Town | Wrotham |
| Ward | Wrotham, Ightham and Stansted |
| Road / Area | Borough Green Road |
| Requested by | Local residents |
| Plan reference: | DD/589/39 |

Summary

New double yellow lines

Issue

Concerns about vehicles parking on Borough Green Road near the junction of St Mary's Road

Initial investigation

Junction protection double yellow lines would assist in preventing parking around the junction, and to prevent displacement towards the A227, double yellow lines should also be considered at bend and southern end of the road.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 28th June to 21st July 2019.

As part of the informal consultation we wrote to 9 properties, asking residents for their views, and we received the following responses;

| Response rate | In favour | Against | Don't Know |
|---------------|------------|-----------|------------|
| 4 (44.4%) | 3 (75%) | 0 (0%) | 1 (25%) |

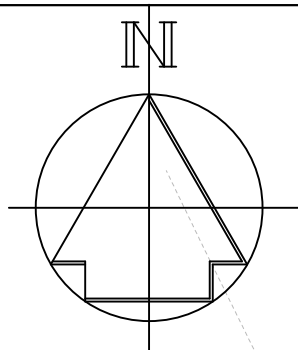
Informal consultation responses

The number of responses to the informal consultation was low, but this is due to the limited number of properties in the area. Of those, a good number responded, generally in favour.

The 1 “don't know” was from a resident who supported the proposals in general but did not feel they needed to extend so far in to St Mary's Road.

Recommendation after informal consultation

In light of the responses, it is recommended that the proposal **proceed** to formal consultation.



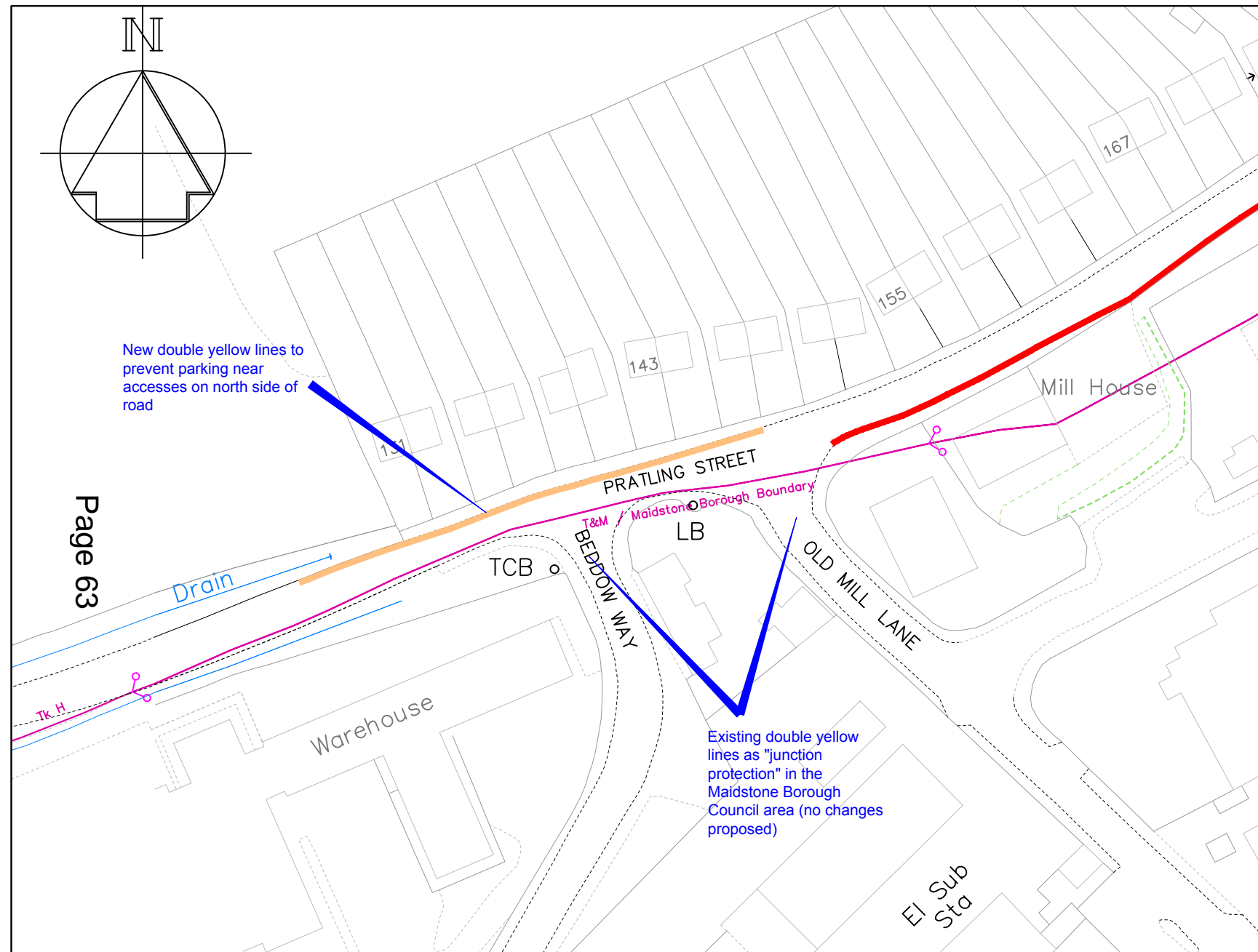
Key

- Existing 'No waiting at any time' (double yellow lines)
- Proposed 'No waiting at any time' (double yellow lines)
- TMBC / Maidstone boundary

Page 63

New double yellow lines to prevent parking near accesses on north side of road

Existing double yellow lines as "junction protection" in the Maidstone Borough Council area (no changes proposed)



Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

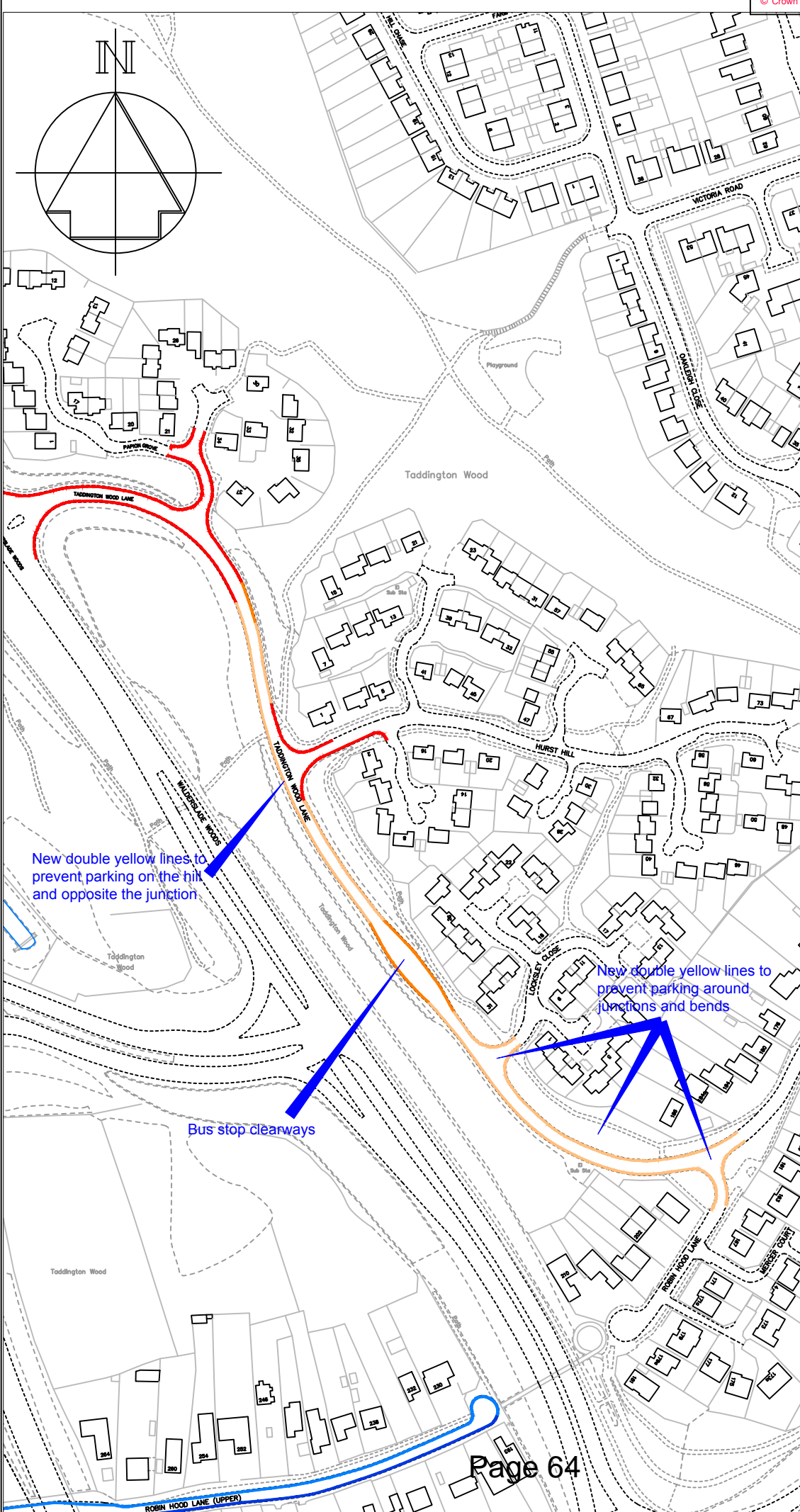
Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 Aylesford
 Prating Street

| | | |
|--------------|---------------|-----------------|
| Drawn ACB | Checked AE | Date 6/20109 |
|--------------|---------------|-----------------|

Scale 1 : 500 @ A4

| | |
|--------------------------|----------|
| Drawing No. DD/589/01 | Rev - |
|--------------------------|----------|



Key

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

| Revision | Date |
|----------|------|
| - | - |



Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

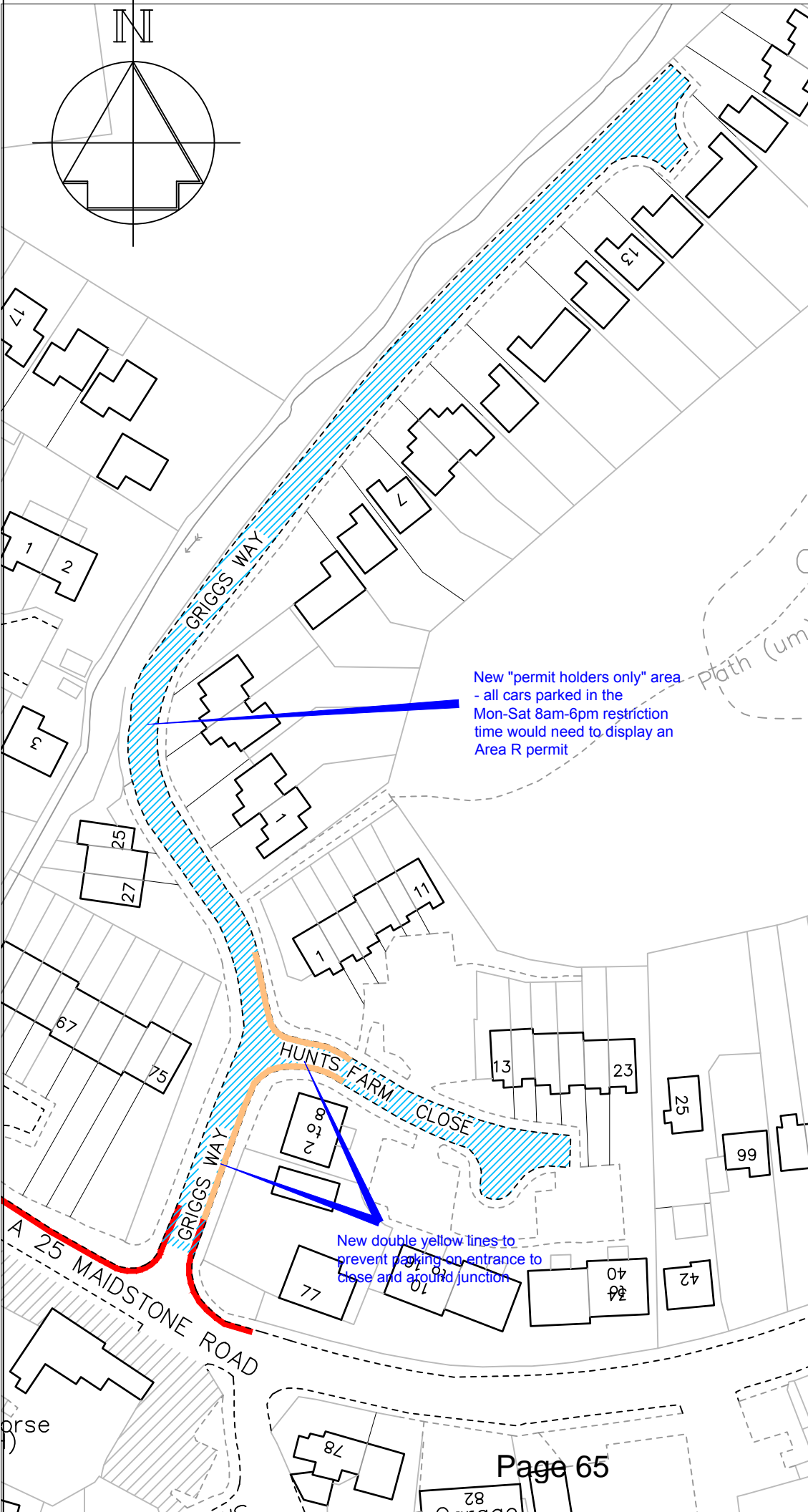
Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 Walderslade
 Taddington Wood Lane




Drawn ACB Checked AY Date 8/2018

Scale 1 : 2500 @ A4

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|---------------------------------|-----------------|
| Drawing No. DD/589/37 | Rev - |
|---------------------------------|-----------------|



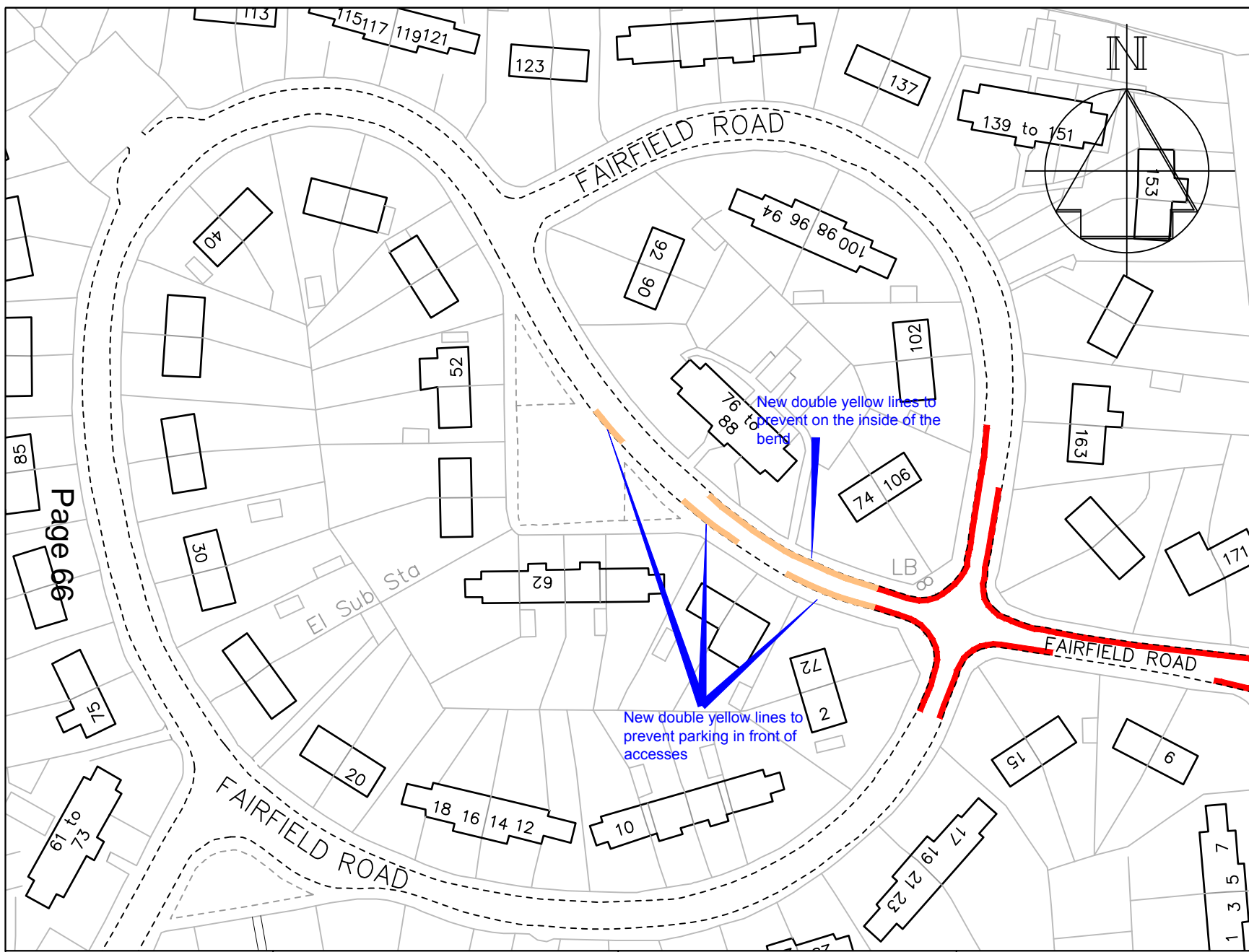
Key

-  Existing "No waiting at any time" (double yellow lines)
-  Proposed "No waiting at any time" (double yellow lines)
-  Proposed "Permit holders only past this point" restriction, Area R, Mon-Sat, 8am-6pm

New "permit holders only" area - all cars parked in the Mon-Sat 8am-6pm restriction time would need to display an Area R permit

New double yellow lines to prevent parking on entrance to close and around junction

| | |
|--|------------|
| - | - |
| Revision | Date |
|  | |
| STREETSCENE, LEISURE & TECHNICAL SERVICES | |
| Transportation Team Gibson Building Gibson Drive Kings Hill West Malling Kent ME19 4LZ Tel: 01732 844522 Fax: 01732 876317 | |
| Project Title Local Parking Plan - Phase 11 Informal consultation | |
| Drawing Title Borough Green Griggs Way & Hunts Farm Close | |
| Drawn ACB | Checked AE |
| Date 6/2019 | |
| Scale 1 : 1000 @ A4 | |
| Drawing No. DD/589/05 | Rev - |



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)

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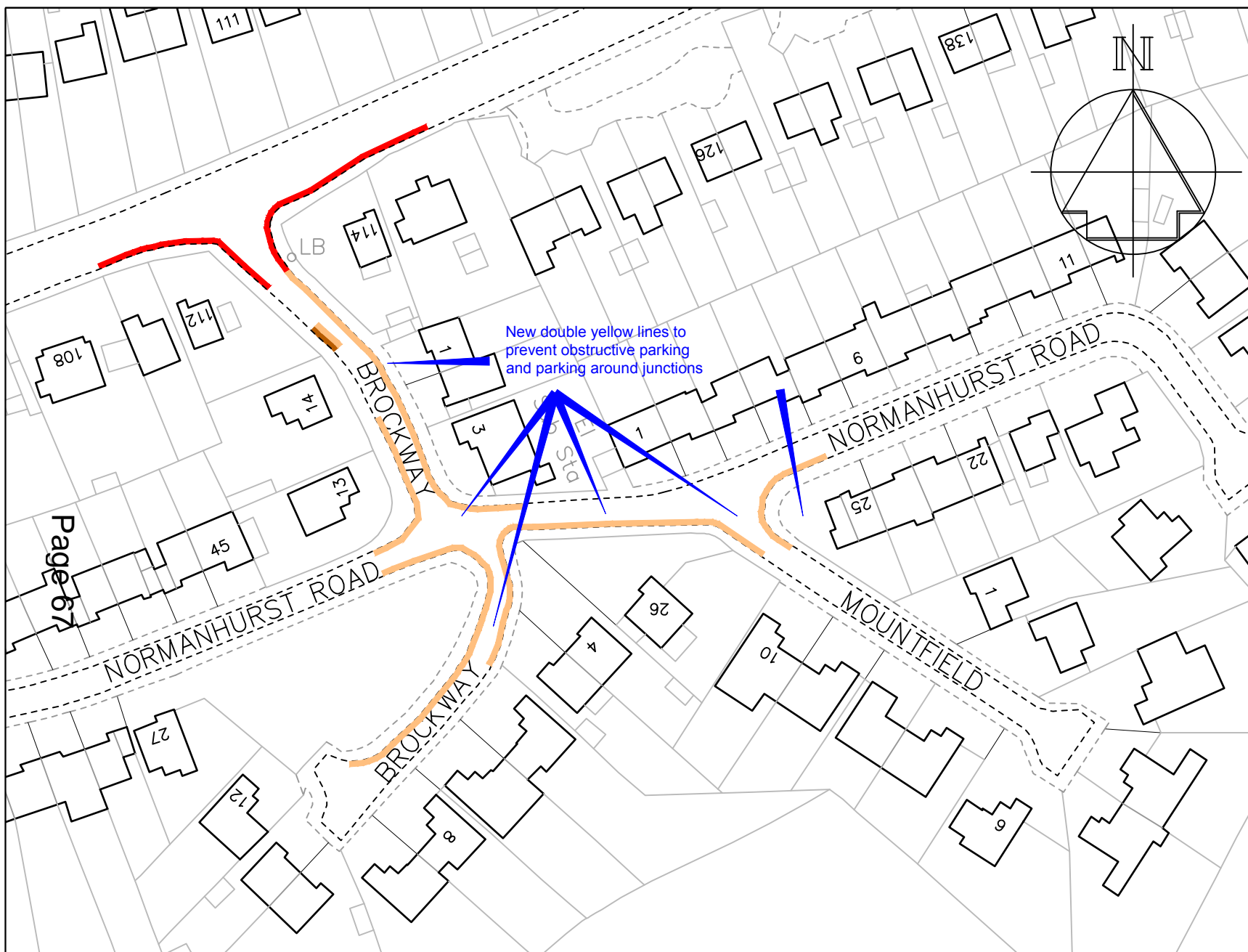
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
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West Malling
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Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Borough Green
Fairfield Road

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| Revision | | Date |
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1:1000 @ A4 | | |
| Drawing No. DD/589/06 | | Rev - |



Key

- Existing "No waiting at any time" (double yellow lines)
- Existing white "Access Protection" marking (not enforceable)
- Proposed "No waiting at any time" (double yellow lines)

New double yellow lines to prevent obstructive parking and parking around junctions

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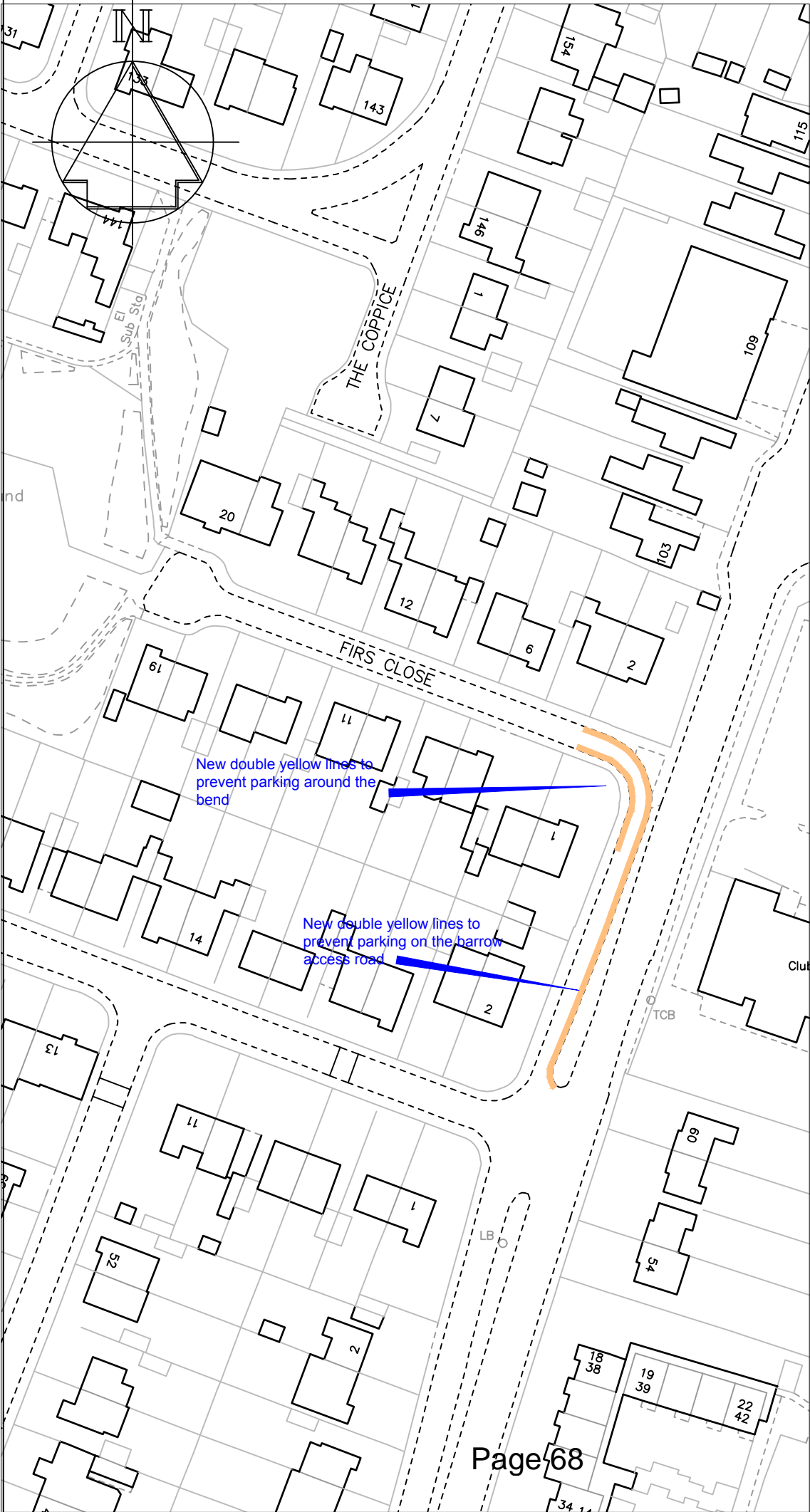
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
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West Malling
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Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Borough Green
Brockway, Normanhurst Road and
Mountfield

| | | |
|--------------------------|---------------|----------------|
| - | - | - |
| Revision | | Date |
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 :1000 @ A4 | | |
| Drawing No. DD/589/04 | | Rev - |



Key

— Proposed "No waiting at any time" (double yellow lines)

| Revision | Date |
|----------|------|
| - | - |



STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

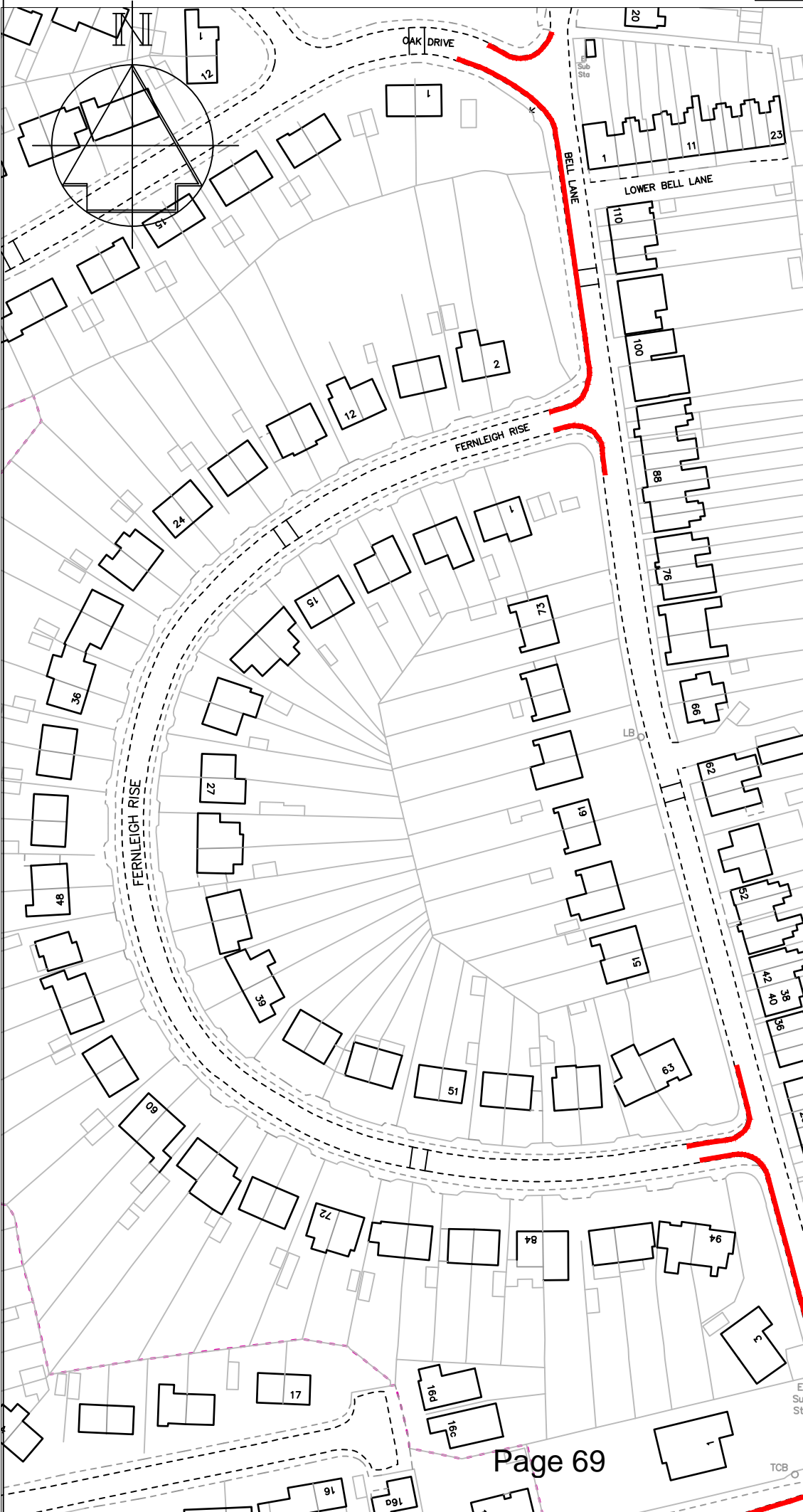
Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Ditton
Firs Close


Drawn ACB | Checked AE | Date 6/2019

Scale 1 : 1000 @ A4

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| Drawing No. DD/589/10 | Rev - |
|--------------------------|----------|





Key

 Existing "No waiting at any time" (double yellow lines)

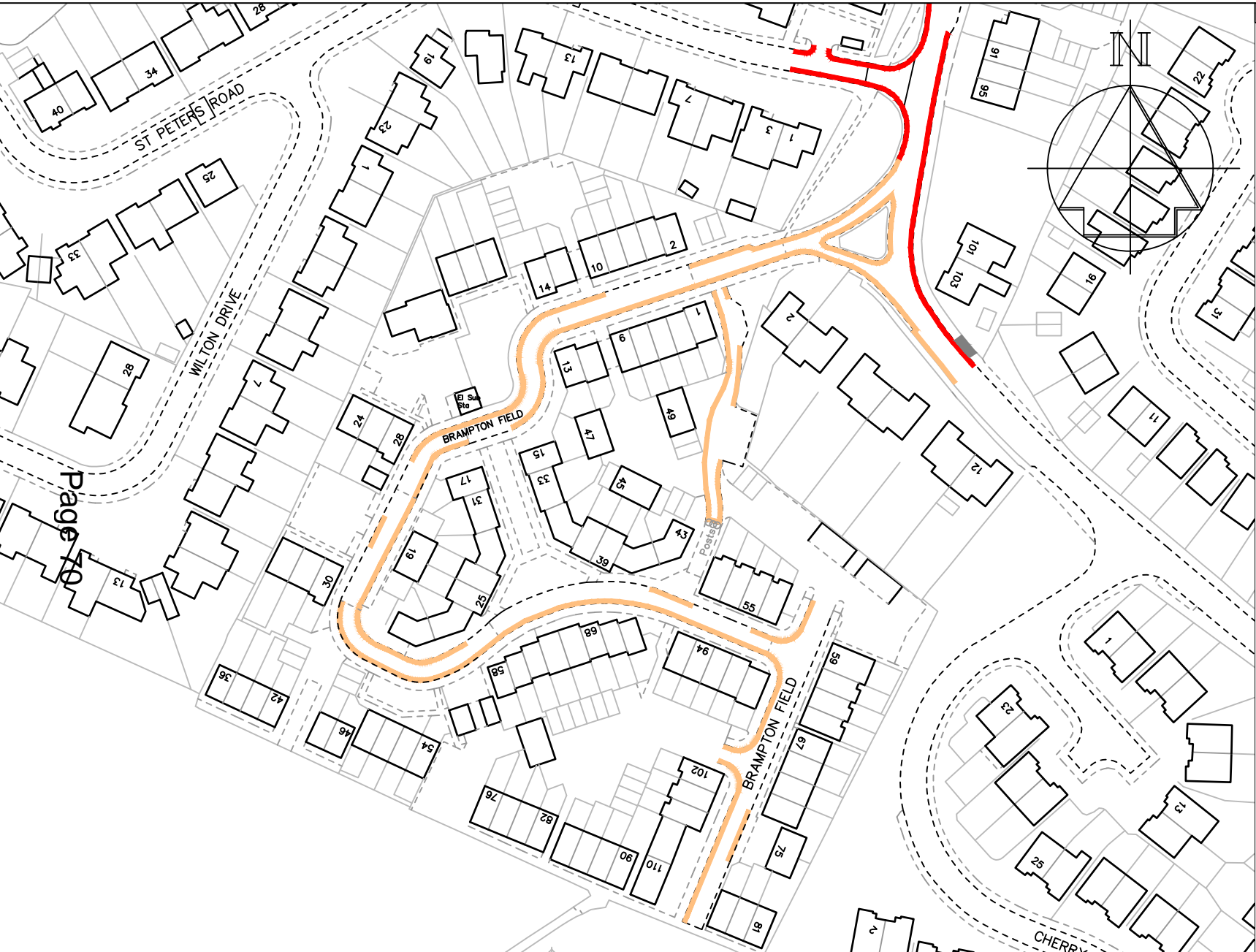
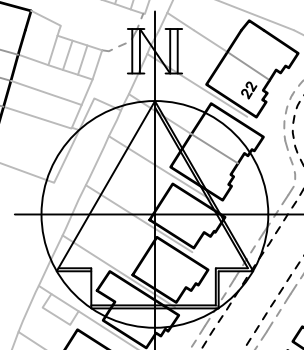
New white bollards erected by KCC in verges to prevent obstructive and damaging parking. Area to be monitored in case further intervention required in a later Phase of the Parking Action Plan.

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|--|------------------------|
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| Revision | Date |
|  | |
| STREETSCENE, LEISURE & TECHNICAL SERVICES | |
| Transportation Team Gibson Building Gibson Drive Kings Hill West Malling Kent ME19 4LZ Tel: 01732 844522 Fax: 01732 876317 | |
| Project Title Local Parking Plan - Phase 11 Informal consultation | |
| Ditton Ditton Fernleigh Rise | |
| Drawn ACB | Checked AY Date 6/2018 |
| Scale 1 : 1250 @ A4 | |
| Drawing No. DD/583/08 | Rev - |

Key

-  Existing "No waiting at any time" (double yellow lines)
-  Proposed "No waiting at any time" (double yellow lines)

New double yellow lines to prevent obstructive parking in front of access and at entrance to parking areas, on bends and at junctions, and to prevent pavement parking



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| | | |
|--------------------------|---------------|----------------|
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| Revision | | Date |
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 :1250 @ A4 | | |
| Drawing No. DD/589/09 | | Rev - |



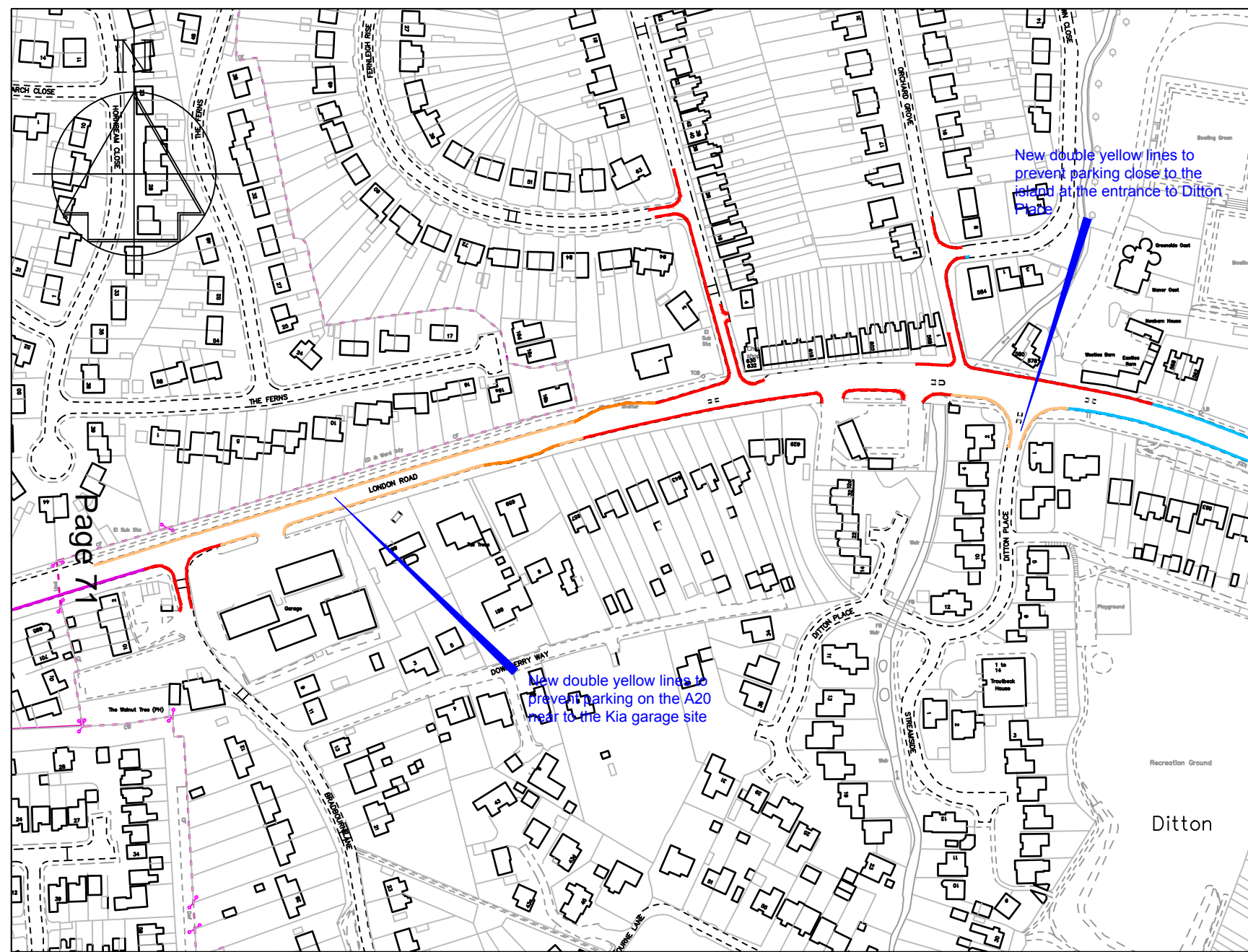
Transportation Team
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
Ditton
Brampton Field

Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "No waiting, Mon-Sat, 8am-6pm" (single yellow line)
- Existing bus stop clearway
- Existing on-road cycle lane (no waiting)
- Proposed "No waiting at any time" (double yellow lines)



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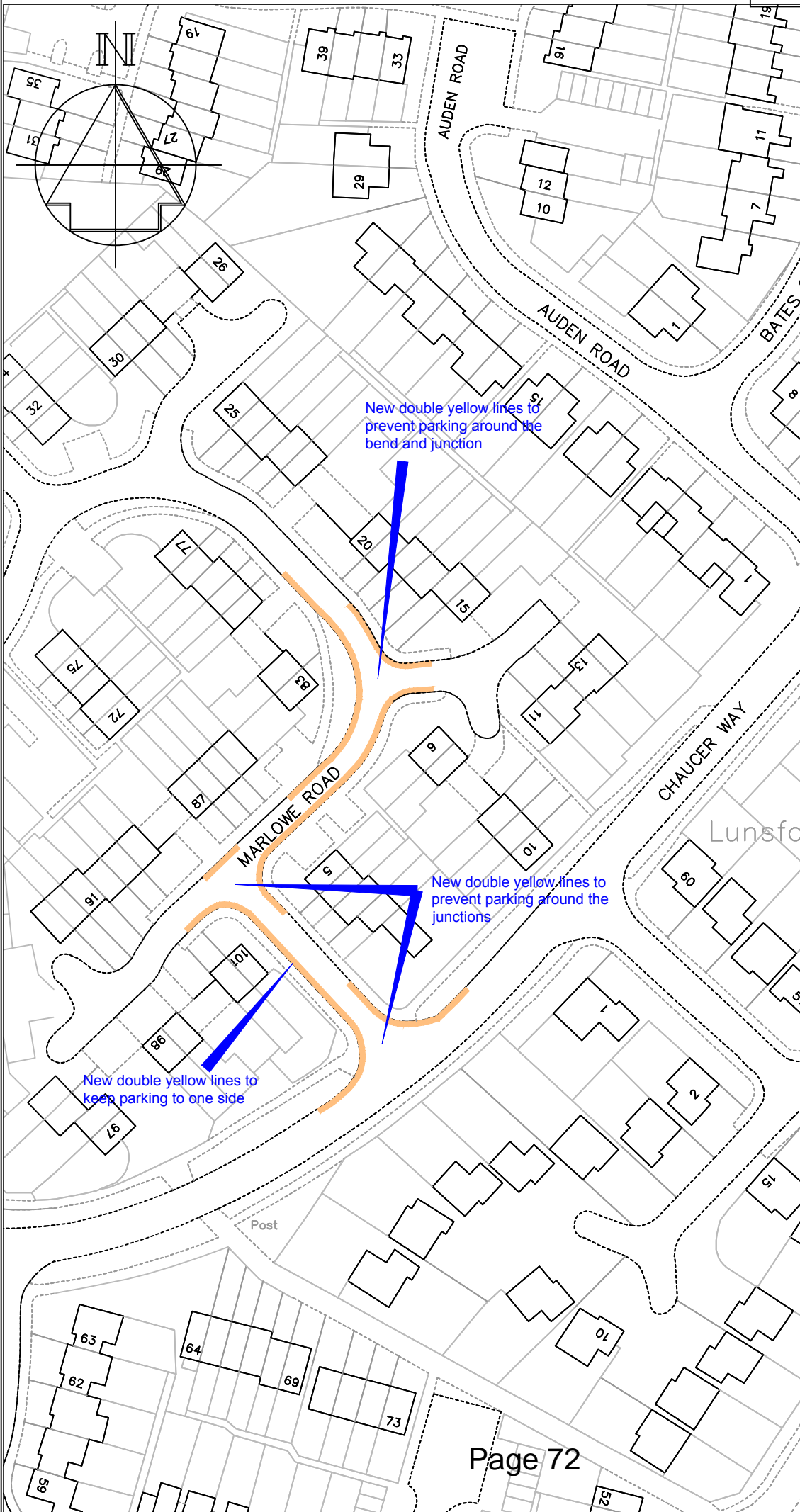
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317


Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Ditton
A20 London Road

| | | |
|--------------------------|---------------|----------------|
| - | - | - |
| Revision | | Date |
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 :2500 @ A4 | | |
| Drawing No. DD/589/11 | | Rev - |



Key

 Proposed "No waiting at any time" (double yellow lines)

| | | |
|----------|---|------|
| - | - | - |
| Revision | | Date |



Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
 Local Parking Plan - Phase 11
 Informal consultation





Drawing Title
 Larkfield
 Marlowe Road

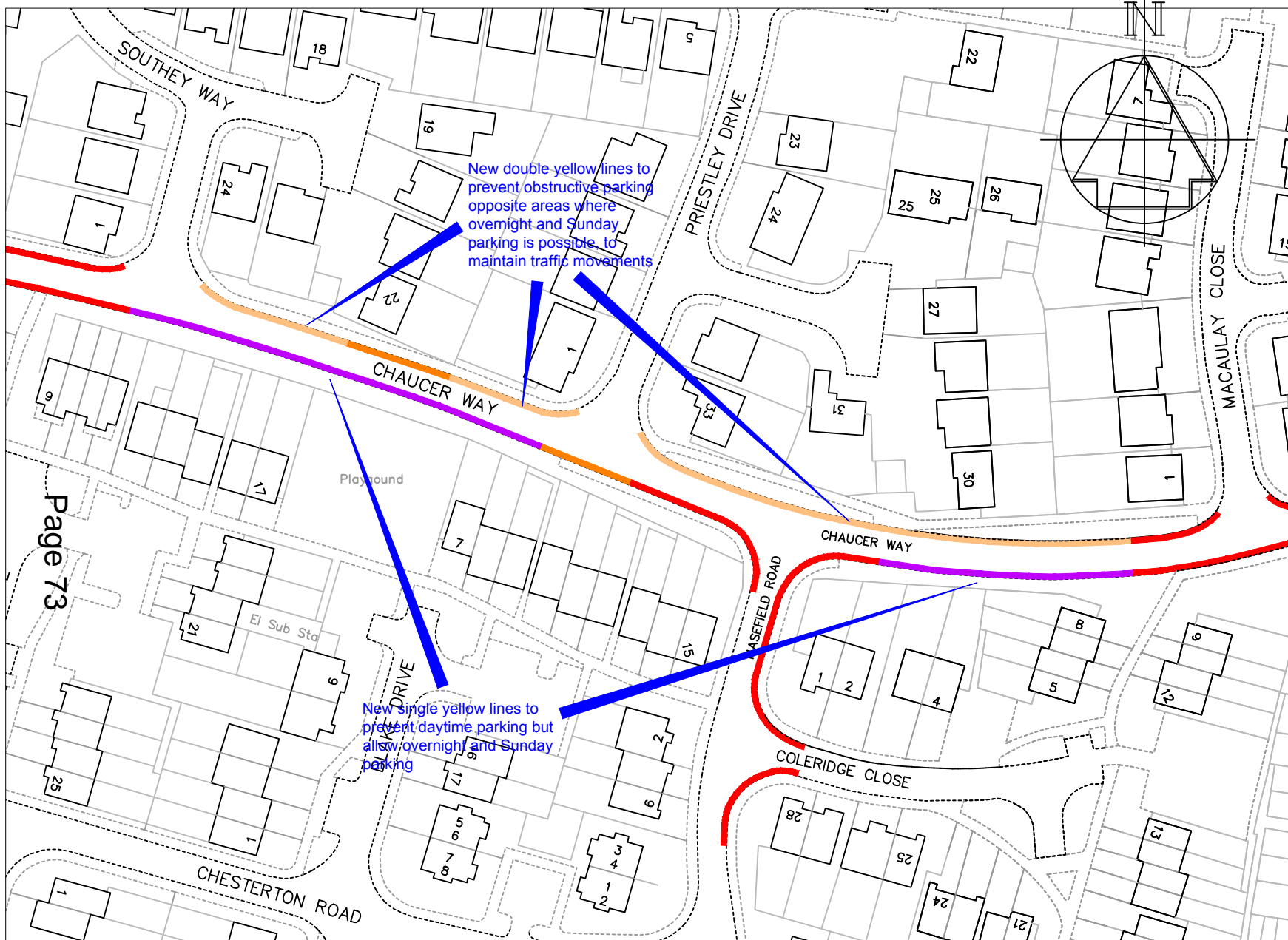
Drawn ACB Checked AE Date 6/2019

Scale 1 : 1000 @ A4

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| Drawing No. DD/589/18 | Rev -A |
|--------------------------|-----------|

Key

-  Existing "No waiting at any time" (Double yellow lines)
-  Bus stop clearway
-  Proposed "No waiting at any time" (Double yellow lines)
-  Proposed "No waiting, Mon-Sat, 8am-6pm" (Single yellow line)



New double yellow lines to prevent obstructive parking opposite areas where overnight and Sunday parking is possible to maintain traffic movements

New single yellow lines to prevent daytime parking but allow overnight and Sunday parking

Page 73

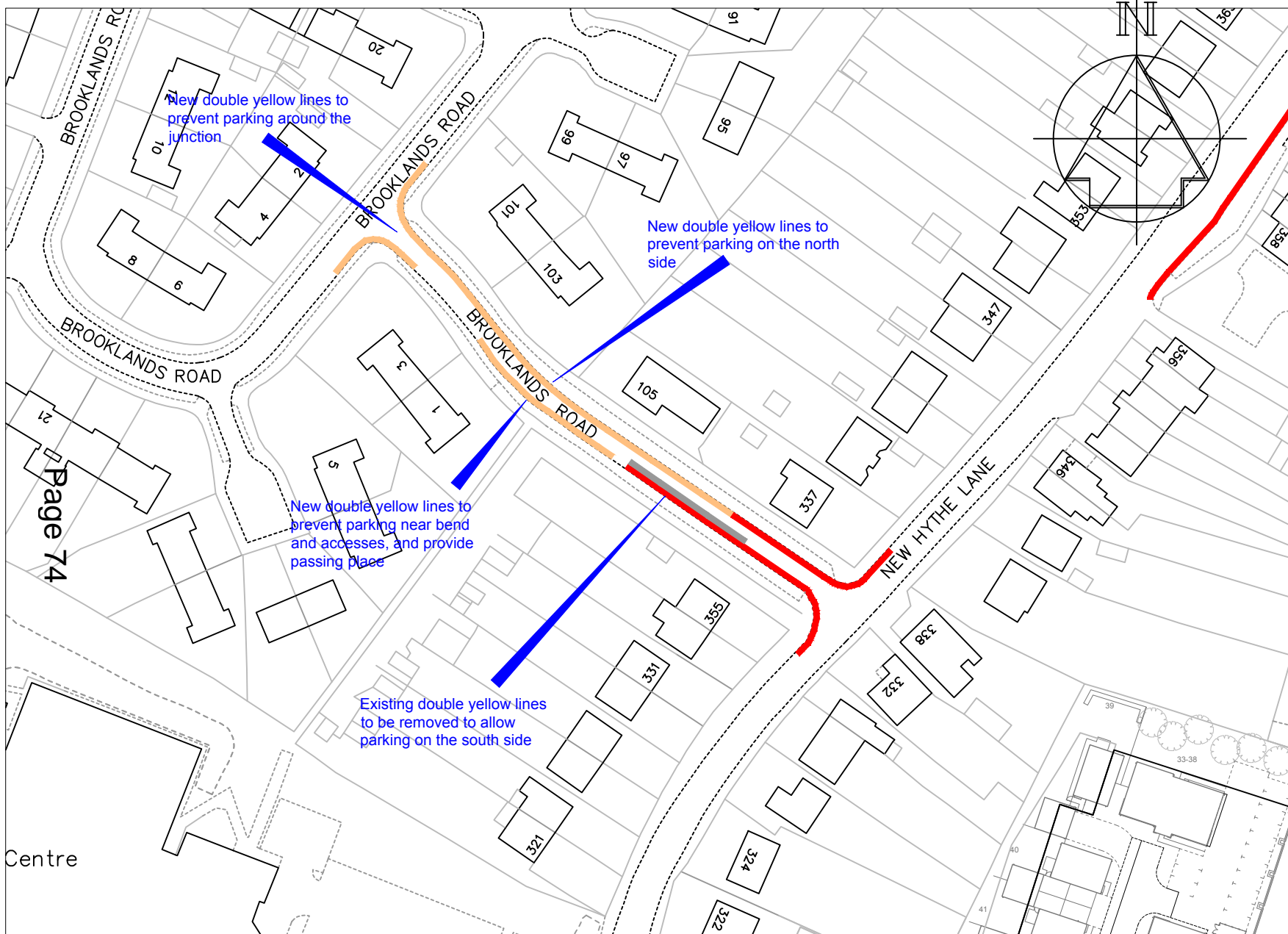


Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 Larkfield
 Chaucer Way

| | | |
|--------------------------|---------------|----------------|
| - | - | - |
| Revision | | Date |
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1:1000 @ A4 | | |
| Drawing No. DD/589/20 | | Rev - |



Key

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)
- Double yellow lines to be removed to allow parking

New double yellow lines to prevent parking around the junction

New double yellow lines to prevent parking on the north side

New double yellow lines to prevent parking near bend and accesses, and provide passing place

Existing double yellow lines to be removed to allow parking on the south side

Page 74

Centre

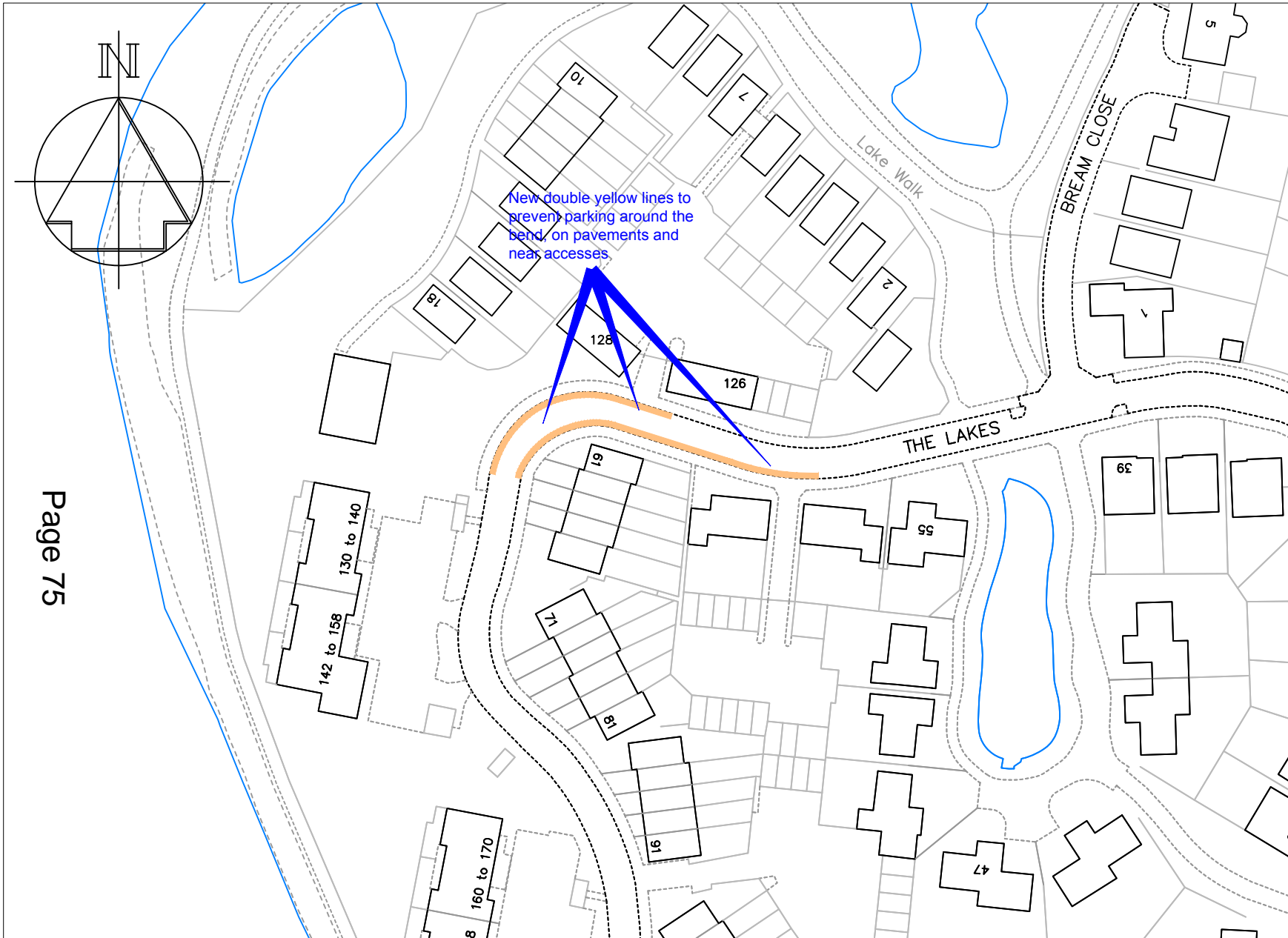


Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 Larkfield
 Brooklands Road

| | | |
|--------------------------|---------------|----------------|
| - | - | - |
| Revision | | Date |
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 1000 @ A4 | | |
| Drawing No. DD/589/16 | | Rev - |



Key

— Proposed "No waiting at any time" (Double yellow lines)

Page 75

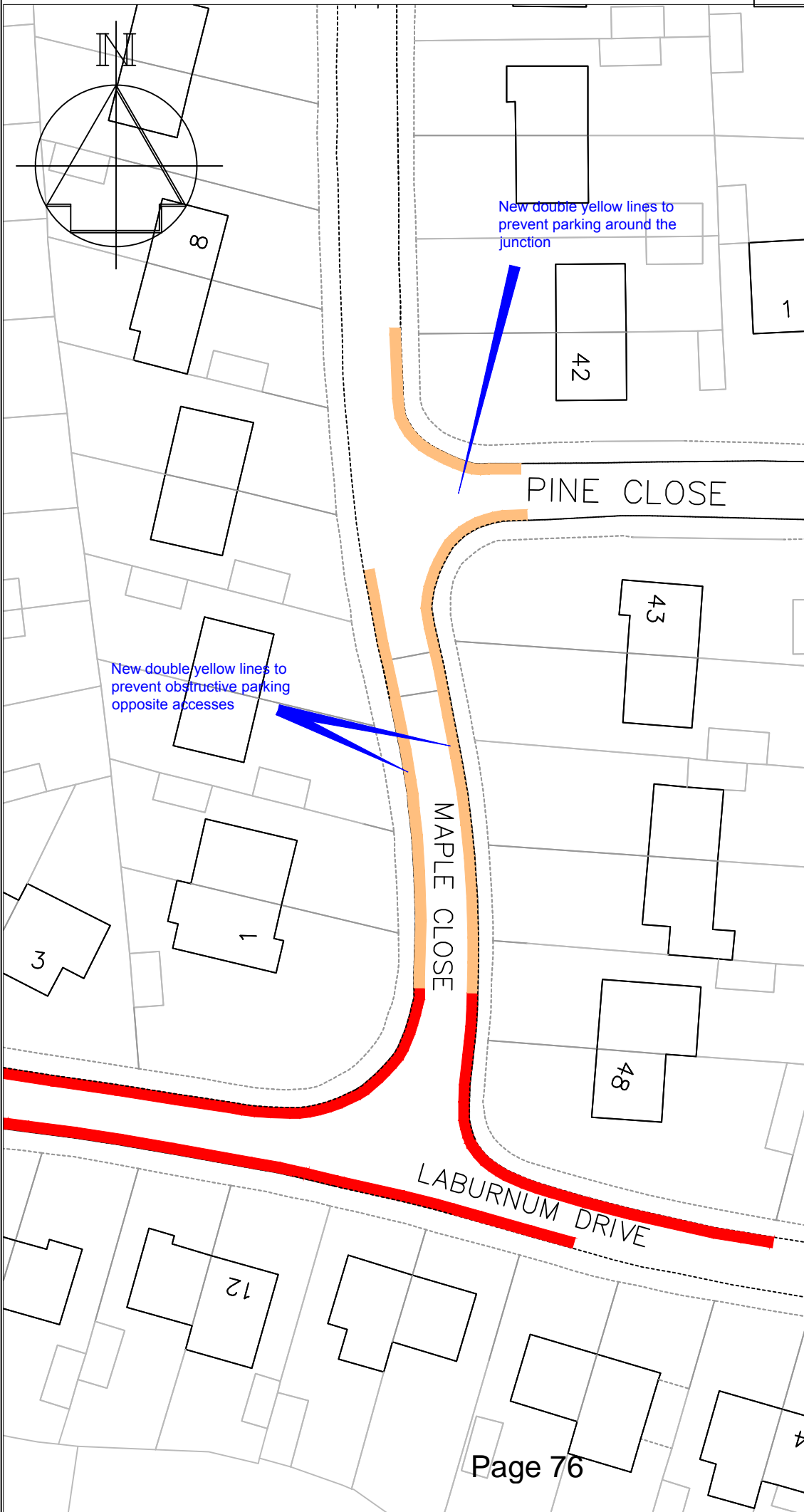


Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317



Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 Larkfield
 The Lakes

| | | |
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| - | - | - |
| Revision | | Date |
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 1000 @ A4 | | |
| Drawing No. DD/589/19 | | Rev - |



Key

-  Existing "No waiting at any time" (double yellow lines)
-  Proposed "No waiting at any time" (double yellow lines)

| | | |
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| - | - | - |
| Revision | | Date |



Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

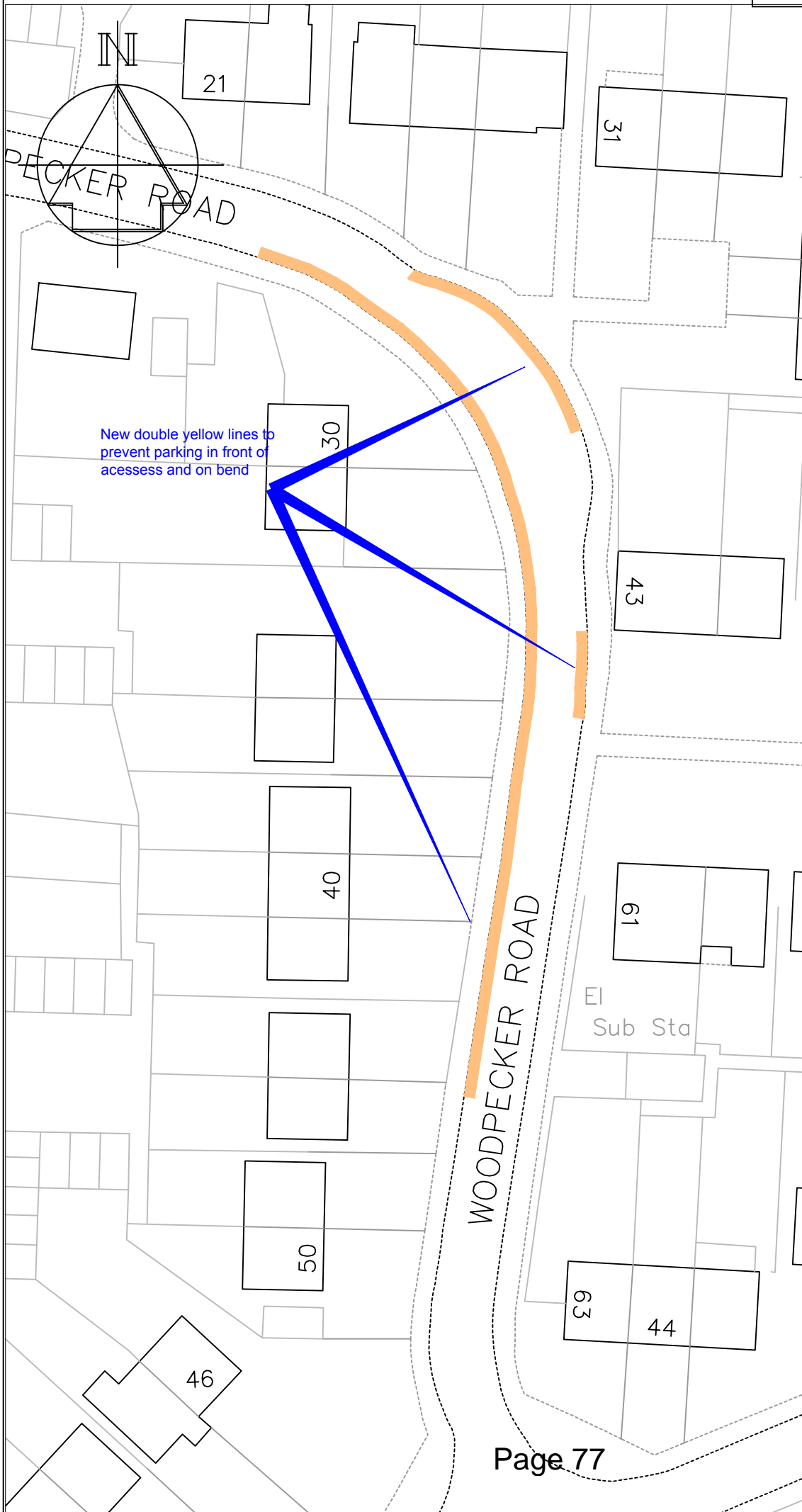
Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 Larkfield
 Maple Close (Laburnum Drive to Pine Close)


Drawn ACB | Checked AE | Date 6/2019

Scale 1 : 1000 @ A4

| | |
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| Drawing No. DD/589/22 | Rev - |
|--------------------------|----------|



Key

 Proposed 'No waiting at any time' (double yellow lines)

New double yellow lines to prevent parking in front of access and on bend

| Revision | Date |
|----------|------|
| - | - |



Technical Services
 Gibson Building
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 Kings Hill
 West Malling
 Kent ME19 4LZ
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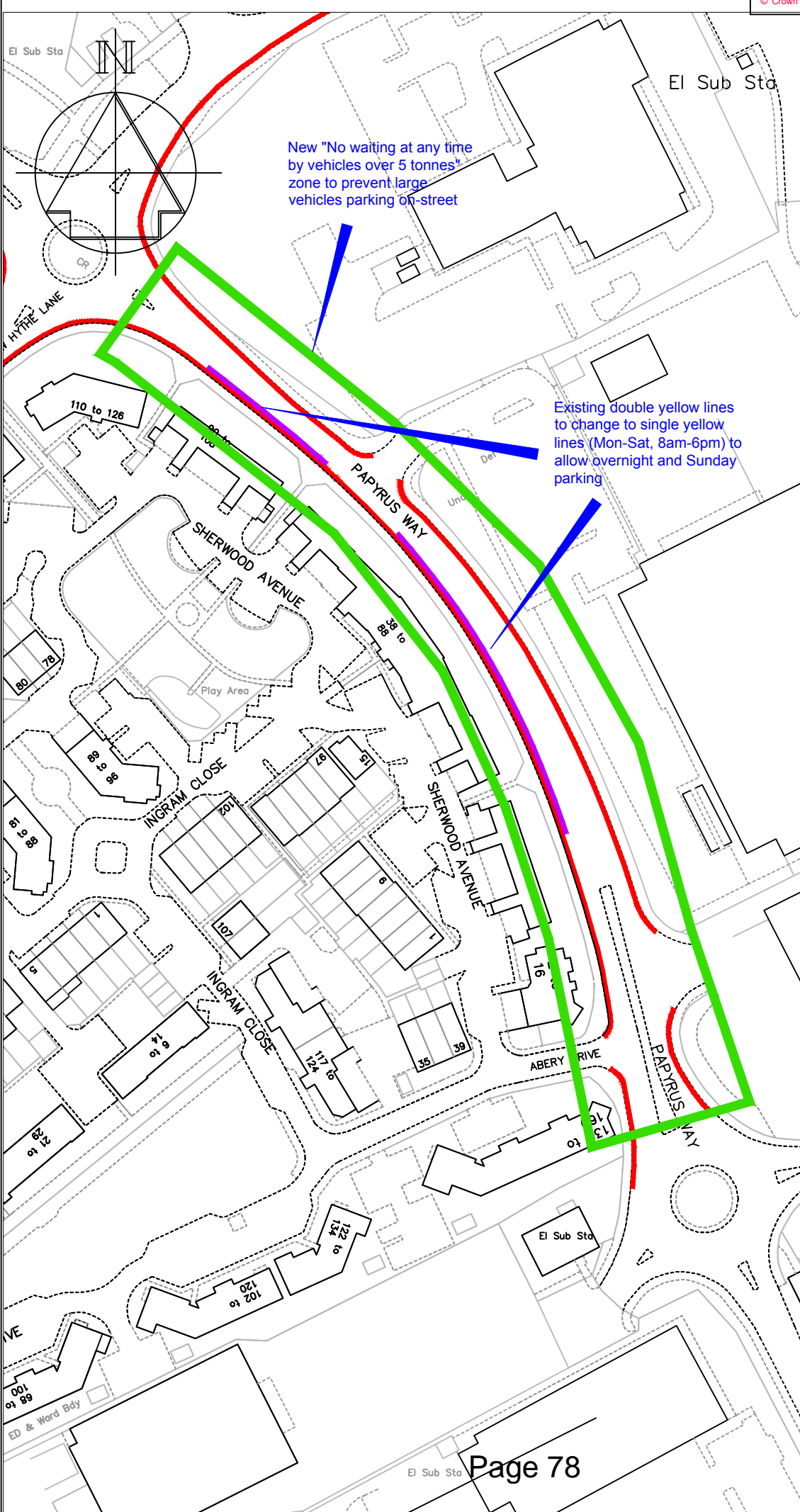
Project Title
Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
Larkfield
 Woodpecker Close

Drawn ACB | Checked AE | Date 6/2019

Scale 1 : 1000 @ A4

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| Drawing No. DD/589/21 | Rev - |
|--------------------------|----------|



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting, Mon-Sat, 8am-6pm" (single yellow line)
- Proposed "No waiting at any time by vehicles over 5 tonnes" (zone restriction)

| Revision | Date |
|----------|------|
| - | - |



Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
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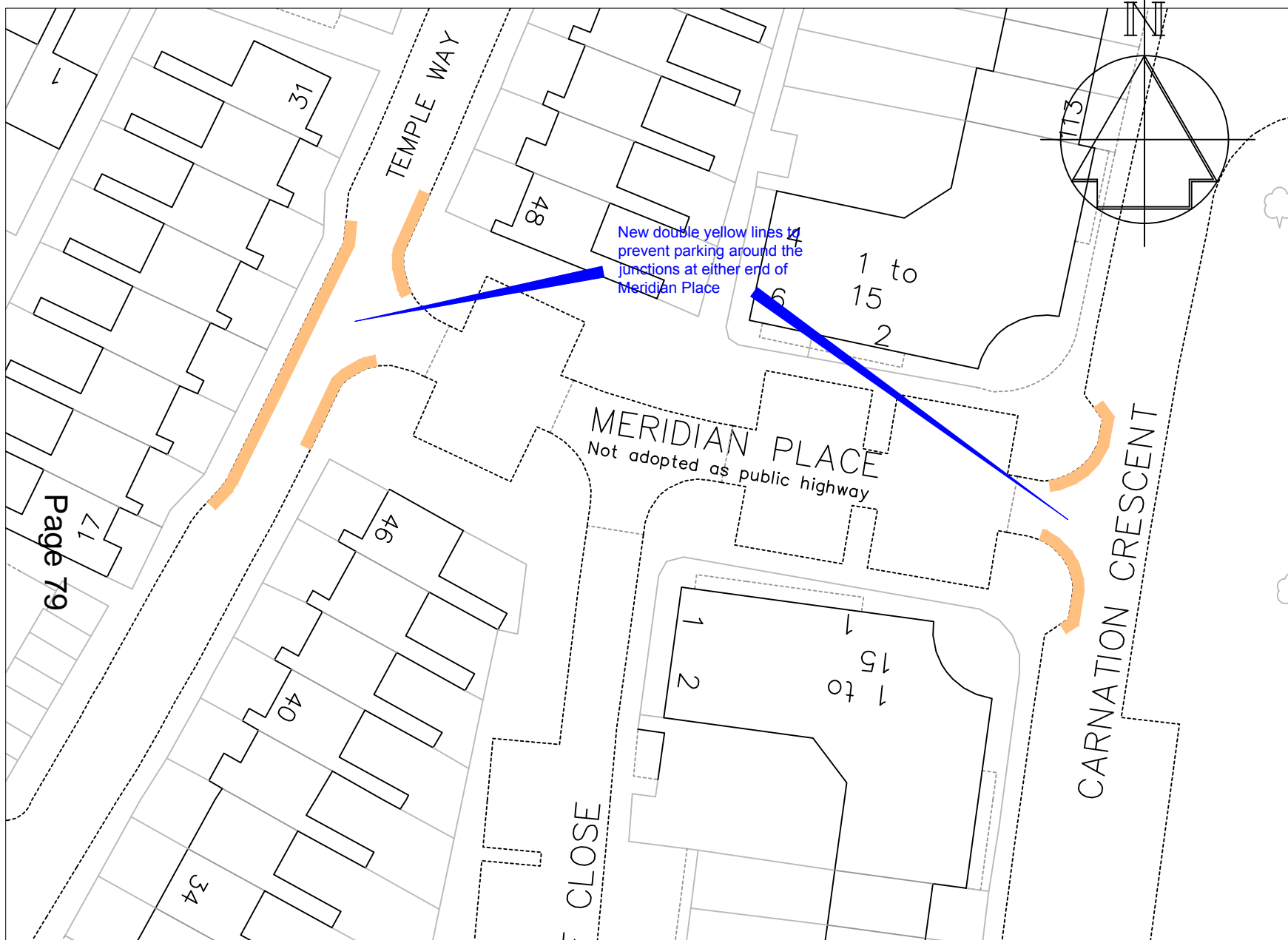
Project Title
 Local Parking Plan - Phase 11
 Informal Consultation

Drawing Title
 Larkfield
 Papyrus Way

Drawn ACB Checked AE Date 6/2019

Scale 1 : 1250 @ A4

| | |
|---------------------------------|-----------------|
| Drawing No. DD/589/17 | Rev - |
|---------------------------------|-----------------|



Key

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)

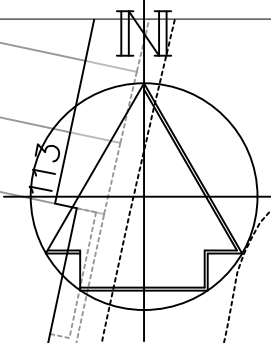
New double yellow lines to prevent parking around the junctions at either end of Meridian Place

MERIDIAN PLACE
Not adopted as public highway

CARNATION CRESCENT

TEMPLE WAY

CLOSE



Page 79

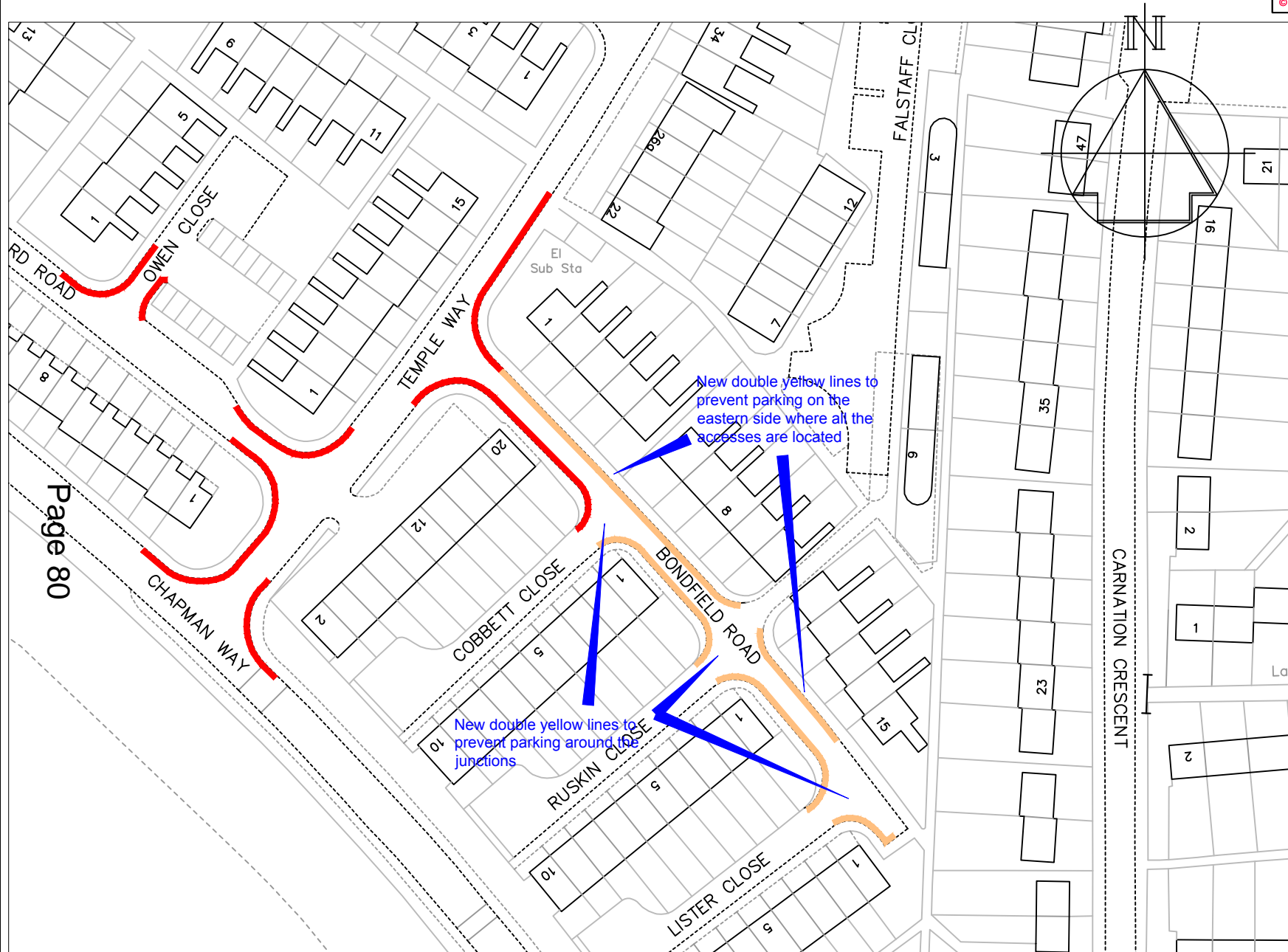


Technical Services
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Temple Way, Meridian Place and
Carnation Crescent

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| Revision | | Date |
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 500 @ A4 | | |
| Drawing No. DD/589/13 | | Rev - |



Key

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)

Page 80

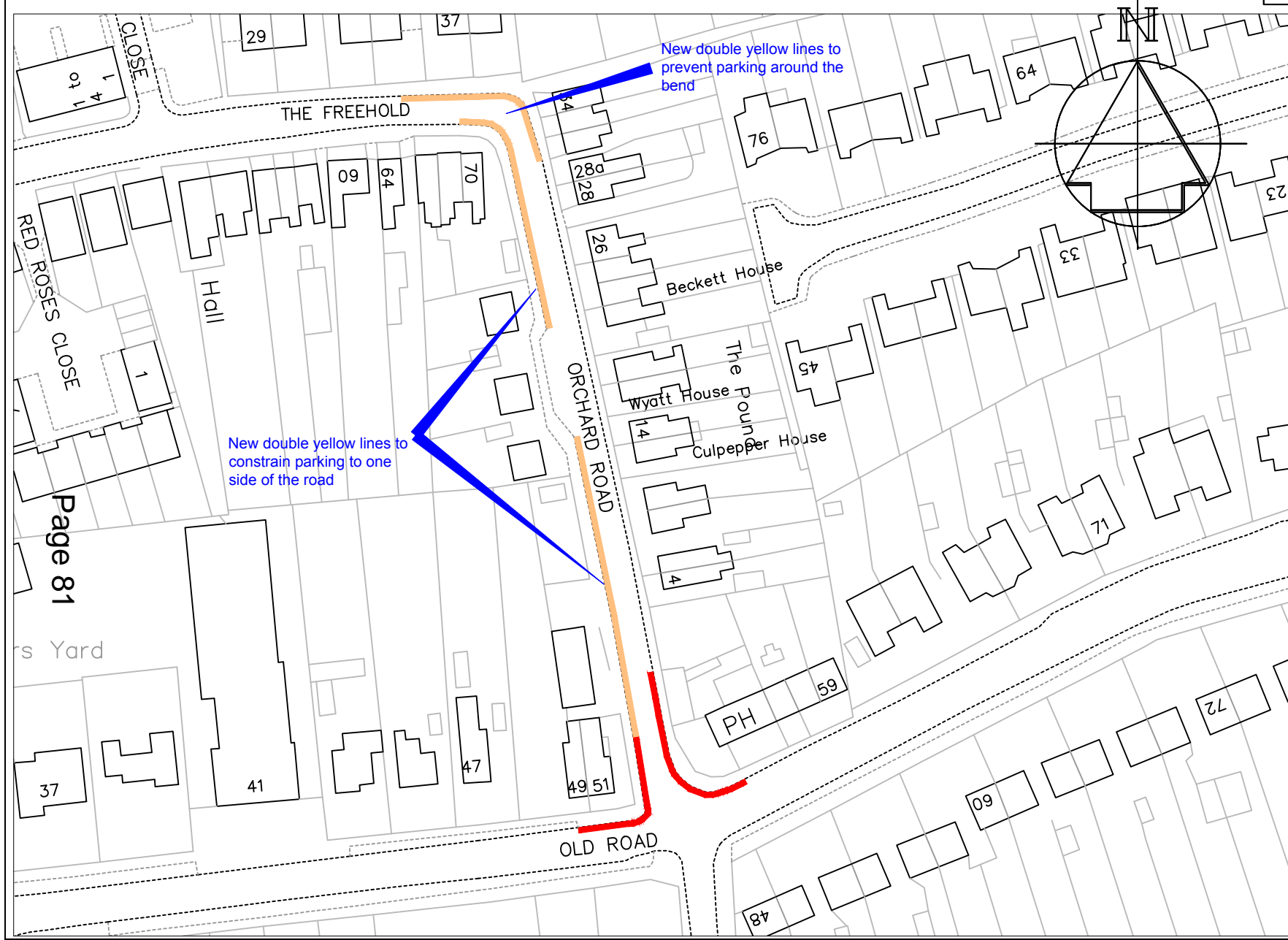


Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 East Malling
 Bondfield Road

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| - | - | - |
| Revision | | Date |
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 1000 @ A4 | | |
| Drawing No. DD/589/12 | | Rev - |



Key

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)

New double yellow lines to constrain parking to one side of the road

New double yellow lines to prevent parking around the bend

Page 81

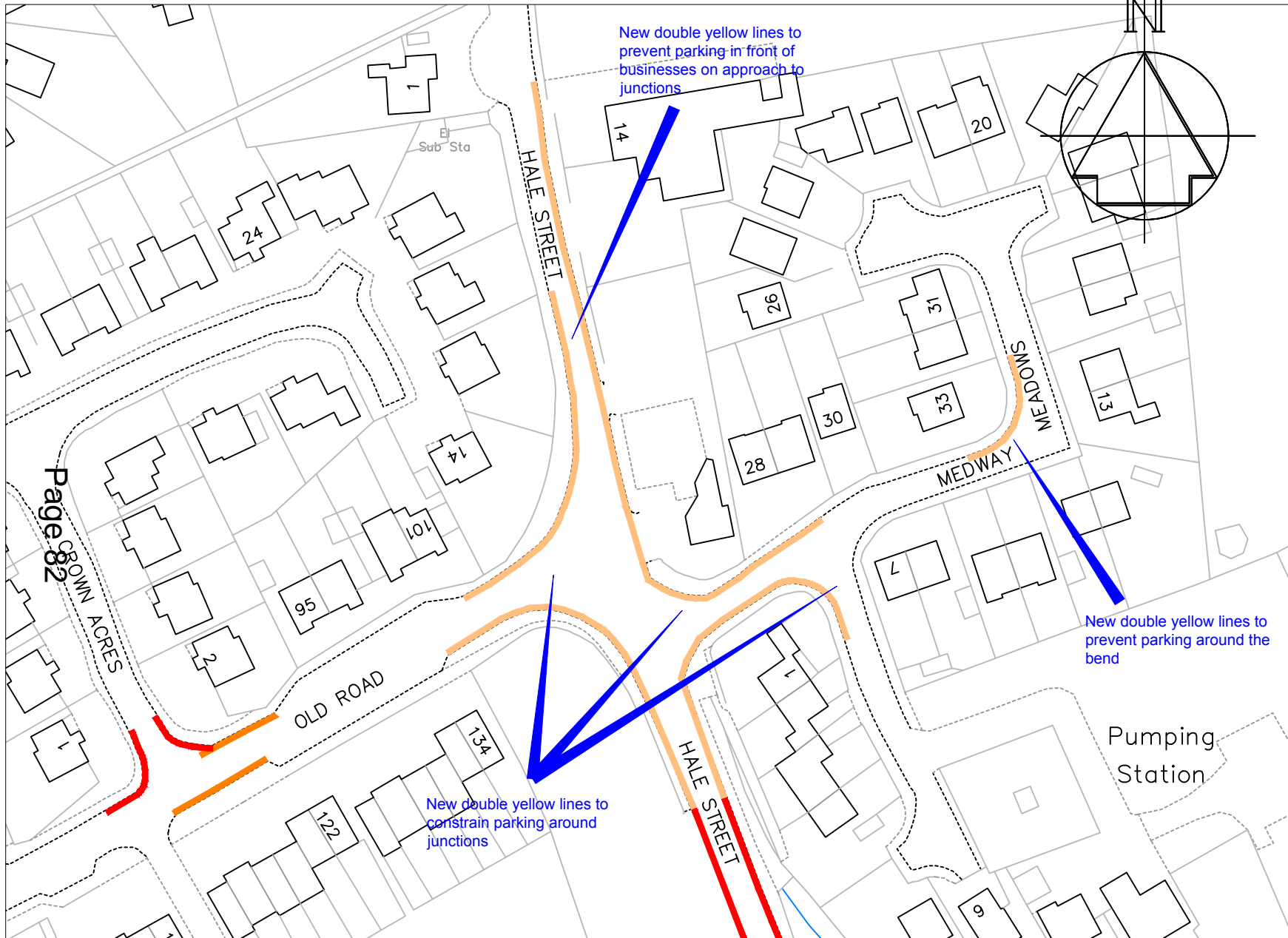


Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
 Local Parking Plan - Phase 11
 Informal consultation

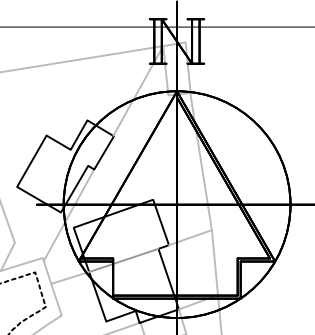
Drawing Title
 East Peckham
 Orchard Road & The Freehold

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|--------------------------|---------------|----------------|
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 1000 @ A4 | | |
| Drawing No. DD/589/15 | | Rev |



Key

- Existing "No waiting at any time" (Double yellow lines)
- Bus stop clearway
- Proposed "No waiting at any time" (Double yellow lines)



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CROWN ACRES



Technical Services

Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title

Local Parking Plan - Phase 11
Informal consultation

Drawing Title

East Peckham
Medway Meadows, Hale Street and
Old Road

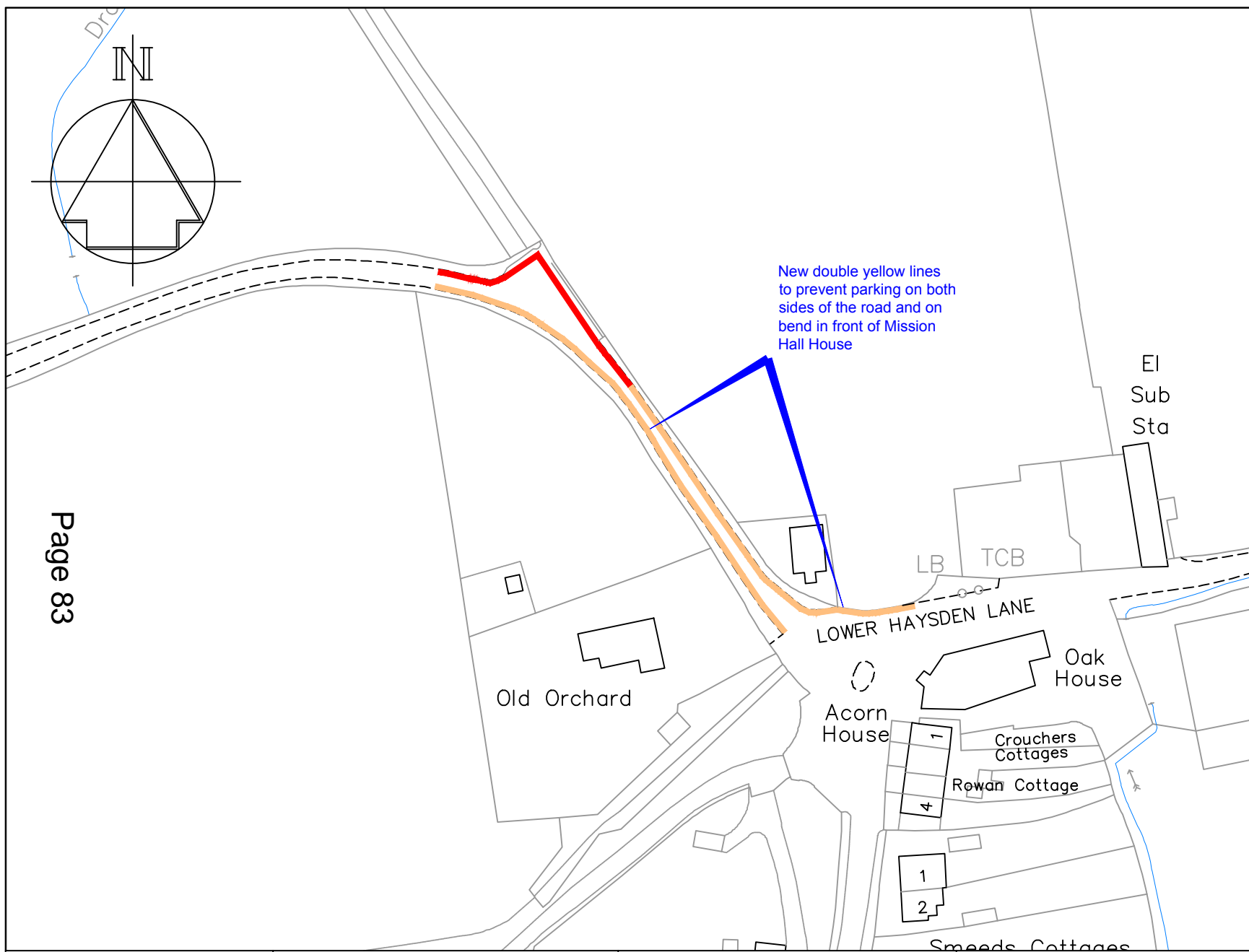
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| Drawn | Checked | Date |
| ACB | AE | 6/2019 |

Scale 1 : 1000 @ A4

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| Drawing No. | Rev |
| DD/589/14 | |

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)



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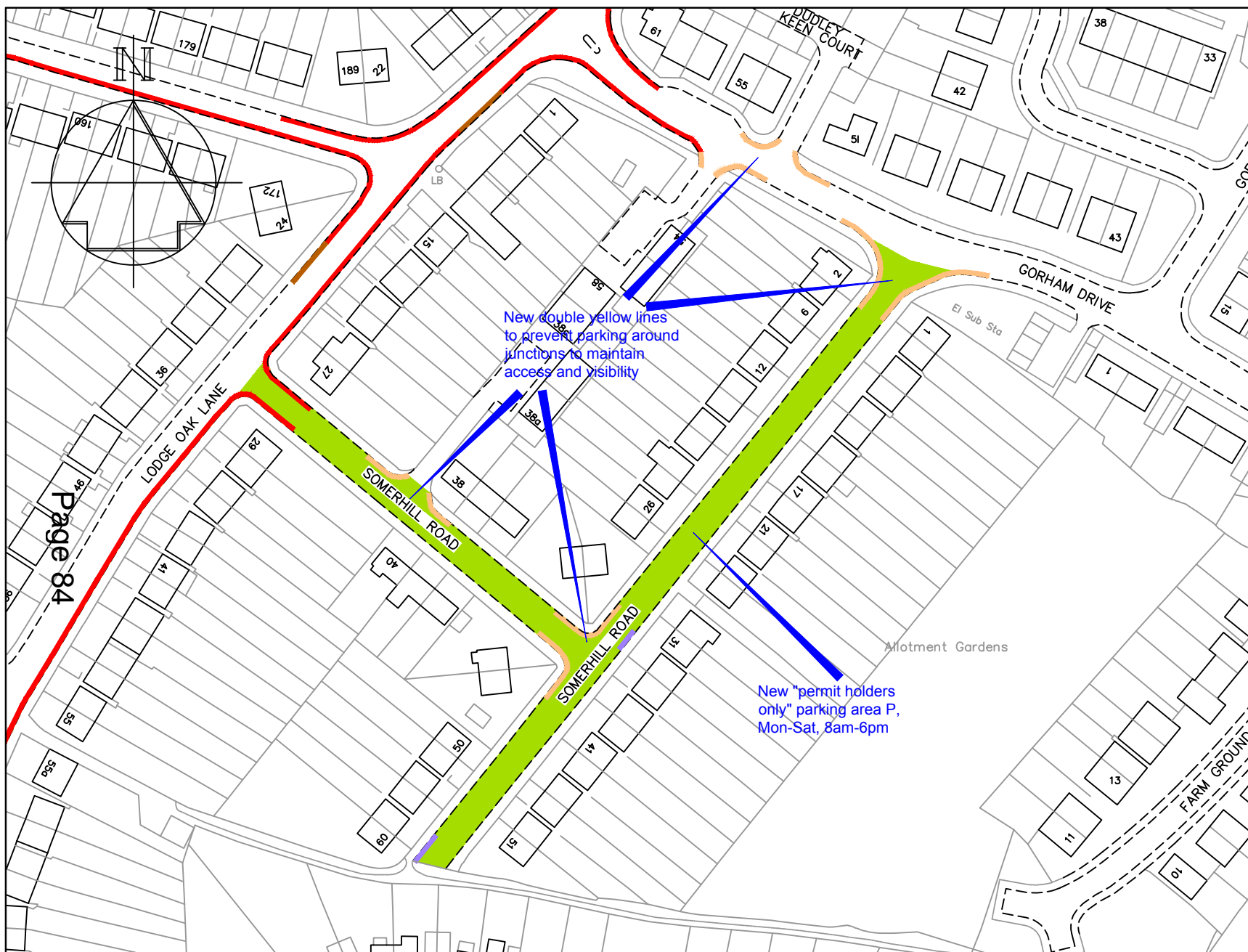
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Tonbridge
Lower Haysden Lane

| | | |
|---------------------------------|----------------------|-----------------------|
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 1000 @ A4 | | |
| Drawing No. DD/589/28 | | Rev |



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Proposed "Permit holders only" area P, Mon-Sat, 8am-6pm

New double yellow lines to prevent parking around junctions to maintain access and visibility

New "permit holders only" parking area P, Mon-Sat, 8am-6pm

Page 84



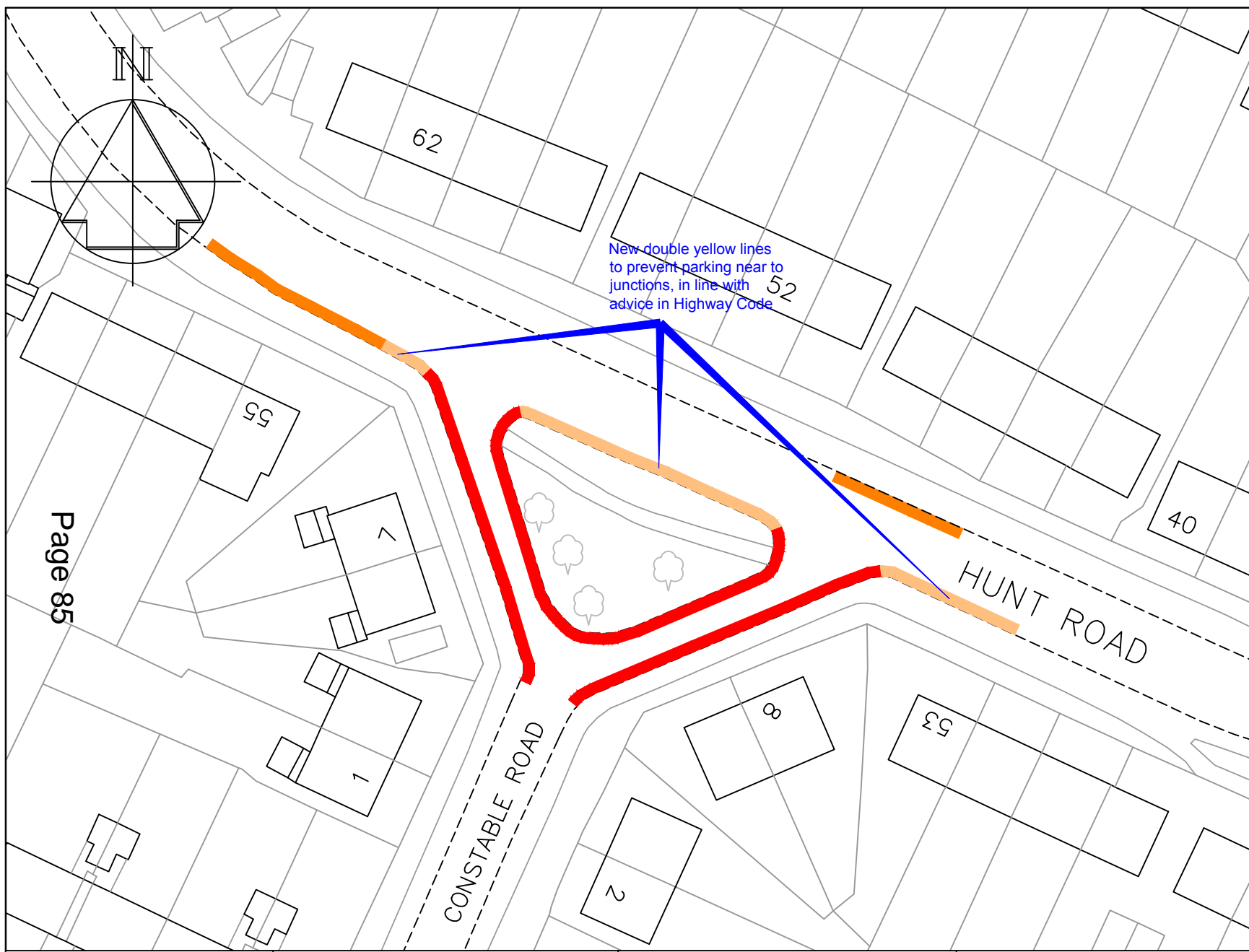
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Tonbridge
Somerhill Road and Gorham Drive

| | | |
|---------------------------------|----------------------|-----------------------|
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 1250 @ A4 | | |
| Drawing No. DD/589/34 | | Rev |



Key

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

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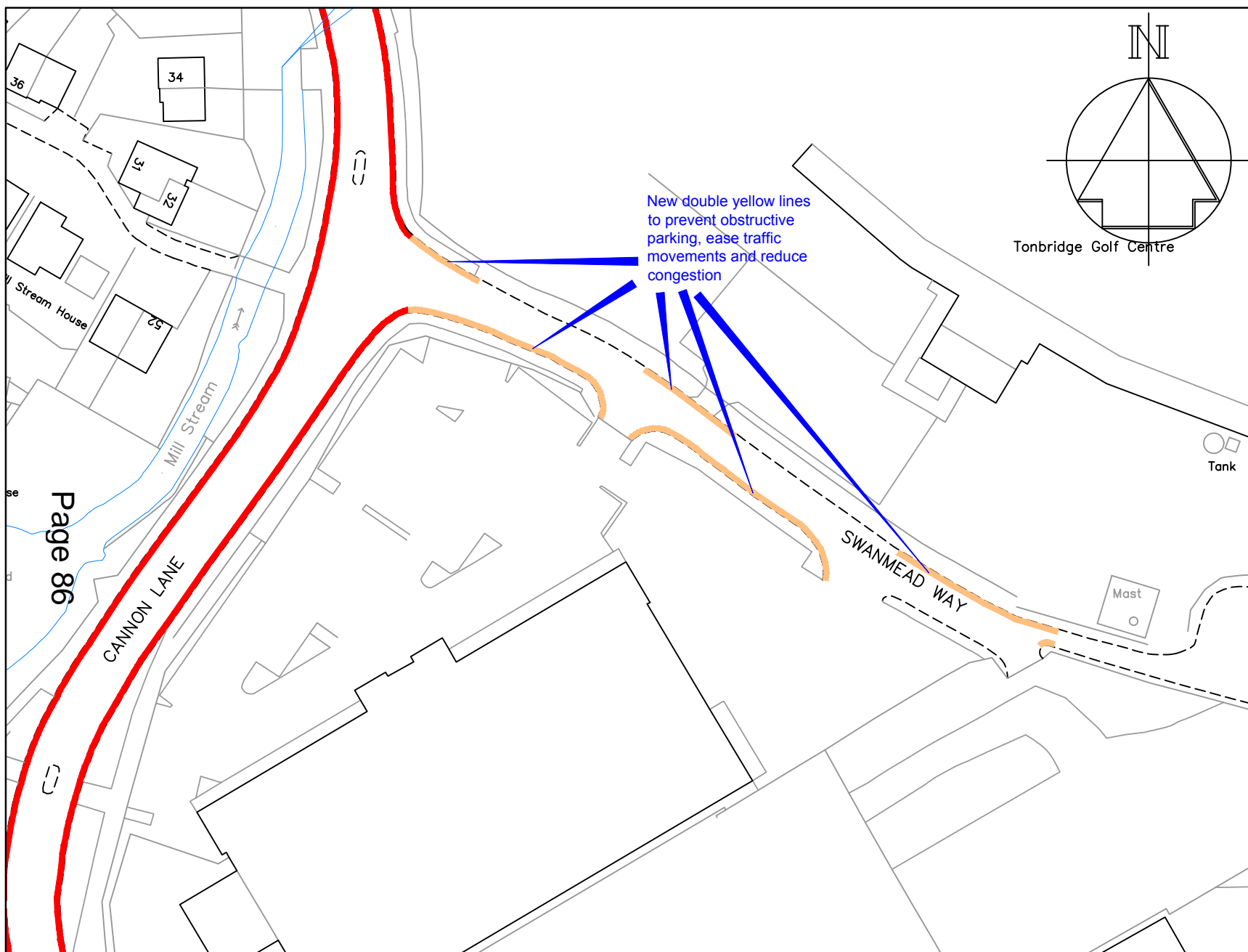
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Tonbridge
Hunt Road (near Constable Road)

| | | |
|---------------------------------|----------------------|-----------------------|
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 500 @ A4 | | |
| Drawing No. DD/589/26 | | Rev |



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)

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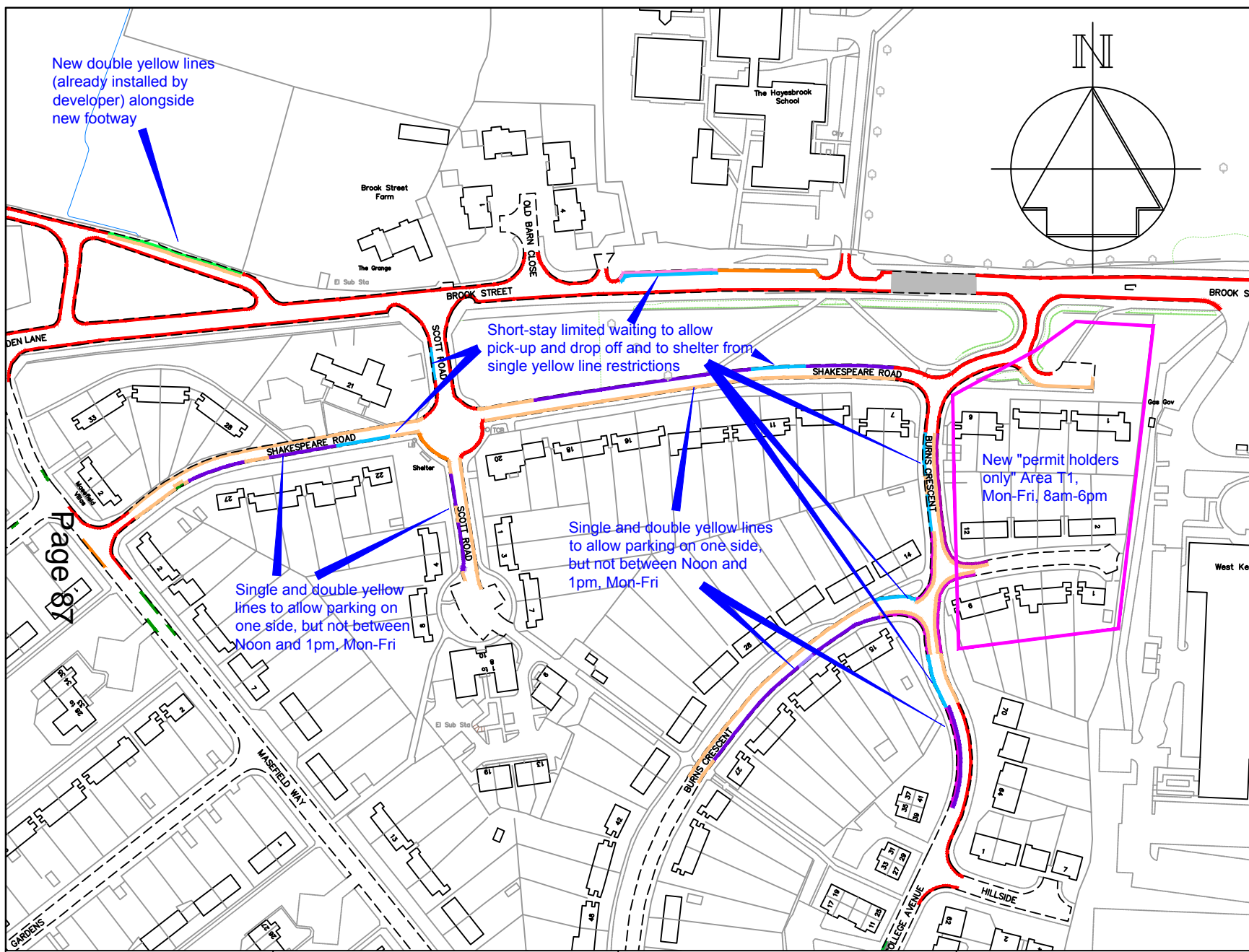
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Tonbridge
Swanmead Way

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|---------------------------------|----------------------|-----------------------|
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 1000 @ A4 | | |
| Drawing No. DD/589/35 | | Rev |



New double yellow lines (already installed by developer) alongside new footway

Short-stay limited waiting to allow pick-up and drop off and to shelter from single yellow line restrictions

Single and double yellow lines to allow parking on one side, but not between Noon and 1pm, Mon-Fri

Single and double yellow lines to allow parking on one side, but not between Noon and 1pm, Mon-Fri

New "permit holders only" Area T1, Mon-Fri, 8am-6pm

Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "No waiting, Mon-Fri, 10:30-11am" (single yellow line)
- Existing "No waiting, Mon-Sat, 8am-6pm" (single yellow line)
- Existing "Disabled bay"
- Existing bus stop clearway or bus stand
- Existing unenforceable "Access protection" (white driveway line)
- Existing pedestrian crossing controlled zone (white zig-zags)
- Existing "Limited waiting, Mon-Fri, 8am-6pm, 20m no return 40m" (short stay parking bay)
- Proposed "No waiting, Mon-Fri, Noon-1pm" (single yellow line)
- Proposed "Limited waiting, Mon-Fri, 8am-6pm, 1hour, no return 1hour" (short stay parking bay)
- Proposed "T1 Permit holders only" area, Mon-Fri, 8am-6pm

TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
Informal consultation

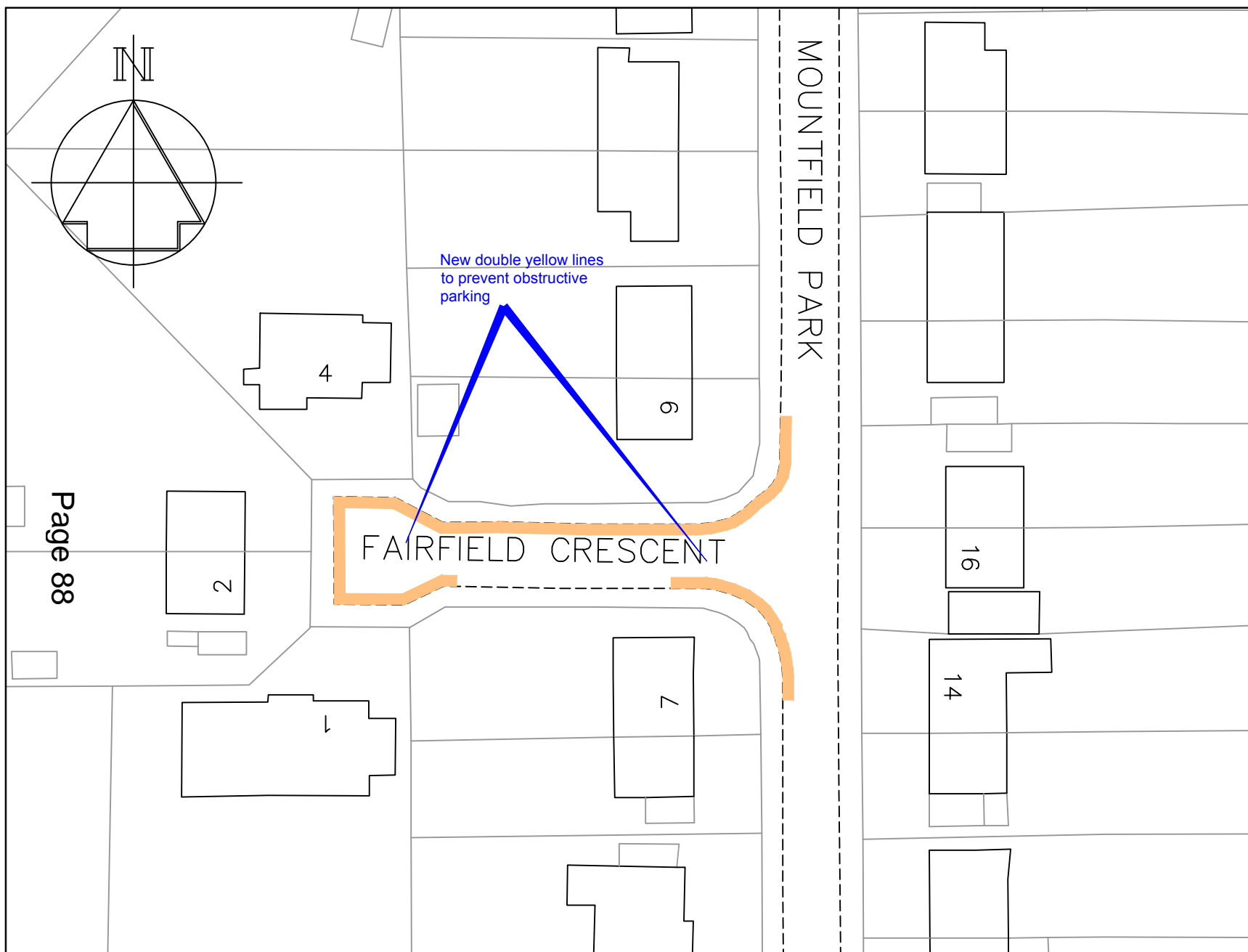
Drawing Title
Tonbridge
Shakespeare Road area

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| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 2000 @ A4 | | |
| Drawing No. DD/589/27 | | Rev |

Page 87

Key

— Proposed "No waiting at any time" (double yellow lines)



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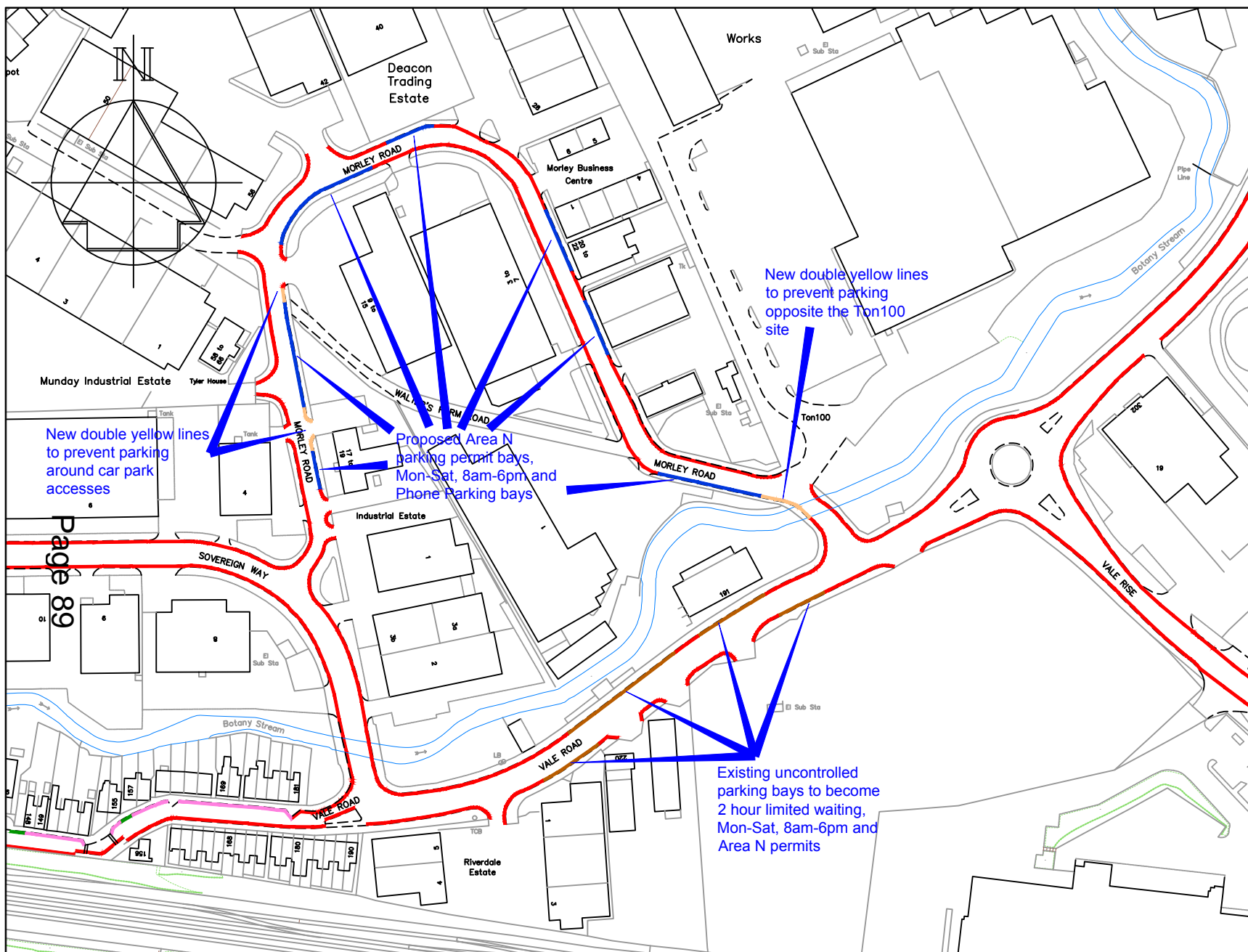
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Tonbridge
Fairfield Crescent

| | | |
|--------------------------|---------------|----------------|
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 500 @ A4 | | |
| Drawing No. DD/589/33 | | Rev |



- ### Key
- Existing "No waiting at any time" (double yellow lines)
 - Proposed "No waiting at any time" (double yellow lines)
 - Existing 2hour limited waiting and Area N parking bays
 - Proposed 2hour limited waiting and Area N parking bays
 - Proposed Mon-Sat, 8am-6pm phone parking and Area N parking bays

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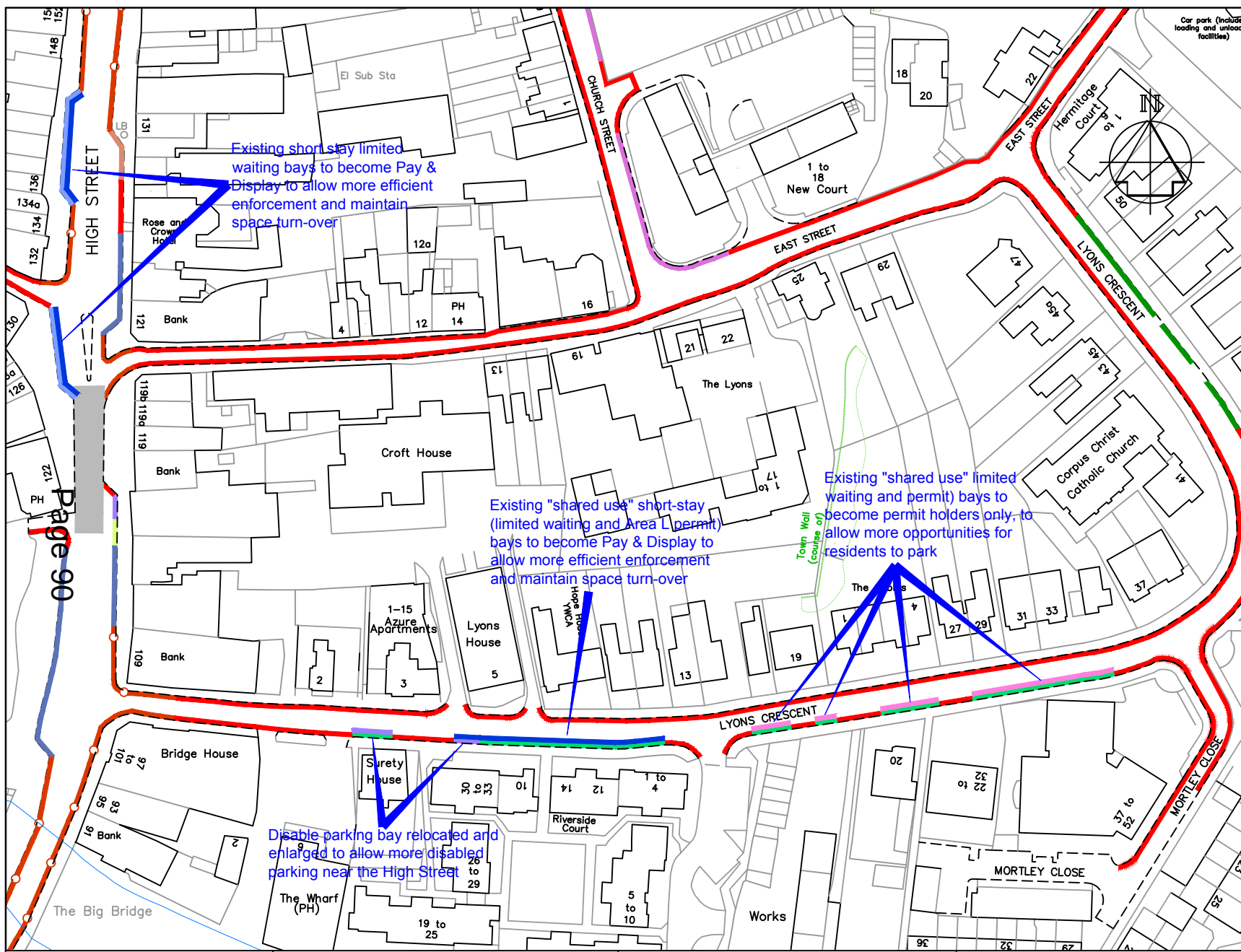
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Tonbridge
Morley Road and Vale Road area

| | | |
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| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 2000 @ A4 | | |
| Drawing No. DD/589/29 | | Rev |



Existing short stay limited waiting bays to become Pay & Display to allow more efficient enforcement and maintain space turn-over

Existing "shared use" short-stay (limited waiting and Area L permit) bays to become Pay & Display to allow more efficient enforcement and maintain space turn-over

Existing "shared use" limited waiting and permit) bays to become permit holders only, to allow more opportunities for residents to park

Disable parking bay relocated and enlarged to allow more disabled parking near the High Street

- ### Key
- Existing "No waiting at any time" (double yellow lines)
 - "Disabled" parking bay
 - Bus stop clearway and overnight taxi bay
 - Existing "No waiting at any time, no loading at any time"
 - Existing "Limited waiting, Mon-Sat, 8am-6pm, 2hour, no return 2hour" parking bay
 - Existing "Permits only, Mon-Sat, 8-10am, 2-4pm, Area L" parking bay
 - Existing white "access protection" line
 - Existing "Limited waiting, Mon-Sat, 8am-6pm 2hours, no return 2hours and Area L permit parking bay
 - Proposed "Permits only, Mon-Sat, 8am-6pm, Area L" parking bay
 - Proposed "Pay & Display, Mon-Sat, 8am-6pm, max stay 2 hours, no return 2 hours parking bay, at the Council's T1.1 on-street tariff rate

Page 90

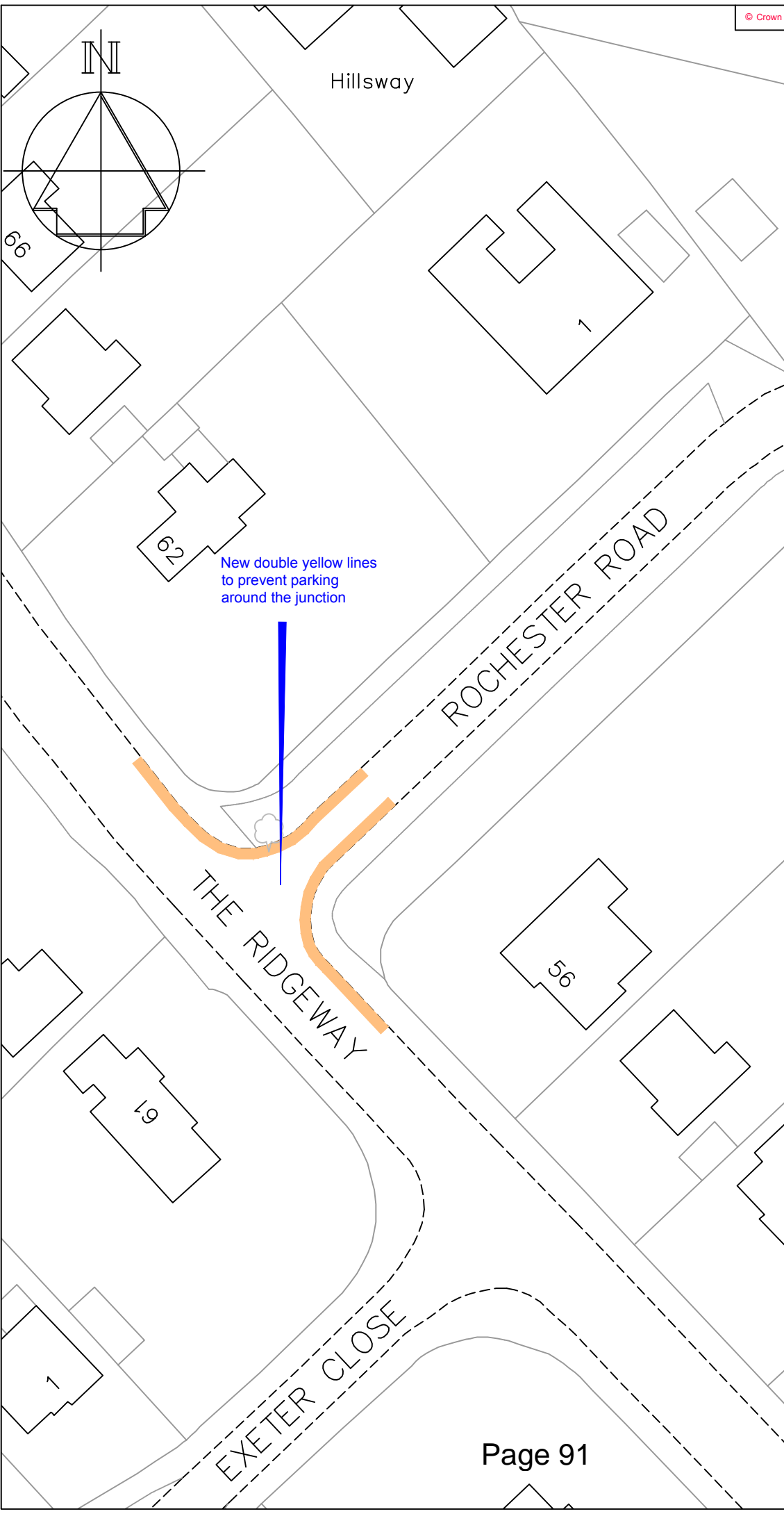


Transportation Team
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 Tonbridge
 Lyons Crescent and High Street

| | | |
|---------------------------------|----------------------|-----------------------|
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 1250 @ A4 | | |
| Drawing No. DD/589/32 | | Rev |



New double yellow lines to prevent parking around the junction

Key

Proposed "No waiting at any time" (double yellow lines)

| Revision | Date |
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Technical Services
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 Kings Hill
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 Kent ME19 4LZ
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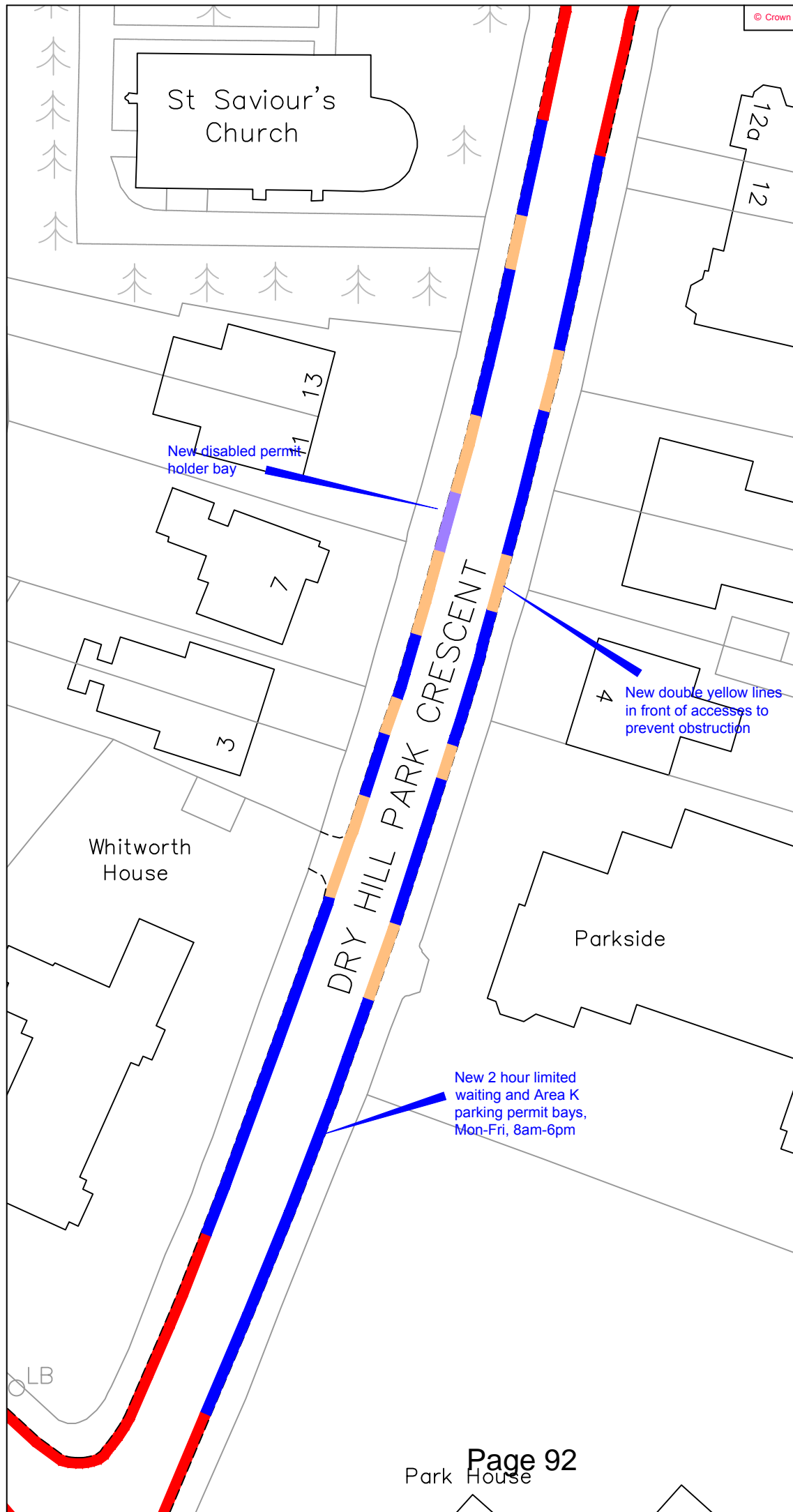
Project Title
Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
Tonbridge
The Ridgeway / Rochester Road

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| Drawn | ACB | Checked | AE | Date | 6/2019 |
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Scale 1 : 500 @ A4

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| Drawing No. | DD/589/23 | Rev | - |
|-------------|-----------|-----|---|



Key

- Existing "No waiting at any time" (double yellow lines)
- Existing disabled parking bay to become disabled permit holder bay
- Proposed "No waiting at any time" (double yellow lines)
- Proposed 2 hour limited waiting, Mon-Fri, 8am-6pm, no return 2 hours and Area K parking permit bays

New disabled permit holder bay

New double yellow lines in front of accesses to prevent obstruction

New 2 hour limited waiting and Area K parking permit bays, Mon-Fri, 8am-6pm

| Revision | Date |
|----------|------|
| | |



Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

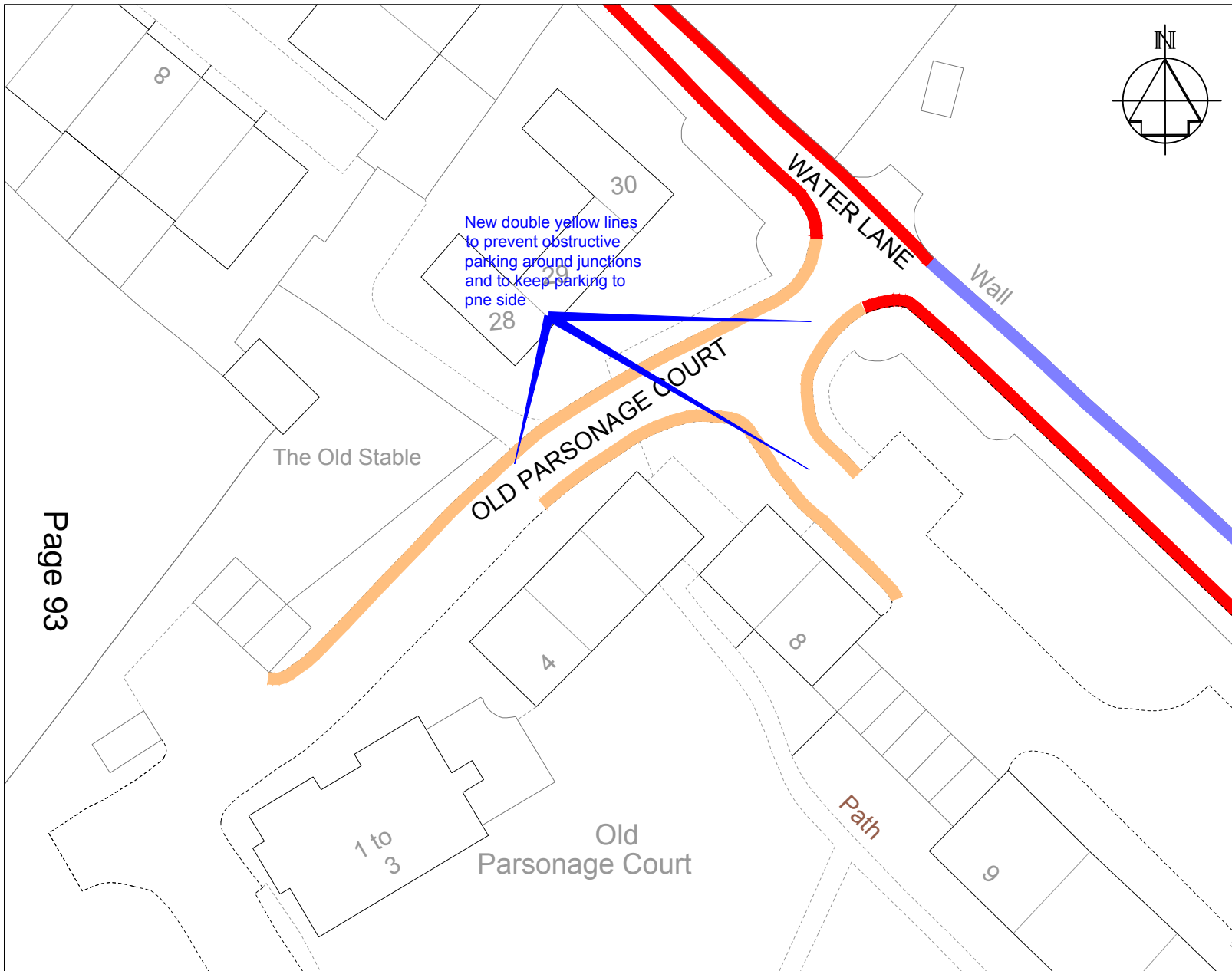
Project Title
Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
Tonbridge
Dry Hill Park Crescent

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| Drawn | ACB | Checked | AE | Date | 6/2019 |
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Scale 1 : 500 @ A4

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| Drawing No. | Rev |
| DD/589/25 | - |



New double yellow lines to prevent obstructive parking around junctions and to keep parking to one side

Key

- Existing 'No waiting at any time' (double yellow lines)
- Existing parking bay
- Proposed 'No waiting at any time' (double yellow lines)

Page 93

| | | |
|---|----------|------|
| A | | |
| | Revision | Date |



Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

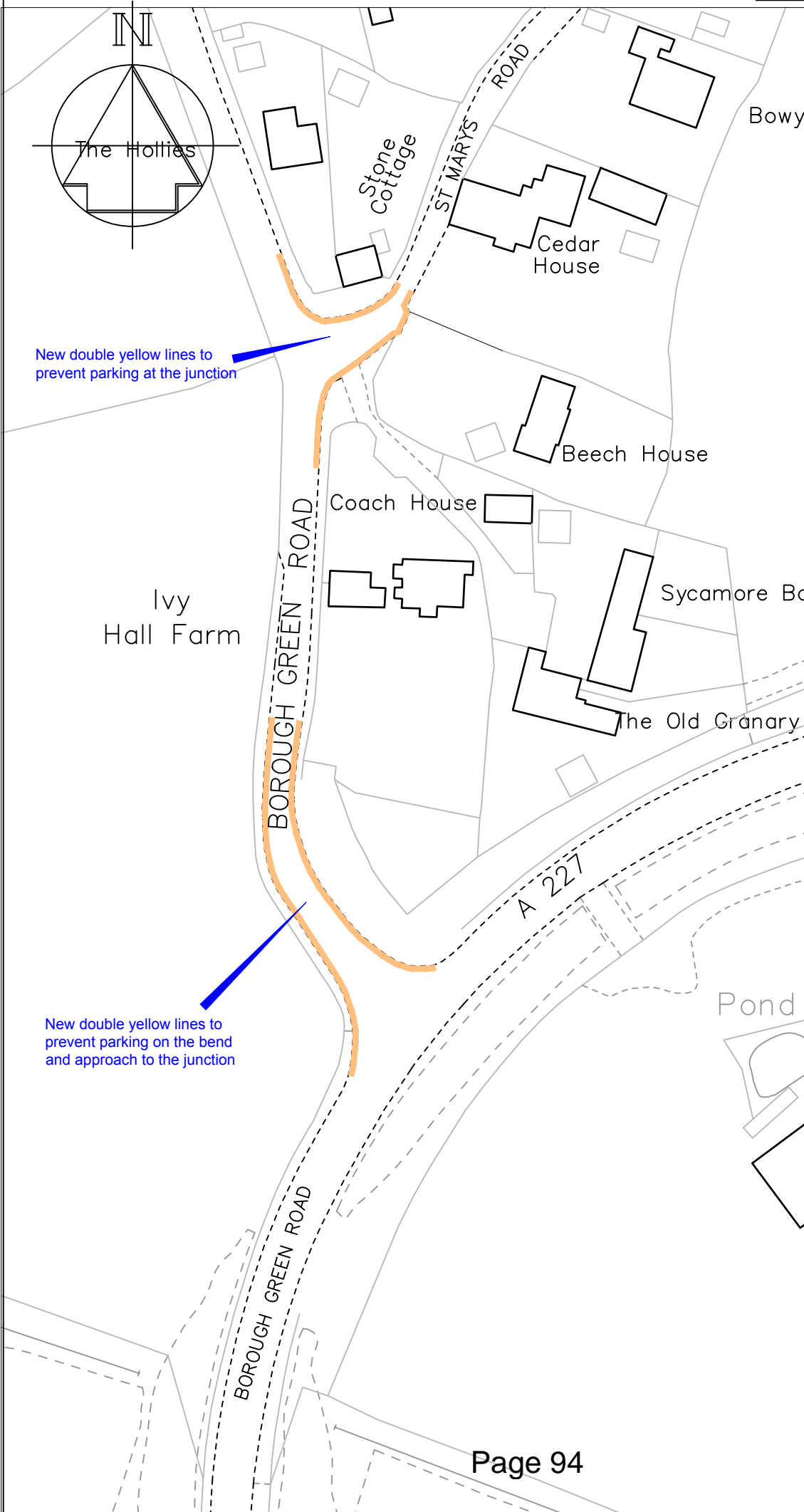
Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 West Malling
 Old Parsonage Court


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| Drawn | Checked | Date |
| ACB | AE | 6/2019 |

Scale 1 : 500 @ A4

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| Drawing No. DD/589/38 | Rev |
|---------------------------------|------------|



Key

 Proposed "No waiting at any time" (double yellow lines)

| Revision | Date |
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STREETSCENE,
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Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

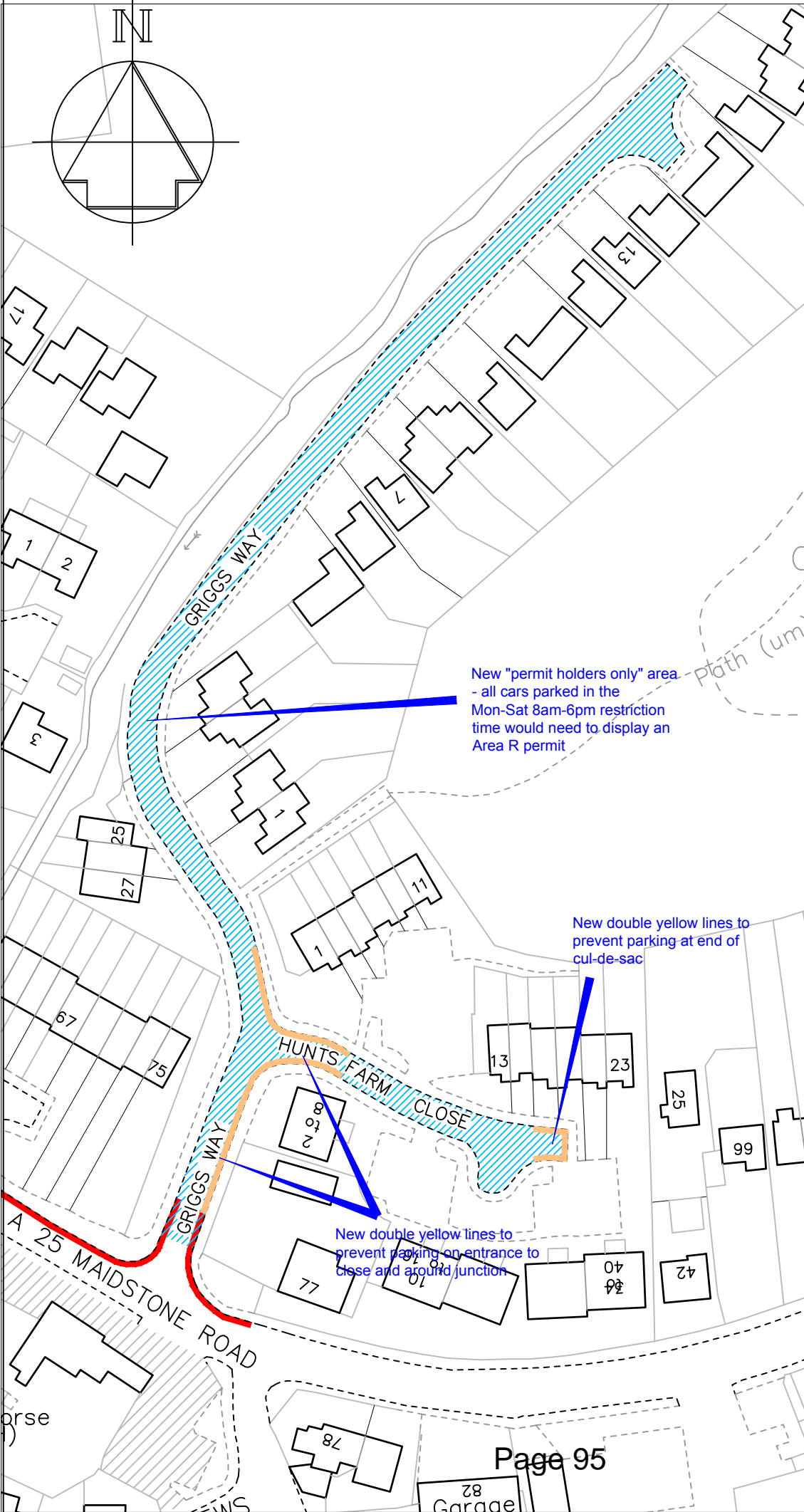
Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Wrotham
Borough Green Road and
A227




Drawn ACB | Checked AE | Date 6/2019

Scale **1 : 1000 @ A4**

| | |
|--------------------------|-----|
| Drawing No. DD/589/39 | Rev |
|--------------------------|-----|



Key

-  Existing "No waiting at any time" (double yellow lines)
-  Proposed "No waiting at any time" (double yellow lines)
-  Proposed "Permit holders only past this point" restriction, Area R, Mon-Sat, 8am-6pm

New "permit holders only" area - all cars parked in the Mon-Sat 8am-6pm restriction time would need to display an Area R permit

New double yellow lines to prevent parking at end of cul-de-sac

New double yellow lines to prevent parking on entrance to close and around junction

| | | |
|----------|---|------|
| A | DYL added, east end of Hunts Farm Close after informal consultation | 9/19 |
| Revision | | Date |



STREETSCENE, LEISURE & TECHNICAL SERVICES

Transportation Team
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 11
 Informal consultation




Drawing Title
Borough Green
Griggs Way & Hunts Farm Close

Drawn ACB Checked AE Date 6/2019

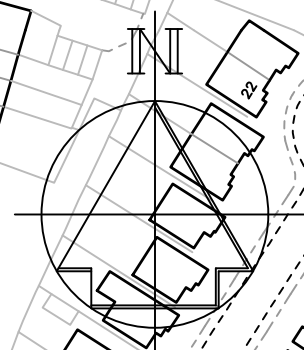
Scale 1 : 1000 @ A4

| | |
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| Drawing No. DD/589/05 | Rev A |
|--------------------------|----------|

Key

-  Existing "No waiting at any time" (double yellow lines)
-  Proposed "No waiting at any time" (double yellow lines)
-  Existing vehicle access

New double yellow lines to prevent obstructive parking in front of access and at entrance to parking areas, on bends and at junctions, and to prevent pavement parking



Page 96

| | | |
|---|--|------|
| A | Restrictions reduced following informal consultation | 9/19 |
| | Revision | Date |



STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
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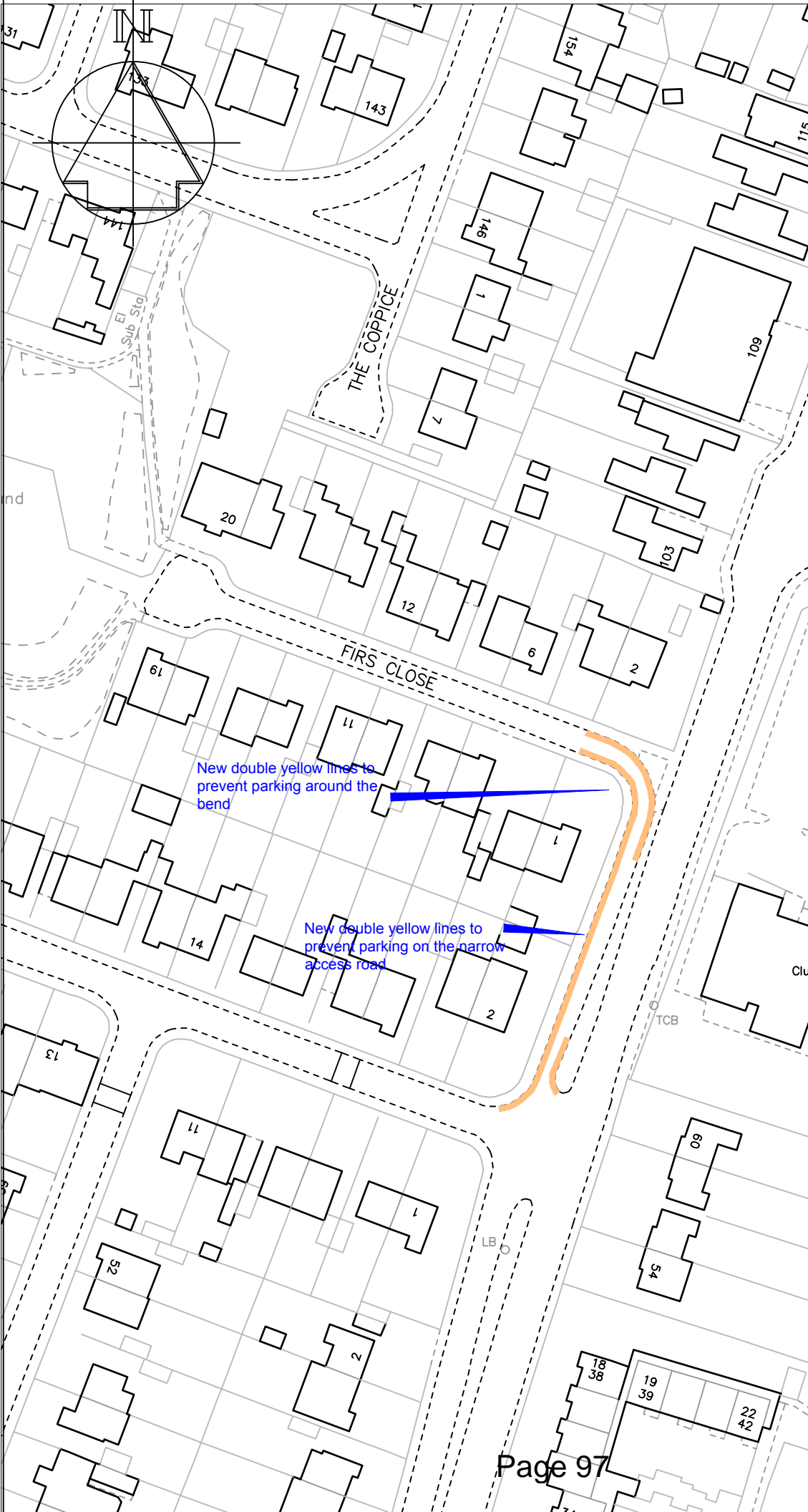
Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Ditton
Brampton Field


| | | |
|-------|---------|--------|
| Drawn | Checked | Date |
| ACB | AE | 6/2019 |

Scale 1 :1250 @ A4

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|--------------------------|----------|
| Drawing No. DD/589/09 | Rev A |
|--------------------------|----------|



Key

 Proposed "No waiting at any time" (double yellow lines)

| | | |
|---|---|------|
| A | Restrictions swapped to west side following informal consultation | 9/19 |
| | Revision | Date |



STREETSCENE,
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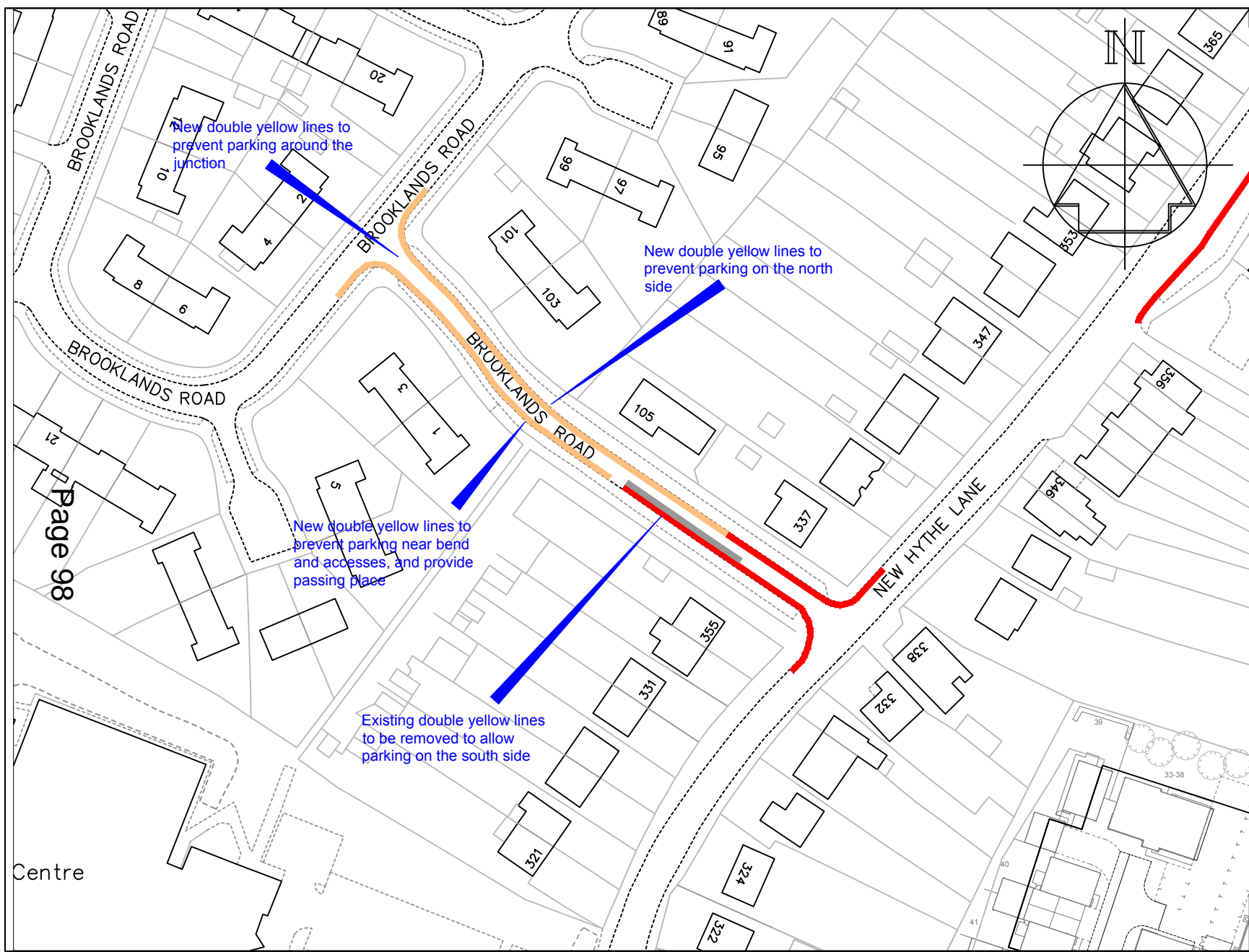
Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Ditton
Firs Close

Drawn ACB | Checked AE | Date 6/2019

Scale 1 : 1000 @ A4

| | |
|--------------------------|----------|
| Drawing No. DD/589/10 | Rev A |
|--------------------------|----------|



Key

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)
- Double yellow lines to be removed to allow parking

Page 98

Centre

| | | |
|---|---|------|
| A | DYL extended opposite No:s101 & 103 following informal consultation | 9/19 |
| | Revision | Date |



Technical Services
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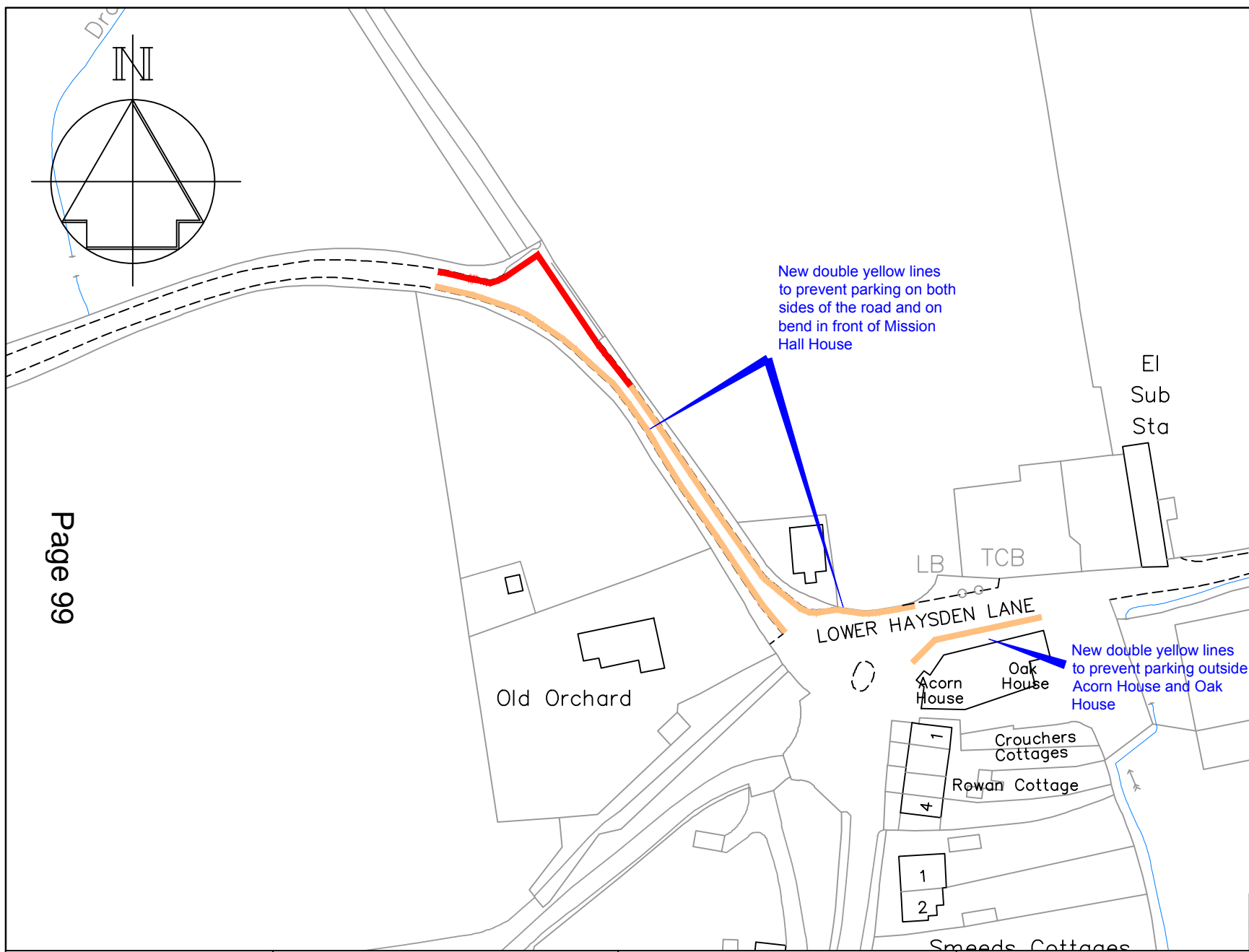
Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 Larkfield
 Brooklands Road

| | | |
|--------------------------|---------|----------|
| Drawn | Checked | Date |
| ACB | AE | 6/2019 |
| Scale 1 : 1000 @ A4 | | |
| Drawing No. DD/589/16 | | Rev A |

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)



Page 99

| | | |
|---|--|------|
| A | DYL extended outside Acorn House and Oak house after informal consultation | 9/19 |
| | Revision | Date |



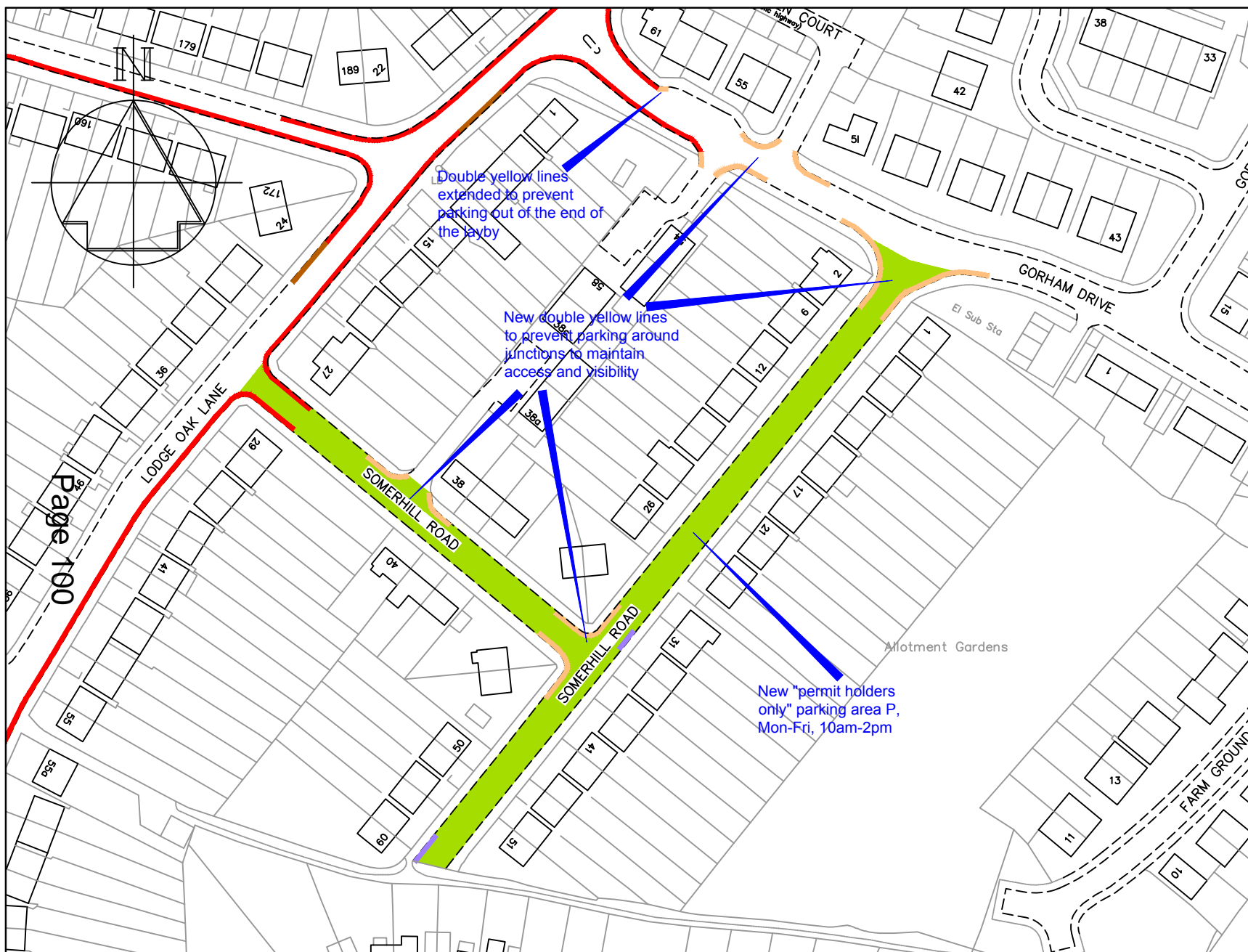
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

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Project Title
Local Parking Plan - Phase 11
Informal consultation

Drawing Title
Tonbridge
Lower Haysden Lane

| | | |
|---------------------------------|----------------------|-----------------------|
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 1000 @ A4 | | |
| Drawing No. DD/589/28 | | Rev A |



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Proposed "Permit holders only" area P, Mon-Fri, 10am-2pm

Page 100

| | | |
|---|--|------|
| A | Times & days changed, DYL on Gorham Drive layby extended | 9/19 |
| | Revision | Date |



STREETSCENE, LEISURE & TECHNICAL SERVICES

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Project Title
 Local Parking Plan - Phase 11
 Informal consultation

Drawing Title
 Tonbridge
 Somerhill Road and Gorham Drive

| | | |
|---------------------------------|----------------------|-----------------------|
| Drawn ACB | Checked AE | Date 6/2019 |
| Scale 1 : 1250 @ A4 | | |
| Drawing No. DD/589/34 | | Rev A |

Access Scheme 2 – Annex 6 (Locations, Issues Raised and Recommendations)

| Town or Ward | Location | Issue | Location ref | Requested by | Detail | Summary | Recommendation |
|--------------------|---------------------|-----------------------------|--------------|-----------------|--|--|---|
| Blue Bell Hill | Thorn Close | Remove single yellow line | 11-03 | Local resident | Gap in Single Yellow Lines outside No. 6 and new access protection line | Remove single yellow line | Note that the Chair and local members have agreed to set aside the objection and the changes are to be implemented |
| Tonbridge (Medway) | Kings Road | Change school times | 11-31 | Hillview School | Change times of operation of single yellow lines to reflect new school times (suggest 8:00-15:30) | Change School single yellow line times | The Board set aside the objections and agree the implementation of the proposals |
| Blue Bell Hill | Barling Close | Resident wants more parking | 11-02 | Local resident | Would like single yellow line across driveway changed to a white line | Remove single yellow line | Note no objections and changes are to be implemented |
| Tonbridge | Hectorage Road (72) | Obstructive parking | 11-36 | Local resident | Would like double yellow lines in front of driveway, though this is already enforceable as a multiple access | New double yellow lines | Note that the proposals are to be abandoned . |
| Burham | Court Road | More parking | 11-07 | Local resident | Newly introduced double yellow lines could be shortened to allow more parking | Reduce double yellow lines | Note that the Chair and local members have agreed to set aside the objection and the changes are to be implemented |

| Town or Ward | Location | Issue | Location ref | Requested by | Detail | Summary | Recommendation |
|--------------|------------------------|--------------------------|--------------|----------------|--|--|---|
| Tonbridge | Hectorage Road (90) | Change parking bays | ACC2-003 | Local resident | Resident wishes to install new crossover | Remove parking bay and install new double yellow lines | Note no objections and that changes are to be implemented |
| Tonbridge | 17 St Stephen's Street | New disabled parking bay | ACC2-001 | Local resident | Resident has applied for a disabled parking bay in a permit parking area | New disabled permit parking bay | Note no objections and that changes are to be implemented |
| Tonbridge | 48 Lodge Oak Lane | Change parking bays | ACC2-004 | Local resident | New vehicle crossover (already installed) | Remove parking bay and install new double yellow lines | The Board set aside the objections and agree the implementation of the proposals |
| Tonbridge | 24 The Drive | New disabled parking bay | ACC2-002 | Local resident | Resident has applied for a disabled parking bay in a permit parking area | New disabled permit parking bay | Note no objections and that changes are to be implemented |

Access Scheme 2 – Annex 7 (Location Summary)

| | |
|--------------------|-------------------------------|
| Location reference | 11-02 |
| Town | Blue Bell Hill |
| Ward | Aylesford North & Walderslade |
| Road / Area | Barling Close |
| Requested by | Local resident |
| Plan reference: | DD/589/02 |

Summary

Remove single yellow line

Issue

The resident of No. 21 would like single yellow line across driveway changed to a white line

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 2.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/589/02, seeking objections and indications of support. The Consultation started on 28th June and closed on 21st July 2019.

As part of the consultation we wrote directly to 18 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

Though we carried out the appropriate consultations, we received no responses to this proposal.

Report to the September 2019 meeting of the Joint Transportation Board after formal consultation

As there were no objections to the proposal, the changes can be implemented as advertised, and this is being reported to the Board as an information item.

Parking Plan – Access Group 2 – Location Summary

| | |
|--------------------|-------------------------------|
| Location reference | 11-03 |
| Town | Blue Bell Hill |
| Ward | Aylesford North & Walderslade |
| Road / Area | Thorn Close |
| Requested by | Local resident |
| Plan reference: | DD/589/03 |

Summary

Remove single yellow line

Issue

Local resident has asked for a gap in the existing single yellow line outside No. 6 and new access protection line as this would allow them to park in front of their own driveway.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 2.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/589/02, seeking objections and indications of support. The Consultation started on 28th June and closed on 21st July 2019.

As part of the consultation we wrote directly to 8 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

| Response rate | In favour | Against | Don't Know |
|---------------|-----------|-------------|------------|
| 1 (12.5%) | 0 (0%) | 1 (100%) | 0 (0%) |

Analysis

A single objection was received from No 8, whose concern is that the available parking will be reduced due to the removal of the section of single yellow line outside No 6. In actual fact, as the single yellow line will be replaced with an extension of the existing access protection lines, the potential for parking will be increased as the access protection lines are not enforceable as such lines are purely advisory.

Streamlined TRO process

Under the agreed streamlined process for consideration of minor amendments to parking restrictions, minor amendments that attract less than 5 objections can be considered by the Chair of JTB and the local Borough and County members for the area, and if of a consensus, the objections can be set aside and the proposals implemented, with the matter reported as information to the next meeting of the Board.

This proposal and the objections were reported for consideration by the Chair and the relevant local Members on the 14th August 2019. No specific comments were received and accordingly the objection has been considered and set aside.

Report to the September 2019 meeting of the Joint Transportation Board after formal consultation

In line with the streamlined process, the objections have been considered and set aside, and in light of this the changes can be implemented as advertised, and this is being reported to the Board as an information item.

Parking Plan – Access Group 2 – Location Summary

| | |
|--------------------|-------------------|
| Location reference | 11-07 |
| Town | Burham |
| Ward | Burham & Wouldham |
| Road / Area | Court Road |
| Requested by | Local resident |
| Plan reference: | DD/589/07 |

Summary

Reduce existing double yellow lines

Issue

Newly introduced double yellow lines could be shortened to allow more parking in the cul-de-sac end.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 2.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/589/02, seeking objections and indications of support. The Consultation started on 28th June and closed on 21st July 2019.

As part of the consultation we wrote directly to 41 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

| Response rate | In favour | Against | Don't Know |
|---------------|------------|------------|------------|
| 5 (12.2%) | 4 (80%) | 1 (20%) | 0 (0%) |

Analysis

The resident at No 76 has objected although their comments do not seem relevant to the changes stated on the consultation location plan.

Streamlined TRO process

Under the agreed streamlined process for consideration of minor amendments to parking restrictions, minor amendments that attract less than 5 objections can be considered by the Chair of JTB and the local Borough and County members for the area, and if of a consensus, the objections can be set aside and the proposals implemented, with the matter reported as information to the next meeting of the Board.

This proposal and the objections were reported for consideration by the Chair and the relevant local Members on the 14th August 2019. No specific comments were received and accordingly the objection has been considered and set aside.

Report to the September 2019 meeting of the Joint Transportation Board after formal consultation

In line with the streamlined process, the objections have been considered and set aside, and

in light of this the changes can be implemented as advertised, and this is being reported to the Board as an information item.

Parking Plan – Access Group 2 – Location Summary

| | |
|--------------------|-----------------|
| Location reference | 11-31 |
| Town | Tonbridge |
| Ward | Medway |
| Road / Area | Kings Road |
| Requested by | Hillview School |
| Plan reference: | DD/589/31 |

Summary

Change school-related single yellow line times

Issue

Change times of operation of School Keep Clear to reflect new school times (suggest 8:00-15:30)

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 2.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/589/02, seeking objections and indications of support. The Consultation started on 28th June and closed on 21st July 2019.

As part of the consultation we wrote directly to 14 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

| Response rate | In favour | Against | Don't Know |
|---------------|--------------|--------------|------------|
| 3 (21.4%) | 1 (33.3%) | 2 (66.7%) | 0 (0%) |

Analysis

Nos 62A and 49A object to the extension of the ‘buses only’ parking provision. However, these new times reflect the revised school start and finishing times and have been requested by Hillview School. A response was also received from Nu-Venture buses who although welcome the time changes, have also requested that the time be extended further from noon – 16:00. This further amendment could be consulted upon as part of a future Parking Plan review.

No 49A also raised concerns on the validity of Kings Road being used as a site for the school buses at all on the grounds of congestion and subsequent safety grounds. This falls beyond the scope of the Borough Councils remit but is something which Members may wish to raise with KCC.

Streamlined TRO process

Under the agreed streamlined process for consideration of minor amendments to parking restrictions, minor amendments that attract less than 5 objections can be considered by the Chair of JTB and the local Borough and County members for the area, and if of a consensus, the objections can be set aside and the proposals implemented, with the matter reported as information to the next meeting of the Board.

This proposal and the objections were reported for consideration by the Chair and the relevant local Members on the 14th August 2019. Following this report, Cllr Boughton indicated he was not in favour of the changes. Cllr Bridge indicated he supported the changes.

As there was no consensus from the Chair and local members, it now is for the Board to consider the objections and decide whether to implement the proposals or not.

Recommendation to the September 2019 meeting of the Joint Transportation Board.

It is recommended that the views expressed during the formal consultation are noted. However, the changes are intended to reflect the changes to local school start and finish times that have already taken place and to help facilitate bus services that support school transport, and it is recommended that the Board **set aside** the objections and the proposals be **implemented**.

Parking Plan – Access Group 2 – Location Summary

| | |
|--------------------|---------------------|
| Location reference | 11-36 |
| Town | Tonbridge |
| Ward | Medway |
| Road / Area | Hectorage Road (72) |
| Requested by | Local resident |
| Plan reference: | DD/589/36 |

Summary

New double yellow lines

Issue

Resident would like double yellow lines in front of driveway.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 2.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/589/02, seeking objections and indications of support. The Consultation started on 28th June and closed on 21st July 2019.

As part of the consultation we wrote directly to 14 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

| Response rate | In favour | Against | Don't Know |
|---------------|-----------|-------------|------------|
| 1 (7.1%) | 0 (0%) | 1 (100%) | 0 (0%) |

Analysis

The resident at No 72 has objected stating that the parking issues they had originally requested the double yellow lines for have now been resolved. No other responses were received.

Report to the September 2019 Joint Transportation Board

As the originator of this minor amendment has stated that it is no longer necessary, the proposed changes are to be **abandoned** and this is being reported to the Board for information only.

Parking Plan – Access Group 2 – Location Summary

| | |
|--------------------|------------------------------------|
| Location reference | Access Group 2 – 90 Hectorage Road |
| Town | Tonbridge |
| Ward | Medway |
| Road / Area | Hectorage Road (90) |
| Requested by | Local resident |
| Plan reference: | DD/ACC2/003 |

Summary

New double yellow lines

Issue

Resident would like to remove a parking bay and install new double yellow lines in front of a potential new driveway.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 2.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/589/02, seeking objections and indications of support. The Consultation started on 28th June and closed on 21st July 2019.

As part of the consultation we wrote directly to 14 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

| Response rate | In favour | Against | Don't Know |
|---------------|-------------|-----------|------------|
| 1 (7.1%) | 1 (100%) | 0 (0%) | 0 (0%) |

Though we carried out the appropriate consultations, we received no objections to this proposal.

Report to the September 2019 meeting of the Joint Transportation Board after formal consultation

As there were no objections to the proposal, the changes can be implemented as advertised, and this is being reported to the Board as an information item.

Parking Plan – Access Group 2 – Location Summary

| | |
|--------------------|-------------------------------------|
| Location reference | Access Group 2 – St Stephens Street |
| Town | Tonbridge |
| Ward | Medway |
| Road / Area | St Stephens Street |
| Requested by | Local resident |
| Plan reference: | DD/ACC2/001 |

Summary

Change permit parking bay to a provide a new disabled permit parking bay

Issue

A nearby resident that has mobility issues has requested a disabled parking facility, and this requires the alteration of the existing resident permit parking bay.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 2.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/589/02, seeking objections and indications of support. The Consultation started on 28th June and closed on 21st July 2019.

As part of the consultation we wrote directly to 14 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

Though we carried out the appropriate consultations, we received no responses to this proposal.

Report to the September 2019 meeting of the Joint Transportation Board after formal consultation

As there were no objections to the proposal, the changes can be implemented as advertised, and this is being reported to the Board as an information item.

Parking Plan – Access Group 2 – Location Summary

| | |
|--------------------|----------------------------|
| Location reference | Access Group 2 – The Drive |
| Town | Tonbridge |
| Ward | Vauxhall |
| Road / Area | The Drive |
| Requested by | Local resident |
| Plan reference: | DD/ACC2/002 |

Summary

New double yellow lines

Issue

A nearby resident that has mobility issues has requested a disabled parking facility, and this requires the alteration of the existing parking restrictions.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 2.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/589/02, seeking objections and indications of support. The Consultation started on 28th June and closed on 21st July 2019.

As part of the consultation we wrote directly to 21 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

| Response rate | In favour | Against | Don't Know |
|---------------|-------------|-----------|------------|
| 3 (14.2%) | 3 (100%) | 0 (0%) | 0 (0%) |

Though we carried out the appropriate consultations, we received no objections to this proposal.

Report to the September 2019 meeting of the Joint Transportation Board after formal consultation

As there were no objections to the proposal, the changes can be implemented as advertised, and this is being reported to the Board as an information item.

Parking Plan – Access Group 2 – Location Summary

| | |
|--------------------|---------------------------------|
| Location reference | Access Group 2 – Lodge Oak Lane |
| Town | Tonbridge |
| Ward | Vauxhall |
| Road / Area | Lodge Oak Lane |
| Requested by | Local resident |
| Plan reference: | DD/ACC2/004 |

Summary

Change permit parking bay to new double yellow lines

Issue

A nearby resident has received permission from Kent County Council for a new vehicle crossover and access to the public highway and has installed the new access. Subsequently KCC have identified that there is a parking bay in front of that are and this needs to be amended to prevent obstructive parking.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 2.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/589/02, seeking objections and indications of support. The Consultation started on 28th June and closed on 21st July 2019.

As part of the consultation we wrote directly to 24 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

| Response rate | In favour | Against | Don’t Know |
|---------------|------------|------------|------------|
| 5 (20.8%) | 1 (20%) | 4 (80%) | 0 (0%) |

Analysis

The residents at Nos 41, 46, 47 & 51 all raise concerns regarding the loss of parking. Parking on Lodge Oak Lane is already subject to a Residents Permit Parking scheme of which parking close to your address cannot be guaranteed. The alteration to the existing parking bays is necessary in order to accommodate a new vehicle crossover which has been approved by KCC in their role as the Highway Authority.

Streamlined TRO process

Under the agreed streamlined process for consideration of minor amendments to parking restrictions, minor amendments that attract less than 5 objections can be considered by the Chair of JTB and the local Borough and County members for the area, and if of a consensus, the objections can be set aside and the proposals implemented, with the matter reported as information to the next meeting of the Board.

This proposal and the objections were reported for consideration by the Chair and the relevant local Members on the 14th August 2019. Following this report, Cllr Boughton

indicated he was not in favour of the changes, though Cllr Bridge indicated he was in favour of the changes.

As there was no consensus from the Chair and local members, it now is for the Board to consider the objections and decide whether to implement the proposals or not.

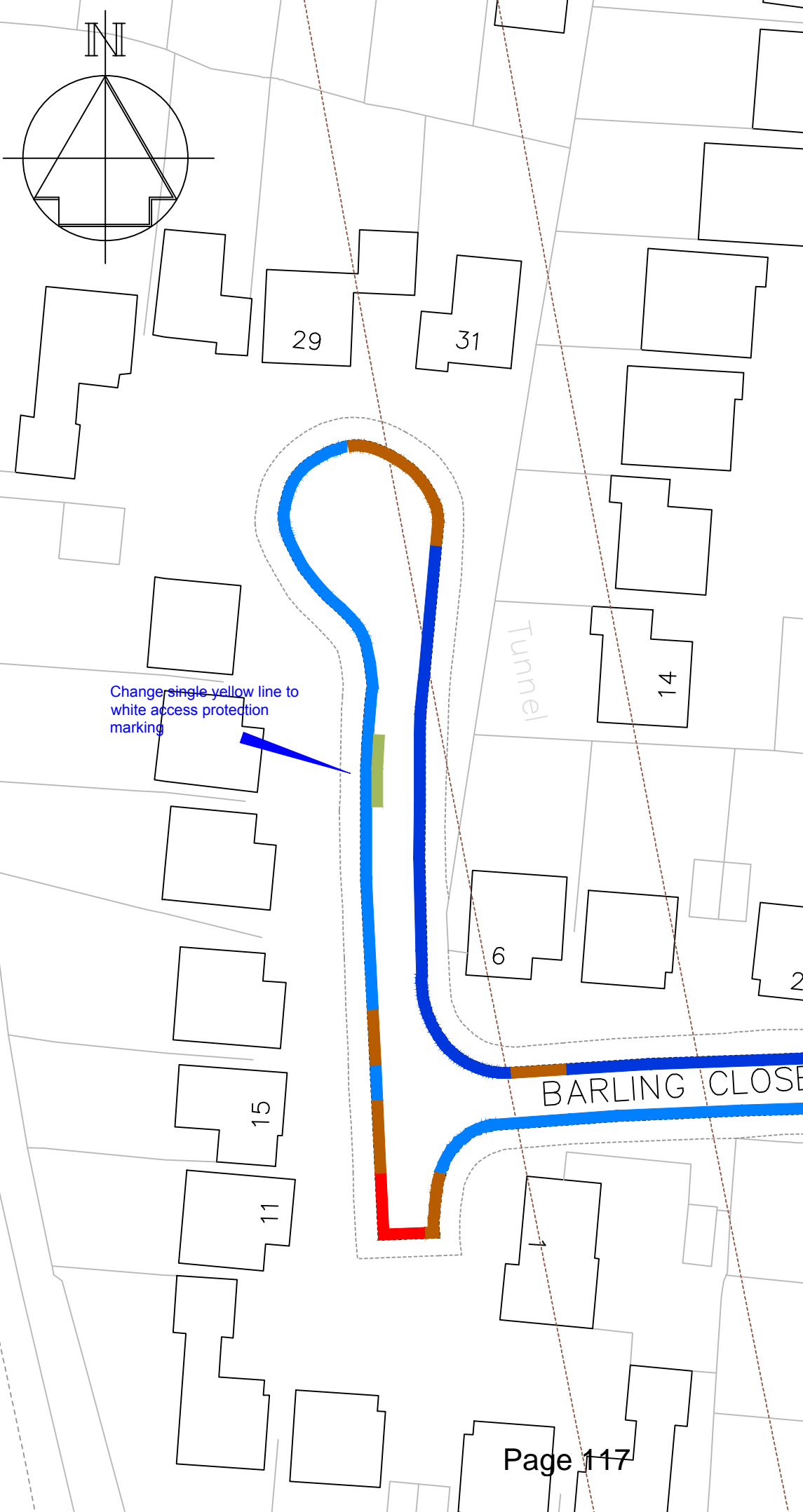
Recommendation to the September 2019 meeting of the Joint Transportation Board.

It is recommended that the views expressed during the formal consultation are noted. However, the changes to the parking restrictions are necessary to reflect the legal right of access that was established when Kent County Council gave permission for the access and the access was installed. This cannot be revoked by the Borough Council and there is no option but to agree the alteration.

We are legally required to carry out the statutory consultation process, and consider objections received, but the Board are advised that the change is necessary to support the change to the Highway that the Highway Authority has already agreed,

Accordingly it is recommended that the Board **set aside** the objections and the proposals be **implemented**.

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Key

- Existing "No waiting at any time" (double yellow lines)
- Existing white "access protection" marking
- Existing "No waiting, Mon-Fri, Noon - 1pm" (single yellow line)
- Existing "No waiting, Mon-Fri, 11am - Noon" (single yellow line)
- Proposed white "access protection" marking and removal of single yellow line

Change single yellow line to white access protection marking

| | | |
|----------|---|------|
| - | - | - |
| Revision | | Date |



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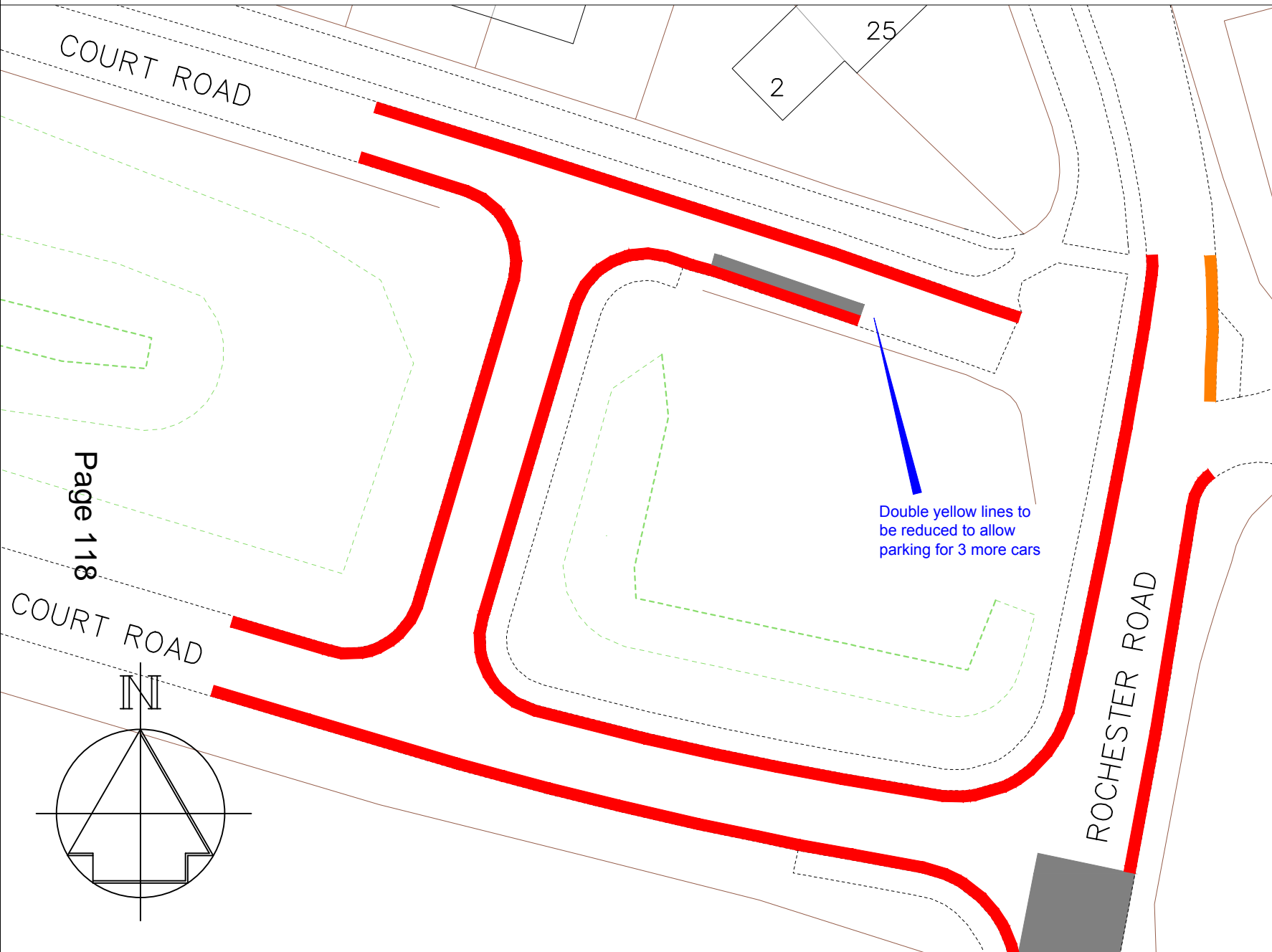
Project Title
**Parking Action Plan
 Access Group 2
 Formal Consultation**

Drawing Title
**Blue Bell Hill
 Barling Close**





Drawn ACB | Checked AE | Date 6/2019

Scale 1 : 500 @ A4

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| Drawing No. DD/589/02 | Rev - |
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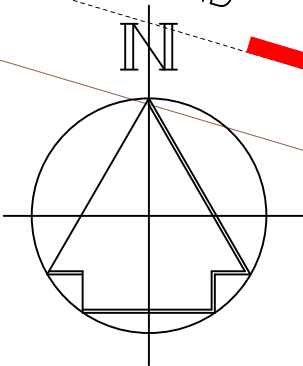


Key

-  Existing 'No waiting at any time' (double yellow lines)
-  Existing bus stop clearway
-  Proposed restrictions to be removed
-  Existing pedestrian crossing controlled zone (white zig-zags)

Page 118

Double yellow lines to be reduced to allow parking for 3 more cars



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| Revision | | Date |
|--------------|---------------|----------------|
| Drawn ACB | Checked AE | Date 6/2019 |

Scale 1:500 @ A4

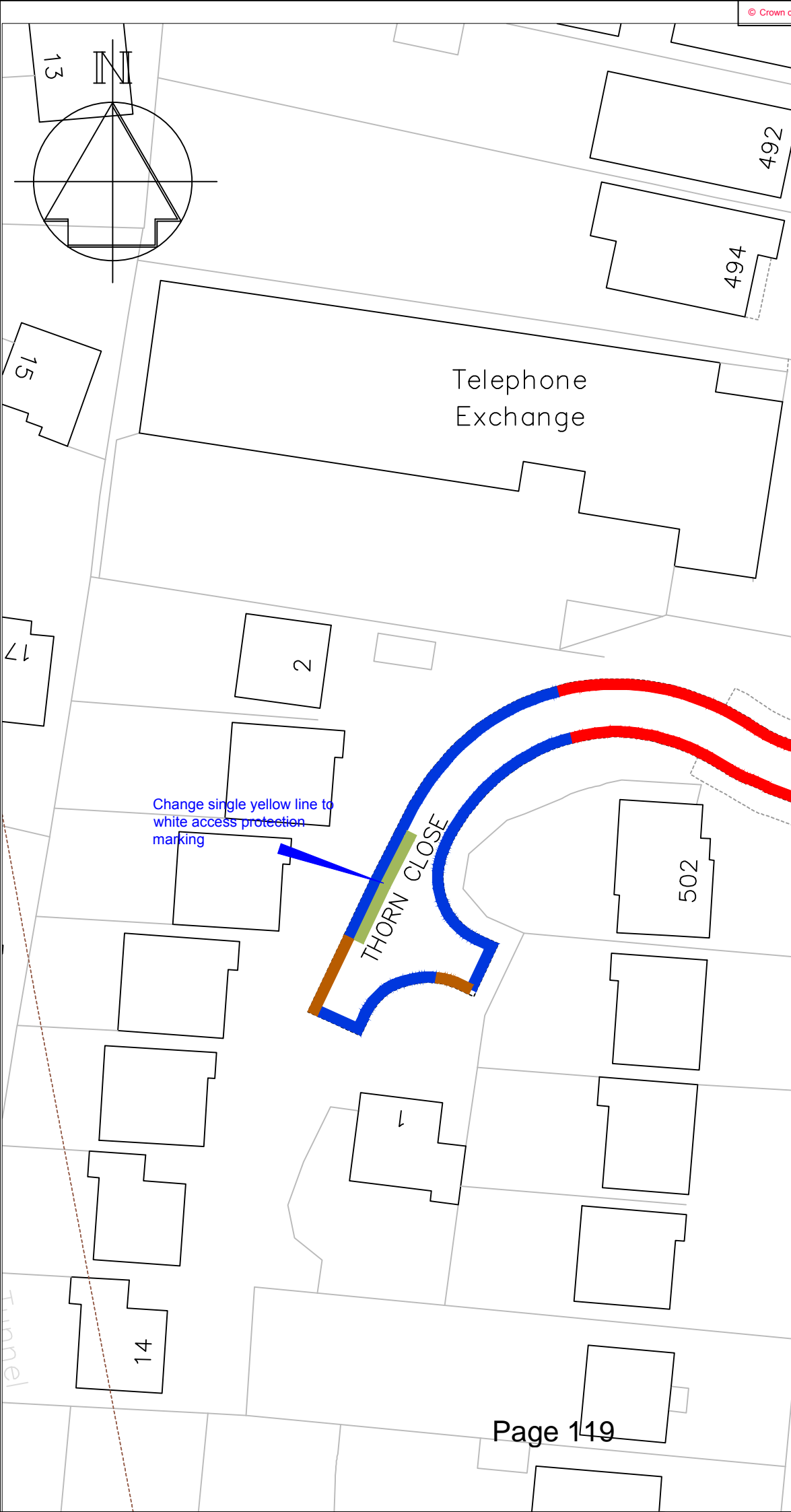
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| Drawing No. DD/589/07 | Rev - |
|--------------------------|----------|



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Project Title
**Parking Access Plan
 Access Group 2
 Formal Consultation**

Drawing Title
**Burham
 Court Road**



Key

- Existing "No waiting at any time" (double yellow lines)
- Existing white "access protection" marking
- Existing "No waiting, Mon-Fri, Noon - 1pm" (single yellow line)
- Proposed white "access protection" marking and removal of single yellow line

Telephone Exchange

Change single yellow line to white access protection marking

THORN CLOSE

| | | |
|----------|---|------|
| - | - | - |
| Revision | | Date |



Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

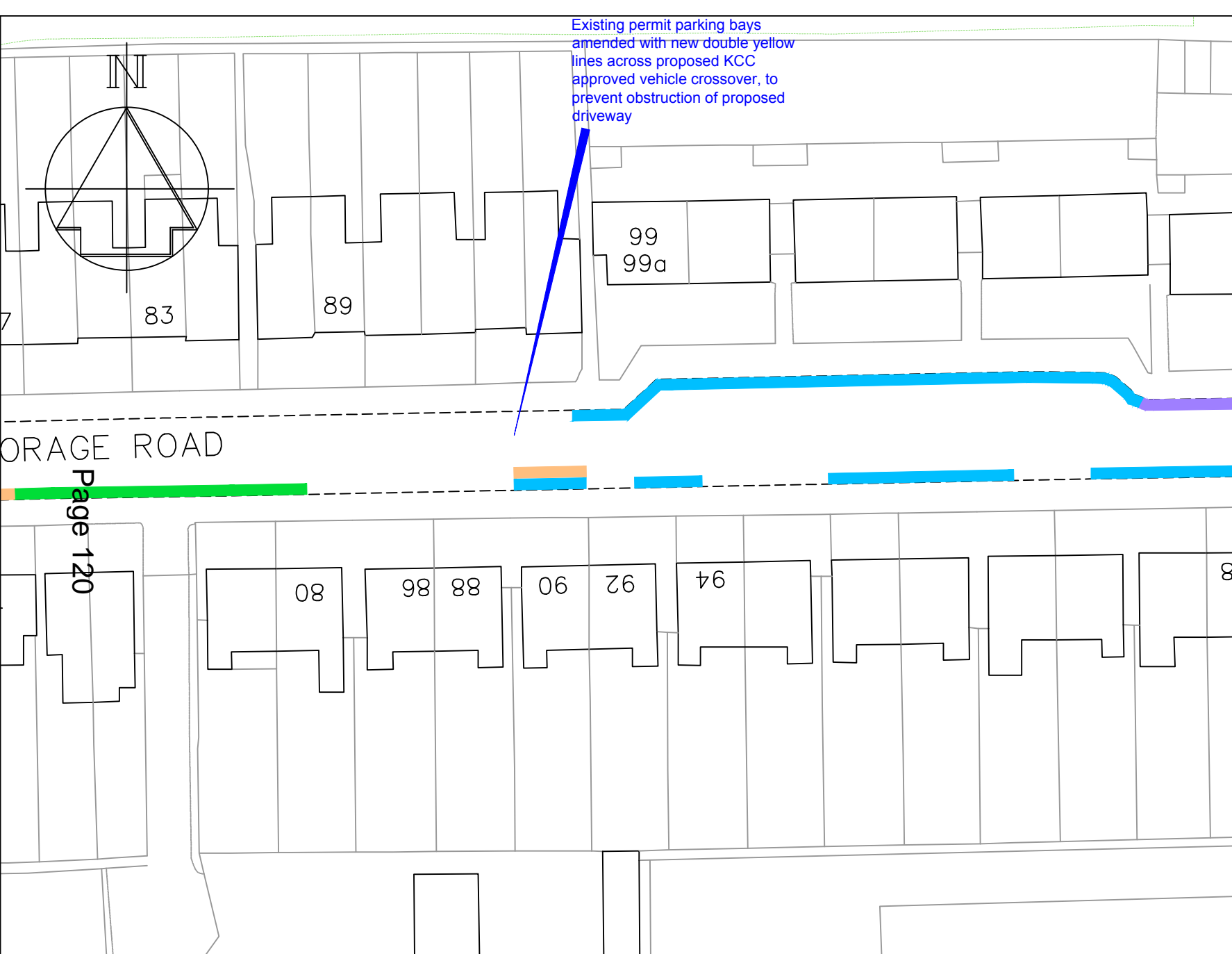
Project Title
Parking Access Plan
Access Group 2
Formal Consultation

Drawing Title
Blue Bell Hill
Thorn Close

Drawn ACB | Checked AE | Date 6/2019




Scale 1 : 500 @ A4

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| Drawing No. DD/589/3 | Rev - |
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Existing permit parking bays amended with new double yellow lines across proposed KCC approved vehicle crossover, to prevent obstruction of proposed driveway

Key

-  Existing "School Keep Clear"
-  Proposed "No waiting at any time" (double yellow lines)
-  Existing area P permit parking bay

90 HECTORAGE ROAD

Page 120



TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

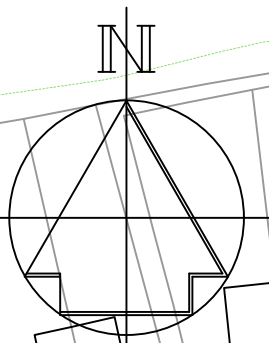
Project Title
**Parking Access Plan
Access Group 2
Formal Consultation**

Drawing Title
**Tonbridge
90 Hectorage Road**




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| Drawn PR | Checked AB | Date 6/2019 |
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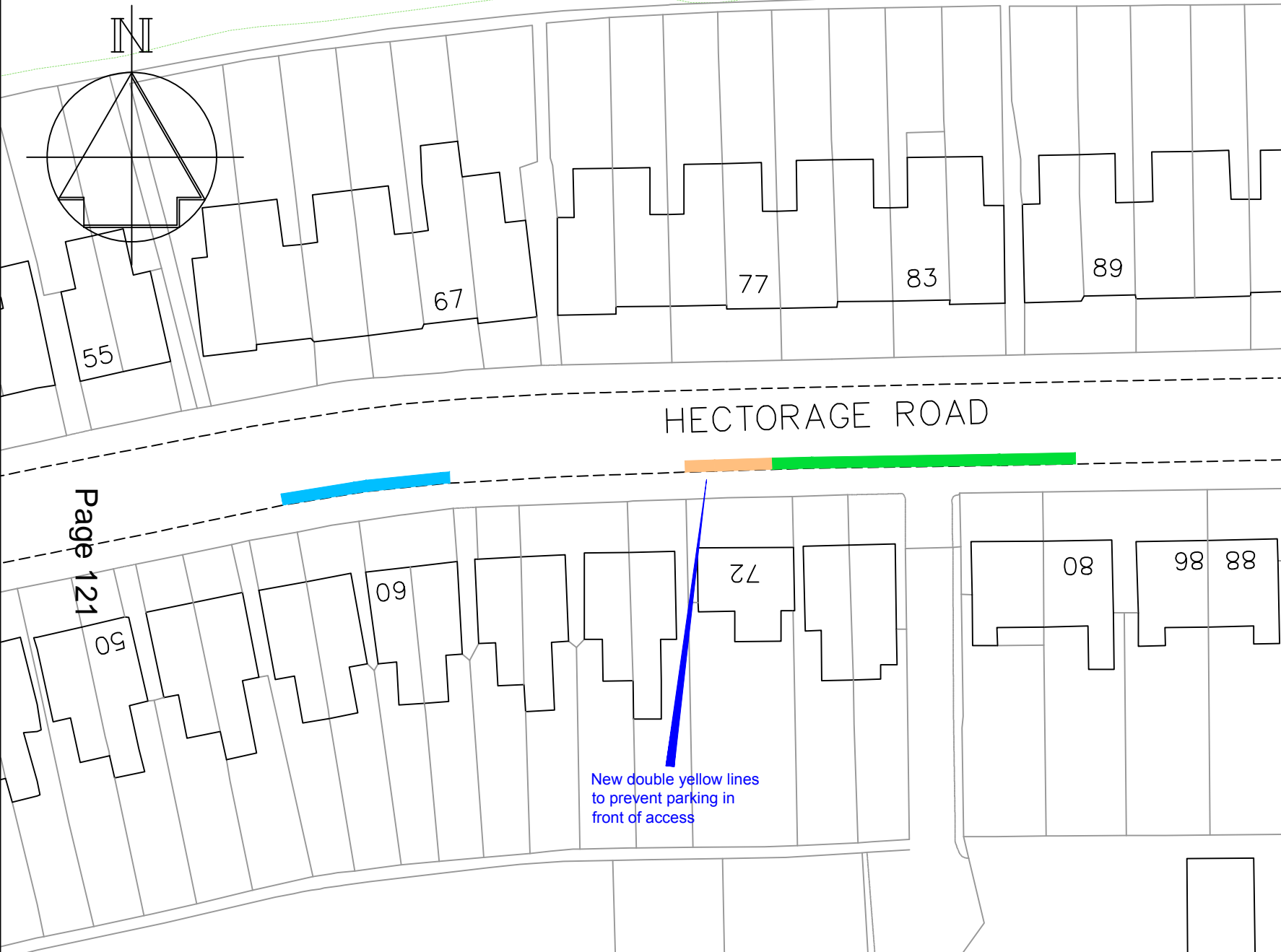
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| Drawing No. DD/ACC2/003 | Rev |
|-----------------------------------|-----|





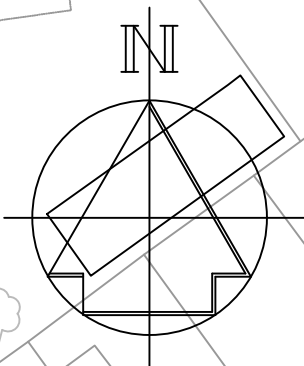
Key

-  Existing "School Keep Clear"
-  Proposed "No waiting at any time" (double yellow lines)
-  Existing area P permit parking bay



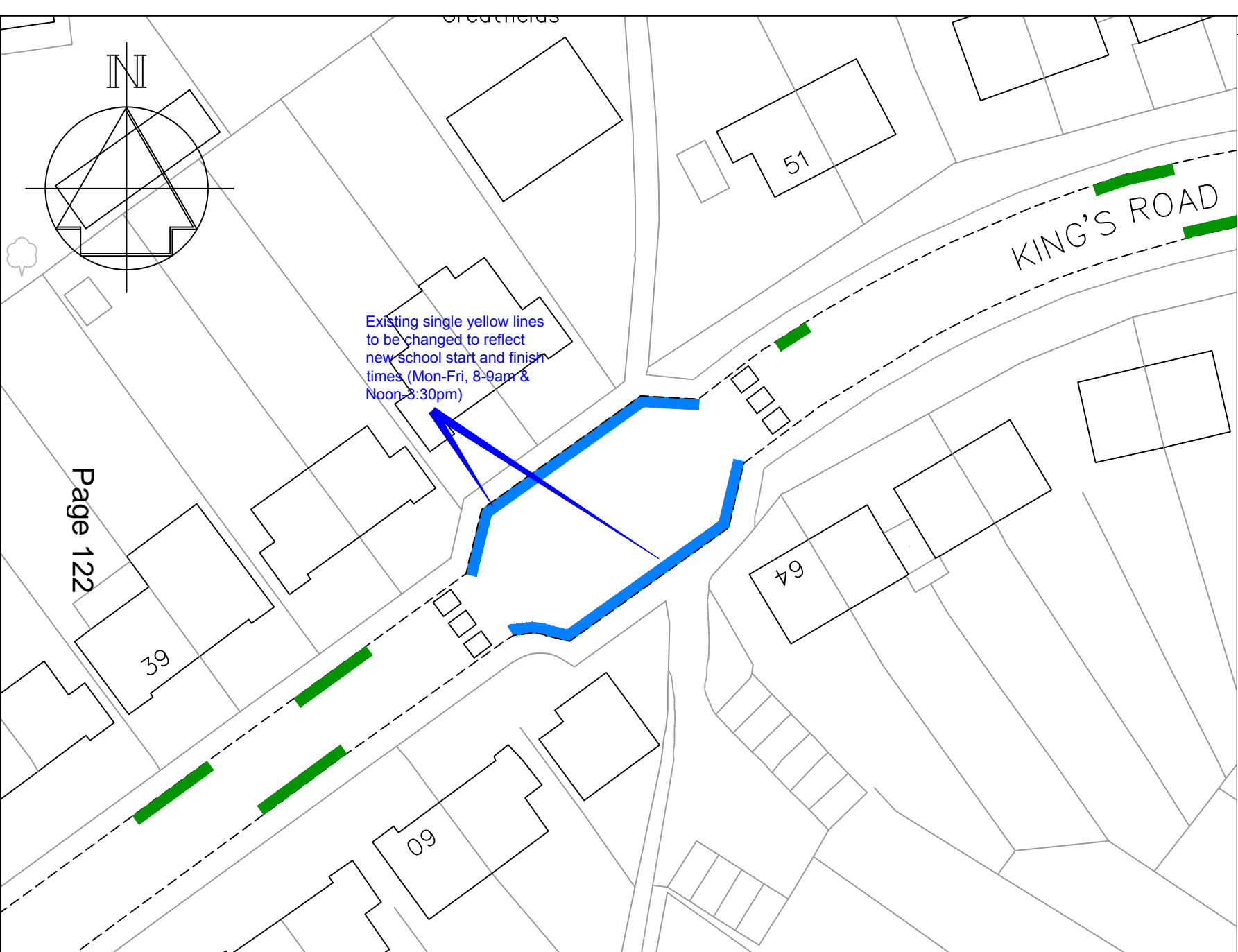
Key

-  Existing single yellow line (except buses) school restrictions to be changed to reflect revised school times (Mon-Fri, 8-9am and Noon-3:30pm)
-  Existing "access protection" white marking



Existing single yellow lines to be changed to reflect new school start and finish times (Mon-Fri, 8-9am & Noon-3:30pm)

Page 122



TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

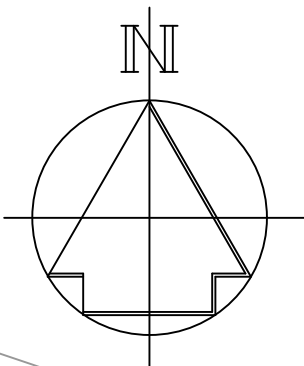
Project Title
**Parking Access Plan
Access Group 2
Formal Consultation**

Drawing Title
**Tonbridge
Kings Road**

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| Drawn ACB | Checked AE | Date 6/2019 |
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Scale **1 : 500 @ A4**




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| Drawing No. DD/589/31 | Rev |
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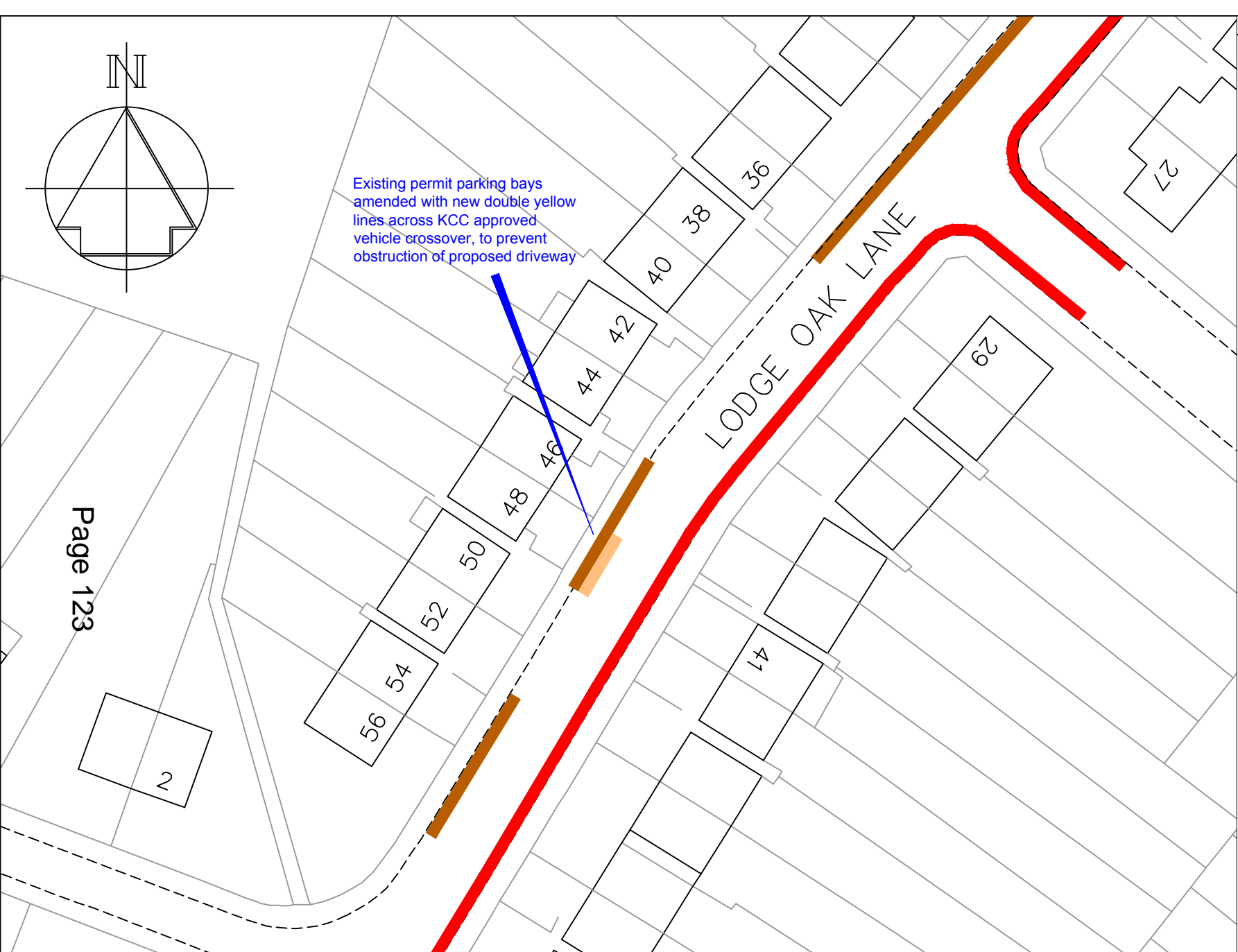


Existing permit parking bays amended with new double yellow lines across KCC approved vehicle crossover, to prevent obstruction of proposed driveway

Page 123

Key

-  Proposed "No waiting at any time" (double yellow lines)
-  Existing area P permit parking bay
-  Existing "No waiting at any time" (double yellow lines)



STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

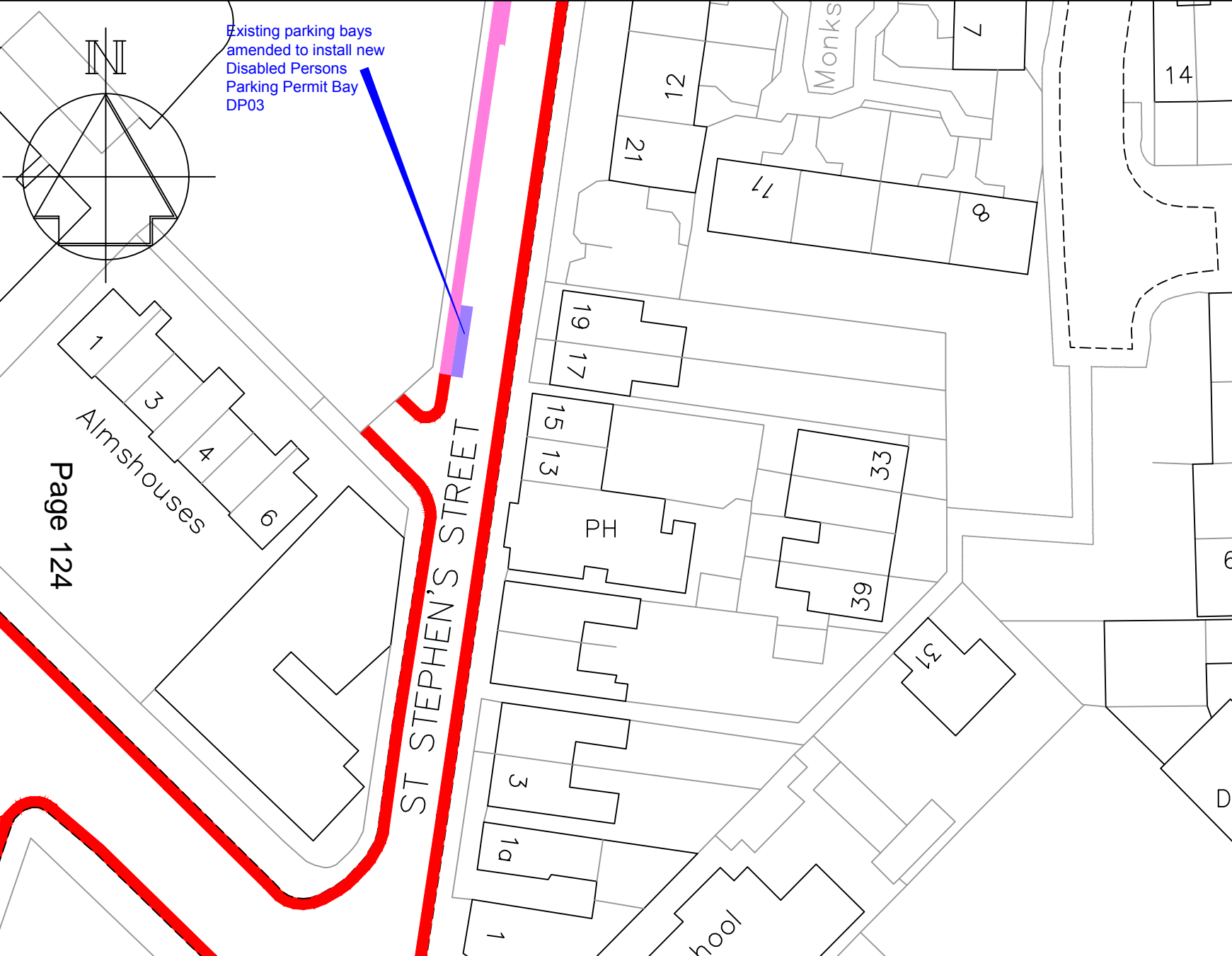
Project Title
**Parking Access Plan
 Access Group 2
 Formal Consultation**

Drawing Title
**Tonbridge
 48 Lodge Oak Lane**

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| Drawn PR | Checked AB | Date 6/2019 |
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Scale 1 : 500 @ A4

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| Drawing No. DD/ACC2/04 | Rev |
|----------------------------------|-----|



Existing parking bays
amended to install new
Disabled Persons
Parking Permit Bay
DP03

Key

-  Proposed Disabled Persons Parking Permit Bay DP03
-  Existing "No waiting at any time" (double yellow lines)
-  Existing Limited Waiting Mon-Sat 8am - 6pm Permit Holders N or 2 hours no return within 2 hours

Page 124



STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
**Parking Access Plan
Access Group 2
Formal Consultation**


Drawing Title
**Tonbridge
St Stephens Street**


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| Drawn PR | Checked AB | Date 6/2019 |
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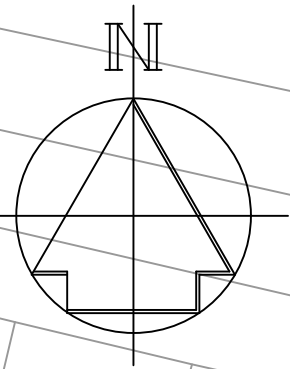
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| Drawing No. DD/ACC2/001 | Rev |
|-----------------------------------|-----|

Key

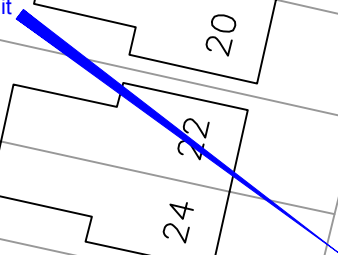
 Existing "No waiting at any time" (double yellow lines)

 Existing Permit Holders M Zone; Mon-Fri 09:30-10:30am & 1-2pm

 Proposed Disabled Persons Parking Permit Bay DP02



Install new Disabled Persons Parking Permit Bay DP02



Page 125

SPRINGWELL ROAD ↑

THE DRIVE



STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team

Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title

Parking Access Plan
Access Group 2
Formal Consultation

Drawing Title

Tonbridge
24 The Drive

| | | |
|-------------|---------------|----------------|
| Drawn PR | Checked AB | Date 6/2019 |
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Scale 1 : 500 @ A4

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| Drawing No. DD/ACC2/002 | Rev |
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Claire Twinn

From: [REDACTED]
Sent: 10 July 2019 11:05
To: Parking Office
Subject: Ref: CC/589/36 72 Hectorage Road, Tonbridge

Hello

Thank you for your recent letter regarding the parking restriction consultation.

I think it is now prudent to object. Parking issues have been resolved. There is a new owner to the flat at 72 Hectorage Road. The neighbour has ceased blocking access to 72's driveway and is parking in the parking bays provided.

Apologies for any inconvenience.

Thanks

[REDACTED]

Claire Twinn

From: [REDACTED]
Sent: 16 July 2019 10:39
To: Parking Office
Subject: DD/ACC2/033 90 Hectorage Road, Tonbridge

[REDACTED]

I support the Borough Council's formal proposals for change to the on-street car parking arrangements for the 90 Hectorage Road, Tonbridge shown on plan DD/ACC2/003.

**Formal Consultation
New & Amended Parking Restrictions
Barling Close, Blue Bell Hill**

RECEIVED
08 JUL 2019
PARKING OFFICE

STREET SCENE, LEISURE
& TECHNICAL SERVICES
08 JUL 2019

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "DD/589/02 Barling Close, Blue Bell Hill"

All responses must be received by 21st July 2019

Data protection

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

If you would like more information about how we use your data, please read our Privacy Statement on our website www.tmbc.gov.uk/parking

| | | |
|---------------------|------------|--|
| Name (please print) | [REDACTED] | |
| Address | [REDACTED] | |
| Telephone | [REDACTED] | |
| Email | [REDACTED] | |

I **(support / object to)** * the Borough Council's formal proposals for changes to the on-street parking arrangements for Barling Close, Blue Bell Hill shown on plan DD/589/02

* **delete where not applicable**

| Comments | |
|--|--------|
| <p>This is in line with other houses in the street. I support the request.</p> | |
| Signed | Date |
| [REDACTED] | 4.7.19 |

Lisa Price

From: [REDACTED]
Sent: 10 July 2019 12:33
To: Parking Office
Subject: Ref: DD/589/07 Court Road, Burham

Dear Sir/Madam

I would like to submit my support regarding the Borough Council's formal proposals for change to the on-street parking arrangements for Court Road, Burham shown on plan DD/589/07.

I would also like to express my concerns regarding a conversation I had with [REDACTED] when the initial plans were passed to place the double yellow lines in this particular section of Court Road.

When I challenged [REDACTED] about the fact that this would now restrict the parking for residents in that area, he replied 'Well, that's not really my concern. It doesn't affect me, and the residents will just have to park where they can or risk getting a parking fine'! Not really the response I expected from [REDACTED]

Although I am now quite pleased that there seems to be a possible turnaround that will benefit said residents of Court Road, I am totally incensed by the fact that this will be another cost to the tax payer, which could have been avoided had [REDACTED] spoke in defence of the local community.

Kind regards

[REDACTED]

Claire Twinn

From: [REDACTED]
Sent: 03 July 2019 16:05
To: Parking Office
Subject: DD/589/07 Court Road, Burham

Hi

[REDACTED]

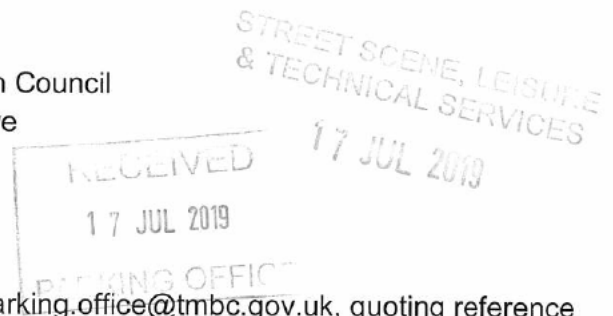
I support the Borough Council's formal proposals for changes to the on-street parking arrangements for Court Road. Burham shown on plan DD/587/07.

I would also support further changes to more of the double yellow lines from the new dead-end top of Court Road. I don't see why it can't be used for parking as there is only one household that requires access, and it is otherwise unused.

**Formal Consultation
New & Amended Parking Restrictions
Court Road, Burham**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "DD/589/07 Court Road, Burham"

All responses must be received by 21st July 2019

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| Name (please print) | | |
| Address | | |
| Telephone | | |
| Email | | |

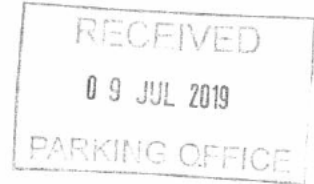
I (**support / ~~object to~~**) * the Borough Council's formal proposals for changes to the on-street parking arrangements for Court Road, Burham shown on plan DD/589/07

* **delete where not applicable**

| Comments | |
|--|--------------|
| <p>Putting yellow lines there was completely ridiculous in the first place. It is a cul-de-sac with no driveways. Complete waste of money painting unnecessary lines then removing them.</p> | |
| Signed | Date 15/7/19 |



**Formal Consultation
New & Amended Parking Restrictions
Court Road, Burham**



Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "DD/589/07 Court Road, Burham"

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| | | |
|---------------------|------------|--|
| Name (please print) | [REDACTED] | |
| Address | [REDACTED] | |
| Telephone | [REDACTED] | |
| Email | [REDACTED] | |

I (**support / object to**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for Court Road, Burham shown on plan DD/589/07

* *delete where not applicable*

| | |
|--|-------------|
| Comments | |
| Following my email correspondence in 2018 with your WMr. Styles, I am very pleased to read that T&MBC are now proposing to Amend the double yellow lines, in line with my original suggestions. Thank You! | |
| Signed | Date 9/7/19 |

**Formal Consultation
New & Amended Parking Restrictions
Court Road, Burham**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

RECEIVED
18 JUL 2019
PARKING OFFICE

STREET SCENE, LEISURE
& TECHNICAL SERVICES
18 JUL 2019

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "DD/589/07 Court Road, Burham"

All responses must be received by 21st July 2019

Data protection

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| | |
|---------------------|--|
| Name (please print) | |
| Address | |
| Telephone | |
| Email | |

(support / object to)* the Borough Council's formal proposals for changes to the on-street parking arrangements for Court Road, Burham shown on plan DD/589/07

** delete where not applicable*

| Comments | |
|---|--------------|
| <p>I have the opinion that when the Spur Road was designed no consideration was given to vehicles turning into the above or out of the above onto Court Road. The double yellow lines in <u>Court Road to the West</u> do not extend far enough for the above to happen easily.</p> <p>In my letter to the Burham Parish Council 13th April 2018 I wrote that 'the Hammerhead at the Cul-de-sac could be widened for more parking.'</p> <p>I note No 2 Court Road has no dropped kerbs onto Rochester Road. If this was done it would free up the Hammerhead for more more parking spaces.</p> | |
| Signed | Date 17/7/19 |

This is a golden opportunity for parking with C.C. T.V. on land South of the Cul-de-sac. **Page 134** In addition to this would be the line of 'recent trees' used as landscaping now, and when the proposed parking area is carried out. **Page 3**

Claire Twinn

From: [REDACTED]
Sent: 14 July 2019 21:57
To: Parking Office
Subject: DD/589/31 Kings Road, Tonbridge
Attachments: 190714 TMBC Parking Times.docx

Dear Sir,

Please find attached letter containing comments on the proposed changes to parking restrictions in Kings Road, Tonbridge.

I should be grateful if you would acknowledge receipt.

Yours sincerely,

[REDACTED]



14 July 2019

Your ref: DD/589/31

The Parking Office,
TMBC
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent
ME19 4LZ

FAO: Mrs Penny Roper

Dear Mrs Roper,

You wrote to residents of Kings Road on 28 June, to consult on the proposed changes to parking restrictions in the 'turning circle' which is close to 45, 47, 49, 49A and 64 Kings Road. You will note that I use the term 'turning circle' rather than 'lay-by' or 'bus stop'.

It is obviously right that the times when vehicles other than school buses are prohibited from parking in the 'turning circle' should reflect the periods when the girls attending Hillview School are actually arriving and departing from the school. Currently, the restrictions run from 8-9am, and from 3-5pm. To extend the afternoon restriction from two hours to three and a half hours seems excessive.

We currently have two buses arriving at 3pm on Monday to Thursday, and they usually depart by 3.30pm. A further six or seven buses arrive between 3.30 and 3.45pm, and all of them have usually departed by 4pm. On Fridays, the '3pm' buses arrive and depart rather earlier, as Hillview School closes early on Fridays. The other six or seven buses arrive at various times throughout Friday afternoons, and frequently depart empty by 4pm.

If the proposed extension of the afternoon parking restriction means that more buses are likely to 'park up' in the turning circle for extended periods, then I would wish to register a strong objection to the proposed changes.

The 'turning circle' was, I understand, installed when the houses at the western end of Kings Road were built in the 1930s. At that time, Kings Road was a cul-de-sac. In the late 1940s, the houses at the eastern end of the road were built, and Kings Road made a 'through route' from Goldsmid Road to Lodge Oak Lane.

This point is important, because it explains why the driveways for 45, 47, 49/49A and 64 Kings Road open directly onto the turning circle, as does an access road immediately adjacent to 64 which leads to ten garages and a public footpath.

It is impossible for a bus to park on the south side of the turning circle without blocking the access road to the garages. It is also impossible for a bus to park on the north side without blocking either the driveways to 45 and 47, or the driveway to 49/49A. While the bus drivers are generally co-operative, and will move if they can to allow residents to get into or out of their driveways when they need to do so, the situation is highly inconvenient for both the bus drivers and residents. Indeed, several of the bus drivers have told me that they hate having to negotiate Kings Road and 'park up' in the 'turning circle'.

For me, however, the more fundamental question is whether school buses should be using Kings Road at all. It is, after all, a residential street, and in truth is not a street which one would normally expect to be used frequently by HGVs and double-deck buses carrying 50-60 passengers. The roadway is quite narrow, particularly at the eastern end, and the buses frequently struggle to negotiate their way to the turning circle due to cars which have (legitimately) parked along the road. The photographs below, which were taken on 11 July at about 1030am, illustrate the point.



1. Kings Road, looking west, from the turning circle.



2. Kings Road, looking east, from the turning circle.

As Photograph 2 shows, all the cars which park at the eastern end of the road park on the kerb. They have to do this to allow the buses to pass, or they risk losing their wing mirrors (or worse) to passing buses. However, parking on the kerb causes great inconvenience to parents with pushchairs trying to walk up Kings Road to collect children from Royal Rise Primary School - which shares the Hillview site - and, of course, to disabled people with motorised wheelchairs trying to negotiate the pavements.

I appreciate that Hillview School occupies a site to which there is restricted access, and that neither Hectorage Road, nor Royal Avenue nor Brionne Gardens are suitable for buses. But both the western end of Tudeley Lane (opposite Weald of Kent School), and the southern section of Lodge Oak Lane (near the Cardinal's Error public house), are within a few hundred metres of Hillview, and have large areas of grass verge where a proper lay-by for the school buses could be sited.

It seems to me therefore that, at the relatively low cost of installing a lay-by or two in Lodge Oak Lane and/or Tudeley Lane, the problem of buses using Kings Road could quite easily be solved.

I understand that the points raised in this letter go wider than simply amending the parking restrictions in the Kings Road 'turning circle', but I felt that you and Councillors should be made aware of them.

Yours sincerely,



Andy Bracey

From: [REDACTED]
Sent: 21 July 2019 22:27
To: Parking Office
Subject: DD/589/31 King's Road Tonbridge

The hard copy form asked whether I supported or objected to the proposed changes to the parking signage in King's Road - actually the signage directly outside my house.

But that is impossible to do without knowing what the revision to the school start and finish times are. Unfortunately your letter doesn't say and I have been unable to find this information anywhere else.

I do however have some concerns. The main one is that it is just an excuse to allow buses to park for longer periods,. I live at [REDACTED] and when the buses are parked - now, only generally between 2.50 and 3.30 (an hour earlier on a Friday) - they park right up to my drive and it is impossible to safely get my car out at these times because I would be doing so completely blind into potential oncoming traffic. Currently I avoid these times but if the times the buses are parkes increase that would be impossible to do and it would put me in danger.

Another concern is that when the buses are parked there, other cars (generally, but not always, parents on the school run) park across my drive. When the buses are not there they park in the layby - regardless of what the signage may say. If the buses are there for longer then my drive will be blocked for longer - and for whatever reason we do not enjoy access protection white lines.

To summarise, I do not want to be unreasonable and do not object if there is a genuine need for this change. But I am very concerned that there is not and we may be at best severely inconvenienced and at worst put in danger.

Finally I note that you say "due to the number of responses expected we will not be able to respond directly to any comments made." Really? How many comments to you expect? Rhetorical question obviously as you are not going to respond but I find that both slightly disappointing and a touch ridiculous.

Regards

Penny Roper

From: [REDACTED]
Sent: 23 July 2019 11:05
To: Penny Roper
Subject: PARKING PLACES ORDER

Apologies for delay in responding. The KINGS ROAD time change is welcome but please could it cover a longer time period in the afternoon, say till 1600, to allow for those various buses which serve Hillview School then continue on to Weald of Kent GS pick-ups?

Kind regards

[REDACTED]

[REDACTED]

A locally-owned and managed business operating local bus services in Kent & Medway.

On Friday, 6 January 2006 16:51:21 GMT, [REDACTED] wrote:

The principal problems for buses are encountered in the High St, where, throughout the working day, it is almost always impossible for a bus to pull properly into the (north facing, ie opposite Tesco) bus stop - remember that in this age of accessible, low-floor buses, the bus platform HAS to get to the kerb edge in order that the wheelchair ramp can be deployed if necessary. In the daytime, the problems are caused by occasional vehicles; at night - and I mean after about 1700! - up to 6 cars are often parked on the bus stop, head or tail to kerb.

At the southbound stop, immediately outside Tesco, there is a growing trend to cars parking head or tail to kerb during the day, let alone at night. Again, we need to be able to pull buses right in to the stop.

Swan St is a nightmare, with vehicles littering the yellow lines throughout the day and night. I have a pet theory that people assuming that yellow lines painted thinly for environmental reasons are not as important (ie violation is less of a problem) as the normal 'thick' painted ones! Casual parking (esp between 1700 and 2100) is at its worst outside the chip shop - and this gives us a particular problem because this is on the narrowest part of the road, with the kerb edge on the south side protected by bollards, so it is a nightmare to squeeze a bus through the gap. One has to recognise that the chip shop owner depends on passing trade - with traffic as it now is, the shop is in the wrong place. Similarly, there are huge problems (effectively, the road is blocked) when large delivery vans are serving premises (esp pubs) in Swan Street; a ban on deliveries except between 2200 and 0500 is probably a pipe dream?

In an ideal world, we would probably not use Swan Street but it is an integral part of the well-used bus route to the station. But there is no way that we can avoid using the High St and long-term, robust (and easily enforceable) solutions are required here.

I would be happy (a) to come on site and (b) to get some of my long-suffering regular drivers in the area to articulate their problems to you. We do recognise that your teams do their best and I thank you for your efforts to ensure that the problem is to an extent controlled.

**Formal Consultation
New & Amended Parking Restrictions
Lodge Oak Lane, Tonbridge**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "DD/ACC2/04 Lodge Oak Lane, Tonbridge"

All responses must be received by 21st July 2019.

Data protection

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| | | |
|---------------------|--|--|
| Name (please print) | | |
| Address | | |
| Telephone | | |
| Email | | |

I (**support / ~~object to~~**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for Kings Road, Tonbridge shown on plan DD/ACC2/04

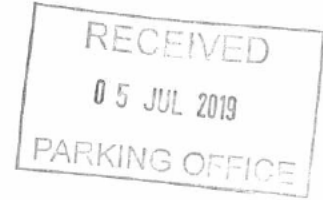
* *delete where not applicable*

| | |
|----------|------|
| Comments | |
| | |
| Signed | Date |

**Formal Consultation
New & Amended Parking Restrictions
Lodge Oak Lane, Tonbridge**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "DD/ACC2/04 Lodge Oak Lane, Tonbridge"

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| | |
|---------------------|------------|
| Name (please print) | [REDACTED] |
| Address | [REDACTED] |
| Telephone | [REDACTED] |
| Email | [REDACTED] |

(support / object to)* the Borough Council's formal proposals for changes to the on-street parking arrangements for Kings Road, Tonbridge shown on plan DD/ACC2/04

*** delete where not applicable**

| | |
|---|------------|
| Comments | |
| <p>THERE IS ONLY SPACE FOR 3 CARS IN THE BAY BY PUTTING THE CROSSOVER IN PLACE THIS WOULD ONLY LEAVE A SPACE FOR ONE CAR THIS ROAD'S NEARBY LODGE OAK LANE ARE ALL READY FULL. ALSO [REDACTED] IS A BLUE BADGE HOLDER AND THIS WOULD MAKE EVEN HARDER TO PARK CLOSE TO HOME</p> | |
| Signed | [REDACTED] |
| Date | 03-07-2019 |

**Formal Consultation
New & Amended Parking Restrictions
Lodge Oak Lane, Tonbridge**

RECEIVED
11 JUL 2019
PARKING OFFICE

STREET SCENE, LEISURE
& TECHNICAL SERVICES
11 JUL 2019

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "DD/ACC2/04 Lodge Oak Lane, Tonbridge"

All responses must be received by 21st July 2019.

Data protection

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

If you would like more information about how we use your data, please read our Privacy Statement on our website www.tmbc.gov.uk/parking

| | |
|---------------------|--|
| Name (please print) | |
| Address | |
| Telephone | |
| Email | |

I (~~support~~ / **object to**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for Kings Road, Tonbridge shown on plan DD/ACC2/04

* delete where not applicable

| | |
|--|-------------|
| Comments | |
| I STRONGLY OBJECT AS IT IS ALREADY DIFFICULT FOR OTHER PEOPLE WHO ALSO LIVE IN THIS ROAD ^{FIND} IT VERY DIFFICULT TO FIND A SPACE AT THE BEST OF TIMES. | |
| Signed | Date 9/7/19 |

ALL THIS FOR ONE PERSON IS WRONG.

**Formal Consultation
New & Amended Parking Restrictions
Lodge Oak Lane, Tonbridge**

RECEIVED
11 JUL 2019
PARKING OFFICE

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Tonbridge & Malling Borough Council
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Kings Hill
West Malling
Kent ME19 4LZ

STREET SCENE, LEISURE
& TECHNICAL SERVICES
11 JUL 2019

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| | |
|---------------------|------------|
| Name (please print) | [REDACTED] |
| Address | [REDACTED] |
| Telephone | [REDACTED] |
| Email | [REDACTED] |

I (~~support~~ / **object to**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for Kings Road, Tonbridge shown on plan DD/ACC2/04

* **delete where not applicable**

| | |
|--|--------------|
| Comments | |
| <p>48, Lodge Oak Lane has a privet hedge to their front garden and no vehicular hardstanding, the existing vehicular crossover is not a vehicular access to their property. Should the owners construct a hardstanding and remove the hedge the crossover would then become a vehicular access and parking across the access would be prohibited, it therefore follows that the proposed double yellow lines are not necessary now or in the future. Also there are no yellow lines in front of other vehicular crossovers to this side of Lodge Oak Lane.</p> | |
| Signed | Date 05-7-19 |

Claire Twinn

From: [REDACTED]
Sent: 12 July 2019 14:39
To: Parking Office
Subject: ref DD/ACC2/04

REF: DD/ACC2/04 Lodge Oak Lane, Tonbridge

FAO Mrs Penny Roper

Dear Mrs Roper

I am writing in regards to the above reference, about the consultation over proposed double yellow lines on Lodge Oak Lane in Tonbridge. I would like to formally object to these proposals due to the fact that there is already insufficient resident parking in the area, and that where this kerb has been dropped for house number 48, the addition of double yellow lines here will remove more than one space as the bay is currently large enough for 3 cars; the reduction of a space and a half will actually reduce this bay to space for one car only, so due to this one property, 2 more parking spaces will be lost. As there do not appear to be any plans to allow more resident parking in the area to compensate, I repeat my objection.

Regards

Claire Twinn

From: [REDACTED]
Sent: 12 July 2019 15:22
To: Parking Office
Subject: Ref DD/ACC2/001 St Stephens St, Tonbridge

I refer to your letter of 28th June regarding Installation of a Disabled Persons Parking Bay [REDACTED]
[REDACTED]

I have no objection in principle, although neither myself or any of my near neighbours who have lived here for several years, know of any disabled person living in this street. Is this for residential or business use? A reply would be appreciated.

[REDACTED]

Claire Twinn

From: [REDACTED]
Sent: 04 July 2019 13:51
To: Parking Office
Subject: Disabled Parking Permit outside 24 The Drive

Dear Mrs Roper

RE: DD/ACC2/002 THE DRIVE, TONBRIDGE

We are writing to fully support the proposed disabled parking bay outside No 24 The Drive, Tonbridge.

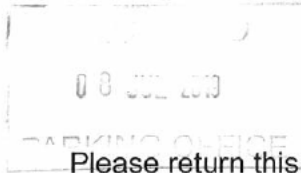
Your sincerely

[REDACTED]

Sent from Mail for Windows 10



Virus-free. www.avast.com



**Formal Consultation
New & Amended Parking Restrictions
The Drive, Tonbridge**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

STREET SCENE, LEISURE
& TECHNICAL SERVICES
08 JUL 2019

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "DD/ACC2/002 The Drive, Tonbridge"

All responses must be received by 21st July 2019.

Data protection

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

If you would like more information about how we use your data, please read our Privacy Statement on our website www.tmbc.gov.uk/parking

| | |
|---------------------|------------|
| Name (please print) | [REDACTED] |
| Address | [REDACTED] |
| Telephone | [REDACTED] |
| Email | [REDACTED] |

I (**support / object to**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for The Drive, Tonbridge shown on plan DD/ACC2/002

*** delete where not applicable**

| | |
|--|--------------|
| Comments | |
| <p><i>I support this application as the household in question need the space.</i></p> <p><i>Once the bay is no longer needed then I expect the council to revert back to regular parking due to the parking challenge on the street.</i></p> | |
| Signed | Date 5/7/19. |

**Formal Consultation
New & Amended Parking Restrictions
The Drive, Tonbridge**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



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| | |
|--|--|
| | |
| | |
| | |
| | |

I (**support / ~~object to~~**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for The Drive, Tonbridge shown on plan DD/ACC2/002

** delete where not applicable*

| Comments | |
|----------|---------|
| | |
| Signed | Date |
| | 18.7.19 |

Claire Twinn

From: [REDACTED]
Sent: 03 July 2019 12:41
To: Parking Office
Subject: DD/589/3 Thorn Close, Blue Bell Hill

Dear Mrs Roper,

I am in receipt of a letter of formal consultation regarding amendment to single yellow lines.

The plan appears to show that the plan is to replace the yellow line with a single white access protection line that extends from the edge of no 6's drive where it adjoins the property of no 4, right the way across to the white line in front of my drive, no 8.

This would mean that the access protection line covers the front garden of no4, planted with hedging, which needs no access protection.

This is a concern because that stretch of a current single yellow line provides parking for one vehicle during permitted parking hours. Most of the houses in the Close have more than two cars per household which causes parking problems.

By allowing a white line to protect access to hedging, the council will be providing favourable parking to no 6 only- the rest of the close do not have this privilege.

[REDACTED] parents dropping and picking up children often use that space as it is safe for them to get children in and out of their car.

Please could you confirm that the road in front of the garden will still be available for parking by anyone during permitted hours?

Kind regards,

[REDACTED]

Joint Transportation Board – 23rd September 2019

Joint Report of KCC's Director of Growth, Environment & Transport and
TMBC's Director of Street Scene, Leisure & Technical Services

Subject: Proposed Revision to Joint Transportation Board Agreement

Summary:

Joint Transportation Boards (JTBs) between KCC and the District/Borough Councils were established in 2005 to facilitate discussion and co-operation on local highway and transportation issues. Underpinning the JTBs is a legal agreement signed by KCC and each District/Borough. The current agreement has recently been reviewed and a revised copy is attached.

Recommendation:

The JTB is asked to note the revised Agreement which has been formally endorsed by the KCC Cabinet Member for Planning, Highways and Waste and by the TMBC Cabinet Member for Strategic Planning & Infrastructure.

1. Background

- 1.1 This report sets out for consideration, by the Joint Transportation Board, a revised JTB Agreement. The revised agreement is attached at Appendix A. Under its constitution the revised Agreement will need to be approved by the Borough Council's Planning & Transportation Advisory Board and Cabinet.
- 1.2 Joint Transportation Boards between KCC and the District/Borough Councils were established in 2005 to facilitate discussion and co-operation on local highway and transportation issues. Underpinning the JTBs is a legal agreement signed by KCC and each District/Borough.
- 1.3 The revised Agreement has been shaped by feedback from the JTB Chair (2018), the Leader of TMBC, Members of KCC's Environment and Transport Committee and Kent Secretaries.

2. Proposed changes

- 2.1 Arrangements set out in the 2005 Agreement allow for the Agreement to be revised at the instigation of the Kent and Medway Chief Executives, however there is nothing in the Agreement (or revised Agreement) that precludes amendments to individual Agreements. In the revised Agreement, the review period is set for every four years or sooner at the instigation of both parties, and amended by both parties, if necessary, as a consequence of any review.
- 2.2 The slight changes to Membership clauses at 2.1 and 2.2 are intended to clarify the membership and role of Parish/Town Council representatives.
- 2.3 Also included at paragraph 4.2 are updated arrangements to implement agenda setting meetings and in paragraph 4.7 for formal minutes of the

meeting to be sent to the KCC Cabinet Member for Planning, Transport, Highways and Waste.

- 2.4 A new section for petition discussion has been added (Section 6), however it should be noted that this section does not replace the current governance arrangements regarding petitions at KCC and TMBC.
- 2.5 The revised Agreement no longer includes the 2001 protocol for Overview and Scrutiny – Inter Authority Co-operation as it was the view of the Districts and Boroughs it was no longer necessary.
- 2.6 Other changes such as to paragraphs 3 (Chairman) and section 8.1 (Executive Action) are intended to simplify language used.

3. Financial Implications

- 3.1 There are no financial implications of the proposed amendments.

4. Legal implications

- 4.1 The revised Agreement will need to be signed and ratified between KCC and TMBC. It is therefore necessary that each Council endorses the amendments in accordance with its own governance procedures.
- 4.2 There are no additional direct legal implications from the revised Agreement.

5. Equalities and data protection implications

- 5.1 There are no equalities or data protection implications resulting from the revised Agreement.

6. Recommendation

- 6.1 The JTB is asked to consider the revised Agreement which has been formally endorsed by the KCC Cabinet Member for Planning, Highways and Waste and by the TMBC Cabinet for Planning & Infrastructure.
- 6.2 The revised Agreement, together with any comments from the JTB be reported to TMBC's forthcoming Advisory Board and Cabinet for approval.

7. Appendices

- **Appendix A:** Revised JTB Agreement

DATED (DAY/MONTH/YEAR)

ANNEX 1

KENT COUNTY COUNCIL

-and-

TONBRIDGE AND MALLING COUNCIL

**AGREEMENT ON
JOINT TRANSPORTATION BOARD**

Legal & Secretariat
Kent County Council
County Hall
Maidstone
Kent ME14 1XQ

File ref:
Fax No: 01622 694402
WP Ref:
DX No:
Tel:

THIS DEED OF AGREEMENT is made the (day) of (month) two thousand and nineteen between THE KENT COUNTY COUNCIL of County Hall Maidstone Kent ME14 1XQ of the one part (hereinafter referred to as “KCC”) and TONBRIDGE & MALLING BOROUGH COUNCIL of (Gibson Building, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4LZ) (hereinafter referred to as the “TMBC”) of the other part.

In this Agreement the words and expressions contained or referred to hereunder shall have the meaning thereby ascribed to them in the Second Schedule. The clause headings do not form part of this Agreement and shall not be taken in its construction or interpretation.

WHEREAS:

1. KCC and the TMBC are local authorities as defined by Section 270(1) of the 1972 Act.
2. By virtue of Section 1(2) of the 1972 Act KCC is the local highway authority for all the highways in the County of Kent whether or not maintainable at the public expense (and which are not highways for which the Secretary of State for Transport is the highway authority) and is by enactments also the traffic authority and street works authority.
3. KCC and the TMBC have agreed to act together to continue with certain democratic arrangements previously established in relation to highway issues.
4. This Agreement reflects the intention of KCC and the TMBC to co-operate regarding highway and transportation issues in the interests of the residents of Kent and supersedes that of the current agreement.

DEFINITIONS AND INTERPRETATIONS

5. In this Agreement unless the context otherwise requires the following terms shall have the following meanings:

| | | |
|--------------------------|---|---|
| “1972 Act” | : | the Local Government Act 1972 |
| “Agreement” | : | these terms and conditions together the First Schedule |
| “Authorities” | : | the Council and KCC |
| “Council - local member” | : | an elected member of the Council |
| “JTB Members” | : | KCC - local members and TMBC - local members who have been appointed to membership of the JTB |
| “KCC – local member” | : | the elected member for KCC’s electoral divisions within the Council’s administrative area |

COMMENCEMENT AND OPERATING TERM

6. This Agreement shall commence on the effective date on the face hereof and shall continue until terminated by either party in writing in accordance with the provisions of this Agreement.

TMBC OBLIGATIONS

7. TMBC shall establish and maintain during the currency of this Agreement the arrangements for the Joint Transportation Board as set out in the First Schedule.

KCC OBLIGATIONS

8. KCC shall establish and maintain during the currency of this Agreement the arrangements for the Joint Transportation Board as set out in the First Schedule.

MISCELLANEOUS

9. The parties acknowledge that amendments to the constitutions of KCC and/or TMBC may result in the need for consequential changes to this Agreement.
10. This Agreement shall be known as the JTB Agreement.
11. Nothing in this Agreement shall create a legal partnership between the parties and save as may be specifically provided in this Agreement neither party shall be or hold itself out as or permit itself to be held out as :-
 - a) the agent of the other; or
 - b) entitled to pledge the credit of the other; or
 - c) entitled to incur any other obligations or make any promise or representation on behalf of the other.

REVIEW

12. This Agreement shall be reviewed every four years or sooner at the instigation of both parties and amended by agreement between the parties if necessary, as a consequence of any review.
13. This Agreement may be terminated by either party on six months written notice addressed to TMBC's Chief Executive/KCC's Corporate Director responsible for Highways and Transportation.

FIRST SCHEDULE

Joint Transportation Boards

- 1.1 A Joint Transportation Board (JTB) shall be established by the Authorities.
- 1.2 Each Authority shall be responsible for its own costs incurred in the operation of the JTB.
- 1.3 The JTB shall be a non-statutory advisory forum.

Membership

- 2.1 JTB membership shall comprise all KCC - local members with an equal number of TMBC - local members appointed by the Borough Council. JTB Members will have voting rights. TMBC may appoint substitutes for its JTB Members.
- 2.2 The JTB shall agree a number of Parish/Town council representatives, not less than one and no greater than three from within TMBC's administrative area. Parish/Town council representatives shall be nominated by the area committee of the Kent Association of Parish Councils or other representative body for Parish/Town Councils within the Council's administrative area if this provides a more complete representation. Substitute members may also be nominated.
- 2.3 Any JTB Member may request of the Chairman an item to be considered for inclusion on the JTB agenda. Any TMBC - local member may attend and speak at a meeting of the JTB but may not vote nor propose a motion or an amendment.
- 2.4 The Chairman of any Parish/Town Council within the administrative area of the TMBC (or a Parish/Town councillor of that Parish/Town Council nominated by him/her) may attend any meeting to speak with the permission of the Chairman on any item on the agenda of particular reference to that Parish/Town council.

Chairman

- 3.1 The Chairman and Vice Chairman shall alternate on an annual basis between a KCC local member (who is a JTB Member) and a TMBC local member (who is a JTB Member).

Meetings

- 4.1 The JTB shall generally meet four times a year on dates and at times and venues to be specified by the Borough Council in accordance with its normal constitutional arrangements in consultation with KCC.
- 4.2 Six weeks prior to each JTB meeting the Chairman, Vice-Chairman and relevant officers from the Authorities will discuss and set the agenda for the forthcoming meeting. The final decision on agenda items shall be determined by the Chairman in consultation with the Vice Chairman. Agenda items will be split between Part A (recommendations for decision by KCC), Part B (recommendations for decisions by TMBC) and 'for information' reports.

- 4.3 The quorum for a JTB meeting shall be four comprising at least two voting KCC local-members and two TMBC – local members who are also JTB Members.
- 4.4 Subject to the procedural rules in paragraphs 2, 3, 4.2 and 4.3 above taking precedence, TMBC’s procedural rules shall apply to JTB meetings as if they were TMBC committees.
- 4.5 The JTB will be clerked by an officer of TMBC. Officers of the Authorities shall be expected to attend JTB meetings to present reports.
- 4.6 The access to information principles shall be applied to the JTB as if it were a Council committee.
- 4.7 The clerk shall produce minutes of the meeting, a copy of which shall be sent to KCC’s [insert details].

Terms of reference

- 5.1 The role of the JTB is to advise the relevant Authority on highways and transportation works scheduled and completed. The JTB shall consider:
 - i. capital and revenue funded works programmes;
 - ii. traffic regulation orders;
 - iii. street management proposals.
- 5.2 The JTB may advise and recommend in relation to:
 - i. strategic parking and waiting restriction issues;
 - ii. petitions received in relation to parking and waiting restrictions;
 - iii. street lighting schemes on highways;
 - iv. local transport strategy.
- 5.3 The JTB shall be a forum for consultation between the Authorities on policies, plans and strategies related to highways, road traffic and public transport.
- 5.4 The JTB shall review the progress and out turn of works and business performance indicators.
- 5.5 The JTB shall receive reports on highways and transportation needs within the administrative area of TMBC.

Petition Discussions

- 6.1 Where a petition is agreed as being appropriate for discussion at the JTB, it shall be received at a meeting of the JTB. No further discussion shall take place on the petition until the next meeting of the JTB.
- 6.2 The lead petitioner shall be invited to submit a written statement of up to 500 words which should be sent to the Borough Council to arrive by 5pm one week prior to the next JTB meeting. At that meeting, the lead petitioner shall be invited to speak for no more than three minutes.

6.3 The JTB shall not debate a petition on the same decision/issue as one debated in the previous twelve months.

Overview and Scrutiny

7.1 The Authorities' Overview and Scrutiny Committees or equivalent may invite the JTB Chairman or Vice Chairman to attend their meetings to make representations, answer questions or give evidence. This is without prejudice to any ability of the Overview and Scrutiny Committees or equivalent of the Authorities to compel attendance of executive members and officers under Section 21 of the Local Government Act 2000.

Executive Action

8.1 JTB advice/views shall be submitted to the Authorities' Cabinet in accordance with the Authorities' constitutional arrangements.

EXECUTED as a DEED by KCC and TMBC the day and year first before written

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

Authorised Signatory

THE COMMON SEAL of TONBRIDGE & MALLING BOROUGH COUNCIL was hereunto)
affixed In the presence of:-

Authorised Signatory

To: Tonbridge and Malling Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 23rd September 2019
Subject: Highway Forward Works Programme – 2019/20 onwards
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2019/20.

Kent County Council has agreed a substantial increase in the budget for planned highway works over the next three years, and as a result we are still in the process of identifying and designing schemes for inclusion in our full Year One to Two (2019/20 and 2020/21) and Year Three to Five (2021/22 to 2023/24) programmes. Because of this, we have decided to publish an interim programme, and to publish the full programmes later this year. For some assets this interim programme covers approximately the first six months of 2019/20, whilst for others it includes most of the works planned for the whole year.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect KCC's changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase.

Road, Footway & Cycleway Renewal and Preservation 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**
- **Externally funded schemes**
- **Local Growth Fund**

Developer Funded Works – see Appendix E

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
Mark Simmons
Alan Casson
Earl Bourner
Sue Kinsella
Toby Butler
Jamie Hare
Jamie Watson

Highway Manager Mid Kent
Tonbridge and Malling District Manager
Strategic Asset Manager
Drainage & Structures Asset Manager
Street Light Asset Manager
Traffic & Network Solutions Asset Manager
Development Agreements Manager
Schemes Programme Manager

Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

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.

| Surface Treatments - Contact Officer Jonathan Dean | | | |
|---|---------------|--|---|
| Micro Surfacing | | | |
| Road Name | Parish | Extent of Works | Current Status |
| Aldon Lane | Addington | Whole Road | Completed |
| A26 Cannon Lane | Tonbridge | From A227 Hadlow Road East to B2017 Tudeley Lane | Completed |
| A26 Vale Rise / Vale Rise / Woodgate Way | Tonbridge | From A227 Hadlow Road East to B2017 Tudeley Lane | Completed |
| A26 Tonbridge Road | Hadlow | From Blackmans Lane to Hadlow | Completed |
| A26 Maidstone Road | Hadlow | Harrow Lane to 2019 Surface Dressing | Completed |
| A26 Maidstone Road | Mereworth | From A228 Seven Mile Lane roundabout to 2017 resurfacing | Completed |
| A26 Hadlow Road East | Tonbridge | From Three Elms to Cuckoo Lane | Completed |
| Borough Green Road | Wrotham | From Kemsing Road to A227 Wrotham bypass | Completed |
| Bull Lane | Eccles | From Telephone Exchange to Rowe Place Farm | Programmed to commence on 17 th September 2019 |
| Bull Lane / High Street | Wrotham | From White Hill Roundabout to High Street | Programmed to commence on 15 th September 2019 |
| Castle Street | Tonbridge | Whole road | To Be Programmed |
| Fernbank Close | Walderslade | Whole road | Completed |

| | | | |
|------------------|--------------|--|---|
| Forest Grove | Tonbridge | From A227 Shipbourne Road to end | To be programmed |
| Hadlow Road East | Hadlow | Slip road to and from Service Station on A26 | Completed |
| Heron Road | Larkfield | Whole road | Programmed to commence on 16 th September 2019 |
| Judd Road | Tonbridge | Whole road | To Be Programmed |
| Legge Lane | Birling | Whole road to end | Completed |
| Lunsford Lane | East Malling | From Leybourne Way to Great Lunsford Farm | Completed |
| Old Road | East Peckham | From Branbridges Lane to Snoll Hatch Lane | Programmed to commence on 13 th September 2019 |
| Pilgrims Way | Wrotham | From High Street / Bull Lane to end | Programmed to commence on 15 th September 2019 |
| Snodland Road | Snodland | From Hollow Lane to Legge Lane | Completed |
| Snoll Hatch Road | East Peckham | From Hatches Lane to Old Road | Programmed to commence on 12 th September 2019 |
| Station Road | Ditton | Whole road from M20 overbridge to A20 | Completed |
| The Hurst | Plaxtol | From Swanton Valley to Adams Well Farm | Programmed to commence on 14 th September 2019 |
| White Hill | Wrotham | Whole road to end | Completed |

| Surface Dressing | | | |
|--|---------------|--|--|
| Road Name | Parish | Extent of Works | Current Status |
| A26 Maidstone Road | Hadlow | From A228 roundabout to Hadlow | Completed |
| A26 Tonbridge Road | Mereworth | From Danns Lane to A228 | Completed |
| A26 Woodgate Way | Tonbridge | From B2017 Tudeley Lane heading north 400 metres | Completed |
| A26 Woodgate Way | Tonbridge | From B2017 Tudeley Lane to A2014 Pembury Road | Completed |
| Comp Lane | Offam | From Teston Road to Seven Mile Lane | Completed |
| Long Mill Lane | Platt | From Comp Lane to The Hurst | Completed |
| Machine Resurfacing – Contact Officer Mr Byron Lovell | | | |
| Road Name | Parish | Extent of Works | Current Status |
| A26 Quarry Hill Road | Tonbridge | Between Brook Street Roundabout to A2014 Pembury Road Roundabout | Programmed 28 th October 2019 |
| Tunbury Road | Aylesford | From Robin Hood Lane to KCC Border | Programmed 23 rd October 2019 |
| A228 East Peckham Bypass | East Peckham | From Hale Street Roundabout to Hop Farm Roundabout | Completed |
| The Ridgeway | Tonbridge | Pedestrian crossing near to the junction of Town Acres and junction with A26 Hadlow Road | To be programmed late 2019 |
| Footway Improvements – Contact Officer Mr Neil Tree | | | |
| Henham Gardens | East Peckham | Entire Length (Footway Protection) | Re-programmed for completion in September 2019 |

| | | | |
|-------------------|--------------|--|--|
| Whitebine Gardens | East Peckham | Entire Length (Footway Protection) | Re-programmed for completion in September 2019 |
| Stacey Road | Tonbridge | Entire Length (Footway Protection) | Re-programmed for completion in September 2019 |
| High Street | Wrotham | From the junction of Bull Lane to Kemsing Road. | In design and to be programmed. |

Appendix B - Drainage

| Drainage Repairs & Improvements - <i>Contact Officer Earl Bournier</i> | | | |
|---|---------------|--|---|
| Road Name | Parish | Description of Works | Current Status |
| London Road | Aylesford | New system being installed in two phases on hold awaiting final consent from the Queens Estate | On hold in discussion with Queens Estates as Private Land required to complete this job. |
| Broadwater Road | West Malling | Pond Clearance and drainage improvements | Completed |
| Lunsford Lane | Larkfield | Drainage Improvements | Design and Feasibility Stage, Borehole soakage test ordered. Further contact has been made with Highways England about where the system runs down the motorway embankment towards their system. |
| Lucks Hill | West Malling | Drainage Improvements | Design and Feasibility Stage. Awaiting date for investigation to locate drainage pipe on private land. |
| Half Moon Lane | Hildenborough | Drainage Improvements Ponding/flooding at junction with Tonbridge Rd | Proposed date to start 28/10/19 under 3-way lights and a road closure over the weekend of 2 & 3/11/19. |

Appendix C – Street Lighting

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

| Street Lighting Column Replacement – Contact Officer Sue Kinsella | | | |
|---|---------------|--|--|
| Road Name | Parish | Description of Works | Status |
| Sheraton Court JSEN001 | Walderslade | Replacement of street light | Additional electrical works required. Completion by end of November 2019 |
| New Road JNAJ003 | Ditton | Replacement of street light (Problems with parked vehicles) | Completion by end of November 2019 |
| Station Road JSDI005 | Ditton | Replacement of street light | New column installed, additional electrical works required. |
| Waveney Road JWAR014 | Tonbridge | Replacement of street light | Completion by end November 2019 |
| Simpson Road JSBS020 | Snodland | Structural removal | Completed |
| Papyrus Way JPDR504 | Ditton | Replacement of sign | Completed |
| Walderslade Woods Roundabout JWDX501/502/503 | Walderslade | Replacement of signs | Completion by end of November 2019 |
| Springwell Road JSCI506 | Tonbridge | Replacement of sign | Completion by end of November 2019 |
| Vale Road JVAC033 | Tonbridge | Replacement of street light | Completed |
| Dry Hill Park Road | Tonbridge | Replacement of brackets and lanterns | Still waiting for delivery for special order ornate brackets |
| Pippin Way, Gibson Drive, Garden Way, Russet Way, Lambourne Drive, Worcester avenue, Townsend Square, Crabtree Close | Kings Hill | Replacement of brackets and lanterns | Still awaiting delivery for special order ornate Brackets |

| | | | |
|-----------------------------|---------------|-----------------------------|-----------------------------------|
| London Road JLBX001 | Aylesford | Replacement of street light | Completion by end January 2020 |
| Western Road JWBA001 | Borough Green | Replacement of street light | Completion by end January 2020 |
| Western Road JWBA005 | Borough Green | Replacement of street light | Completion by end January 2020 |
| Western Road JWBA006 | Borough Green | Replacement of street light | Completion by end January 2020 |
| Western Road JWBA007 | Borough Green | Replacement of street light | Completion by end January 2020 |
| Western Road JWBA008 | Borough Green | Replacement of street light | Completion by end January 2020 |
| Borough Green Rd JBCK007 | Borough Green | Replacement of street light | Completion by end January 2020 |
| Wrotham Road JWCP008 | Borough Green | Replacement of street light | Completion by end January 2020 |
| London Road JLCA001 | Ditton | Replacement of street light | Completion by end January 2020 |
| London Road JLCA002 | Ditton | Replacement of street light | Completion by end January 2020 |
| London Road JLCA004 | Ditton | Replacement of street light | Completion by end January 2020 |
| London Road JLCA007 | Ditton | Replacement of street light | Completion by end January 2020 |
| London Road JLCA010 | Ditton | Replacement of street light | Completion by end January 2020 |
| London Road JLCA023 | Ditton | Replacement of street light | Completion by end January 2020 |
| London Road JLCA024 | Ditton | Replacement of street light | Completion by end January 2020 |
| London Road JLCA025 | Ditton | Replacement of street light | Completion by end January 2020 |

| | | | |
|-----------------------------|--------------|-----------------------------|-----------------------------------|
| London Road JLCA026 | Ditton | Replacement of street light | Completion by end January 2020 |
| London Road JLCA027 | Ditton | Replacement of street light | Completion by end January 2020 |
| London Road JLCAB005 | Ditton | Replacement of street light | Completion by end January 2020 |
| Caysers Croft JCGL002 | East Peckham | Replacement of street light | Completion by end January 2020 |
| Tonbridge Road JTDB008 | Hadlow | Replacement of street light | Completion by end January 2020 |
| Tonbridge Road JTDB011 | Hadlow | Replacement of street light | Completion by end January 2020 |
| Tonbridge Road JTDB018 | Hadlow | Replacement of street light | Completion by end January 2020 |
| Tonbridge Road JTDB019 | Hadlow | Replacement of street light | Completion by end January 2020 |
| Tonbridge Road JTDB022 | Hadlow | Replacement of street light | Completion by end January 2020 |
| Carpenters Lane JCAJ026 | Hadlow | Replacement of street light | Completion by end January 2020 |
| Hadlow Road East JHAC009 | Higham | Replacement of street light | Completion by end January 2020 |
| Hadlow Road East JHAC010 | Higham | Replacement of street light | Completion by end January 2020 |
| Hadlow Road East JHAC038 | Higham | Replacement of street light | Completion by end January 2020 |
| Hadlow Road East JCFZ011 | Higham | Replacement of street light | Completion by end January 2020 |
| Cranford Road JCEG001 | Higham | Replacement of street light | Completion by end January 2020 |
| Barchester Way JBAK010 | Higham | Replacement of street light | Completion by end January 2020 |

| | | | |
|-----------------------------|-----------|-----------------------------|-----------------------------------|
| Ightham By-Pass JIAD004 | Ightham | Replacement of street light | Completion by end January 2020 |
| Sheldon Way JSBJ003 | Larkfield | Replacement of street light | Completion by end January 2020 |
| Lunsford Lane JLDD032 | Larkfield | Replacement of street light | Completion by end January 2020 |
| Vale Road JVAC067 | Tonbridge | Replacement of street light | Completion by end January 2020 |
| Vale Road JVAC022 | Tonbridge | Replacement of street light | Completion by end January 2020 |
| St Benedict Road JSER031 | Snodland | Replacement of street light | Completion by end January 2020 |
| St Benedict Road JSER034 | Snodland | Replacement of street light | Completion by end January 2020 |

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Tonbridge and Malling District, in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes.

CASUALTY REDUCTION MEASURES - identified to address a known history of personal injury crashes

| Location | Parish | Description of Works | Lead officer | Current Status |
|---|-----------|---|--------------|---|
| A20 northern approach to M26 J2A (Nepicar roundabout). | Wrotham. | Countdown marker signs and other traffic sign maintenance. | Paul Brand. | Designs in preparation. Anticipated construction Dec 19 |
| A227 Shipbourne Road roundabout junction with Darenth Avenue. | Tonbridge | Cleaning and repainting of chevron blocks on centre island; removal of non-compliant traffic signs. | Paul Brand. | Designs in preparation. Anticipated construction Dec 19 |

LOCAL GROWTH FUND

Local Growth Fund programme update for the Tonbridge & Malling District.

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC were successful in securing LGF for the following sustainable transport style bids 1) Kent Thameside – Integrated door-to-door journeys and 2) West Kent – Tackling Congestion. The objective of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The schemes aim to:

- improve access to employment and services
- reduce the need to travel by the private car
- enhance pedestrian, cycle and public transport facilities
- improve sustainable transport connections

The following schemes have been submitted as part of the successful Kent Thameside/West Kent (delete as applicable) LSTF this financial year.

| 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 | Phase one, which covers Grosvenor Road to Speldhurst Road is completed however a further review of this phase is to take place prior to Phase 3 being progressed (Bidborough to Brook Street). |
| Tonbridge Angels to Tonbridge Station Cycle Route Phase 1 (Darenth Avenue to London Road) | Tonbridge | Partly on-carriageway, partly off-carriageway cycle route provision. | Jamie Watson | Works completed. Further work to install signs and lining at Hilden Brook bridge near cricket club anticipated to be installed October 2019. |
| Tonbridge High street Bus stop o/s (Café Nero) | Tonbridge | Scheme to move on carriageway bus stop outside Café Nero to use part of the loading bay/s to allow traffic to pass buses when loading/unloading. Further proposals to extend 20mph limits into Barden Road and surrounding roads as well as The Slade and surrounding roads plus extend 20mph limit from High Street passed Tonbridge Station to roundabout at Pembury Road/Quarry Hill Road | Jamie Watson | The alterations to the Caffé Nero bus stop are now complete. The existing 20mph zone extension is now planned to commence September through October. |

| Location | Parish | Description of Works | Lead officer | Current Status |
|--|-----------|---|---------------|---|
| Tonbridge Station Forecourt improvements | Tonbridge | Scheme to widen pavement in front of Tonbridge Railway Station, remove bus pull in by Station, widen pavements o's Lidl's and other businesses, provide a traffic signalised junction at Waterloo Rd, widen pavement between Tonbridge Station and Barden Road and implement no right turn into Priory Road. | Tim Middleton | Scheme completed. Some additional works to improve the signalled junction have been completed. Some minor street lighting works still outstanding. Road safety audit stage 3 to be carried out. |
| A228 Leybourne Lakes to Peters Bridge Rd – 50mph speed limit | Tonbridge | Reduce the speed limit from National Speed Limit (60mph/70mph in single/dual carriageway sections respectively) to 50mph. The existing 20mph speed limit in Manley Boulevard, on the Holborough Lakes development, will also be extended to the entrance to the BP/M&S filling station entrance. Peters Bridge roundabout marks the boundary between Kent and Medway Councils. Medway Council will be reducing the speed limit in its section to the Kent Road roundabout at the same time. The works consist of installing new '50' speed limit signs and applying '50' road marking roundels onto the road surface. | Jamie Watson | Works completed |
| A228 Holborough Toucan Crossing | Tonbridge | Provision of a Toucan crossing at the junction of Holborough Road with Holborough Lakes roundabout | Helen Cobby | Provisional dates for construction: October half-term |

Appendix E – Developer Funded Works

| Developer Funded Works (Section 278 Agreement Works) – Contact Officer: Natalie Peach | | | | |
|--|------------------------------|---------------|---|--|
| Scheme Name | Mastergov File Ref No | Parish | Description of Works | Current Status |
| Aylesford Quarry | TO003339 | Aylesford | Access to Aylesford Quarry from Rochester Road | Awaiting technical submission |
| Centenary Village, Hermitage Lane | TO003338 | Aylesford | Access to RBLI development on west side or hermitage lane | Technical submission awaited |
| Vantage Point | TO003314 | Snodland | Access to proposed warehouse and drive-thru units from A228 Holborough Road | Undergoing technical review |
| Hazen Road | TO003181 | Kings Hill | Alteration of existing turning facility to form new access to assisted living development | Awaiting final details for agreement |
| Cannon Lane Retail Park | TO003168 | Tonbridge | Widening of existing access to incorporate dedicated left and right turn lanes | Awaiting final details for agreement |
| Station Road, Aylesford Phase 1 | TO003161 | Aylesford | New bellmouth access | Agreement signed |
| Peters Village – Keepers Cottage Lane and Worrall Drive | TO003147 | Wouldham | LoA for short term construction vehicle access, long term crossovers | Agreement Signed |
| The Orpines, Watringbury | TO003128 | Watringbury | Construction of residential care home – relocation of highway soakaway | Undergoing structures checks |
| Former Teen & Twenty Site, River Lawn Road, Tonbridge | TO003126 | Tonbridge | Construction of new Medical Centre with associated footway works inc. Ambulance bay | Undergoing technical audit |
| Former Bull PH, High Street, Snodland | TO003125 | Snodland | Introduction of loading bay outside new Co-Op store | Undergoing technical audit |
| Pelican View, Rochester Road, Rochester | TO003124 | Aylesford | Installation of new bellmouth and associated verge works | Awaiting final remedials |
| Tonbridge Extra Care, Tudeley | TO003123 | Tonbridge | Minor footway alterations including | Substantially complete – awaiting as built plans |

| | | | | |
|---|----------|-----------------------|---|--|
| lane, Tonbridge | | | installation of pedestrian crossing point | |
| Land Rear of 182 High Street, Tonbridge | TO003119 | Tonbridge | Minor footway alterations including installation of pedestrian crossing point | Awaiting final remedials |
| Brook Street, Snodland | TO003118 | Snodland | New Vehicle Access | Works completed – on maintenance |
| Sheldon Way, Larkfield | TO003116 | Larkfield & Aylesford | Vehicle crossover access and footway resurfacing | Works substantially complete – awaiting remedials |
| Platt Industrial Estate, A25 Maidstone Road, Platt | TO003114 | St Marys Platt | Junction improvement works | Works substantially complete – awaiting remedials |
| Woodgate Way/Tudeley Lane, Tonbridge | TO003113 | Tonbridge | Two new accesses to car showroom | Awaiting as-built plans |
| Quarry Hill Road (31-36), Tonbridge | TO003111 | Tonbridge | Access to residential care home | Awaiting as-built plans |
| Upper Hayesden Lane, Tonbridge – Ridgeview SEN School | TO003099 | Tonbridge | New Access | Works substantially complete – awaiting remedials. |
| Barden Road and Avebury Avenue, Tonbridge | TO003097 | Tonbridge | Two new accesses into residential development | Works substantially completed – awaiting remedials |
| Cannon Lane Tonbridge | TO003089 | Tonbridge | Alteration of entrance to new McDonald site | Awaiting as-built plans |
| Snodland Railway Station Forecourt | TO003079 | Snodland | Layout Improvement | Awaiting remedials |
| Ryarsh Park, Roughetts Road | TO003077 | Ryarsh | Entrance Improvement | Awaiting stopping up order to accommodate walls |
| Priory Works, Tonbridge | TO003059 | Tonbridge | New footway | Works substantially complete – awaiting remedials |

| | | | | |
|---|----------|------------------|---|--|
| Mercedes Site Vale Road Tonbridge | TO003050 | Tonbridge | New Entrance and seal off old entrance | On maintenance |
| Quarry Hill Road, Borough Green | TO003034 | Borough Green | Splitter island and footway improvements at roundabout | Awaiting as-built plans and stage 3 road safety audit |
| Carnation Close | TO003024 | East Malling | Alteration of turning head and creation of parking bays | Awaiting as built plans and commuted sums |
| The Pinnacles, Darenth Avenue | TO003021 | Tonbridge | Creation of bellmouth | On maintenance |

| Developer Funded Works (Section 106 Works) | | | |
|---|--|---|--|
| Road Name | Parish | Description of Works | Current Status |
| A20 | East Malling & Larkfield, Ditton and Aylesford | A20 between A228 and Coldharbour | A separate report on improvements to A20 New Hythe lane junction to Station Road junction is attached following a consultation over the summer. |
| Tower View and A228 | Kings Hill | Improvements to A228/Tower View roundabout | Condition 15 of approval to TM/13/01535/OAEA (phase 3), requires a scheme for this junction to be completed prior to occupation of the 200th dwelling. Revised scheme drawings and capacity analysis are expected from Liberty in due course. |
| A228 Malling Road | Mereworth | Visibility improvements at A228 / Kent Street junction | The proposed improvements require 3 rd party land for which negotiations are ongoing. |
| Various | Various | Enhancement of 155 bus service and new east bank service associated with Peters Village development | The 155 has been serving Peters Village since September 2018 on its usual frequency. This extension is funded through the Peters Village phase 1 S106 contribution. Discussions are ongoing with Trenport, Arriva and local parish representatives regarding the phase 2 contribution. |
| 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 | The new Big Conversation West Malling service operated by Nu-Venture started on 15 th July 2019. Please contact Clare.ellen@kent.gov.uk should there be any enquiries. |
|---------|---------|------------------------------------|--|

Appendix F – Bridge Works

| Bridge Works – Contact Officer: Earl Bourner | | | |
|---|---------------|-----------------------------|-----------------------|
| Road Name | Parish | Description of Works | Current Status |
| 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.

| Traffic Systems - <i>Contact Officer: Toby Butler</i> | | |
|--|----------------------------------|-----------------------|
| Location | Description of Works | Current Status |
| A20 London Road near Teapot Lane | Replacement of signal controller | Completed July 2019 |
| Castle Way near Rectory Lane | Replacement of signal controller | Completed August 2019 |

Appendix H - Combined Member Grant programme update

Combined Members Grant programme update for the Tonbridge and Malling District.

The following schemes are those that have been approved for funding by both the relevant Member and by Simon Jones, 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 **22 August 2019**.

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
- schemes being managed and delivered by the District Manager

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

Michael Payne and Richard Long

| Details of Scheme | Status |
|---|--|
| A227 Shipbourne Road, Tonbridge – phase 1 Extension of the existing 30 mph speed limit to 18 metres north of the junction with Willow Lea (preparatory to the installation of below referenced crossing). | Works complete |
| A227 Shipbourne Road, Tonbridge – phase 2 Installation of a staggered Zebra Crossing south of the junction with Bishops Oak Ride | Delivery in progress. Completion due September 2019 |
| A227 Shipbourne Road, Tonbridge junction with Ashburnham Road Provision of double yellow lines opposite junction to improve safety for pedestrians crossing | In consultation |
| A227 Shipbourne Road, Tonbridge, outside number 23 Provision of double yellow lines opposite junction to improve safety for pedestrians crossing | In consultation |

Sarah Hohler

| Details of Scheme | Status |
|--|--|
| Bramley Road Snodland Provision of two unsuitable for HGV signs | In design |
| Pinewood Close, Leybourne Provision of 'Dead End Road' sign | Works in progress |
| A20 London Road Addington Installation of posts to stop inappropriate parking on the verge | Waiting for a programme date from AMEY KCC Term Contractor |

Trudy Dean

| Details of Scheme | Status |
|--|-----------|
| Busbridge Close East Malling Protection measures for Magnolia Tree | Completed |

Peter Homewood

| Details of Scheme | Status |
|---|-------------------|
| A229 Maidstone Road Chatham Provision of two 'Unsuitable for HGV' warning signs ahead of the Bluebell village exit | Works in progress |
| Church Street, Burham Provision of 'gateway' feature through rumble strips, edge lines and dragon teeth road markings | In design |

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.

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

| | |
|------------------|---|
| Kirstie Williams | Highway Manager Mid Kent |
| Mark Simmons | Tonbridge and Malling District Manager |
| Alan Casson | Strategic Asset Manager |
| Earl Bourner | Drainage & Structures Asset Manager |
| Sue Kinsella | Street Light Asset Manager |
| Toby Butler | Traffic & Network Solutions Asset Manager |
| Jamie Hare | Development Agreements Manager |
| Jamie Watson | Schemes Programme Manager |

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A20 LONDON ROAD, East Malling, Larkfield and Ditton – Highway Improvements Scheme
To: **Tonbridge and Malling Joint Transportation Board, 23rd September 2019**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Director of Highways, Transportation and Waste**

Classification: **Unrestricted**

Ward: **Ditton, Larkfield South and East Malling**

Division: **Malling North East and Malling Central**

Summary: **The report is a summary of the actions and results of a consultation carried out between July and September this year, and outlines proposed highway improvements along A20, London Road.**

For Information

1.0 Introduction and Background

- 1.1 A20 London Road links the districts of Maidstone and Tonbridge and Malling and as such is a busy commuter route. The A20 runs parallel to the M20 motorway and therefore much of the traffic travelling from London to Kent will use the motorway rather than the A20. However, the A20 is still an important and well used route for local traffic and is also used as a contingent when there are issues on the M20.
- 1.2 Local developers have provided financial contributions to be used to improve journey times along A20 between the A228 and Coldharbour Roundabout. A package of measures are being designed and consultation has taken place on phases 1 and 2. This comprises proposals to improve road junctions and access for cyclists between New Hythe Lane and Station Road. The proposals aim to reduce road congestion and improve links for cyclists between the two junctions.
- 1.3 Currently there is no off-road cycle path provision and no continuous on carriageway cycle route along the A20.

2.0 The Proposal

- 2.1 The current proposals are designed to not only improve journey times and cutdown on queuing and congestion but also to make journeys more convenient and pleasant for all types of road users.
- 2.2 Focusing on these aims we are proposing to increase the number of straight-ahead lanes at both the New Hythe Lane junction and the Station Road junction to two each way. The length of the merge lanes will also be increased to give greater capacity at these two junctions and to maintain a good flow of traffic.

- 2.3 We are also proposing to widen the existing footway at certain points in order to provide a shared use footway/cycleway. This will therefore allow for a continuous cycle route along the A20 between these two junctions. Tactile paving will be installed at all new pedestrian crossing points along the route. Existing cyclist/pedestrian crossing islands will be widened to allow for the full width of bicycles.
- 2.4 An ineffective bus lane will be removed under the current proposals and a number of bus laybys removed although the bus stops will remain in place. In addition the bus stop on the northern side of London Road will be relocated 35m to the east where the footway is wider.

3.0 Consultation

- 3.1 The County Council has carried out a full public consultation exercise during the summer of 2019.

3.1.1. Consultation postcards were distributed to all local residents and businesses as well as parish and district councils and other interested parties. Posters and A-boards were displayed along the route. Larkfield Library acted as a distribution centre for copies of consultation materials. The Consultation leaflet and distribution plan are shown in Annex 1.

3.1.2 Consultation exhibitions were held at Larkfield Village Hall to give local residents and interested parties an opportunity to ask questions and engage with the County Council's design team. These events were generally well attended.

3.1.3 The Consultation booklet was also available to view on the County Council's website, where respondents could complete an online version of the questionnaire.

3.1.4 The Consultation period lasted from 8th July until 1st September, an extended consultation period of 8 weeks was given as the consultation coincided with school holiday time.

- 3.2. The Public Consultation sought people's views on the various components of the scheme which were divided into the improvement works to the junction of A20 and New Hythe Lane, the installation of the shared use cycleway/footway and the improvements to the junction of A20, Station Road and New Road, Ditton.

- 3.3 By the close of the consultation Kent County Council had received 204 responses. A summary of the responses is provided in the Consultation Report which is attached as Annex 2 and 3.

4.0 Discussion

- 4.1 The Consultation was generally positively received with more respondents being in favour of the proposals than against although there were shared concerns on some issues.

4.1.1. The biggest concern related to the introduction of a shared use cycleway/footway. Some respondents felt that a shared use facility with no segregation will cause conflict between pedestrians and cyclists.

4.1.2 Other concerns related to the merging of two lanes into one at the junctions of A20/New Hythe Lane and A20/Station Road/New Road, which it was felt may cause

conflict being vehicle drivers; the sequence of the traffic lights at these junctions and the removal of the bus laybys.

4.1.3 All comments received will be reviewed and any necessary changes, as a result of these comments, will be made to the designs at the detailed design stage.

One option we will be investigating is the possibility of a segregated cycleway/footway as opposed to a shared use facility.

5.0 Financial

5.1 Funding for the scheme has been secured from developer contributions under a S106 agreement. The detailed design will include a scheme cost estimate which at present is estimated to be around £700,000

6.0 Phasing and Programme

6.1 It is anticipated that the work will be delivered in 2 phases. The first phase would consist of the installation of the footway/cycleway improvements along with the improvements to the A20/New Hythe Lane junction and phase 2 the A20/Station Road/New Road junction. Detailed design is progressing on Phase 1 during September and October. The final designs will be presented to the Joint Transportation Board in November 2019. It is anticipated that work could start as early as late January 2020 if the JTB recommend progressing to construction however there are a few wider issues to understand such as the M20 smart motorway works and the Coldharbour roundabout improvements which all need co ordinating. The build period (anticipated to be approximately 3-4 months) will require temporary traffic management along A20 although every effort will be made to keep traffic moving in either direction without the need for 2- or 3-way temporary traffic signals.

It is anticipated that Phase 2 will follow however at this time it is not known whether this phase will progress via a S278 agreement with a developer or directly by KCC.

| | |
|-------------------------------|----------------|
| Future Meeting if applicable: | Date: Nov 2019 |
|-------------------------------|----------------|

| | |
|------------------|---|
| Contact Officer: | <i>Whitney Gwillim, Schemes Planning & Delivery Engineer 03000 413907</i> |
| Reporting to: | <i>Jamie Watson, Senior Programme Manager</i> |

Annex List

| | |
|----------------|--|
| <i>Annex 1</i> | <i>Consultation Postcard and Delivery Plan</i> |
| <i>Annex 2</i> | <i>Consultation Feedback Summary Report</i> |
| <i>Annex 3</i> | <i>List of Consultation responses</i> |

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A20 London Road, East Malling, Larkfield and Ditton Highway Improvements Scheme Public Consultation

Have your say!

Find out about our proposals for
highway improvements and tell
us your views.

Page 187

Consultation period:
8th July – 1st September 2019

www.kent.gov.uk/a20junctionimprovements



Kent County Council is proposing to improve road junctions and access for cyclists between New Hythe Lane and Station Road.

The proposals aim to reduce road congestion and improve links for cyclists between the two junctions.

Find out more and tell us your views by:

- Visiting us at Larkfield Village Hall
New Hythe Lane, Aylesford ME20 6PU on:

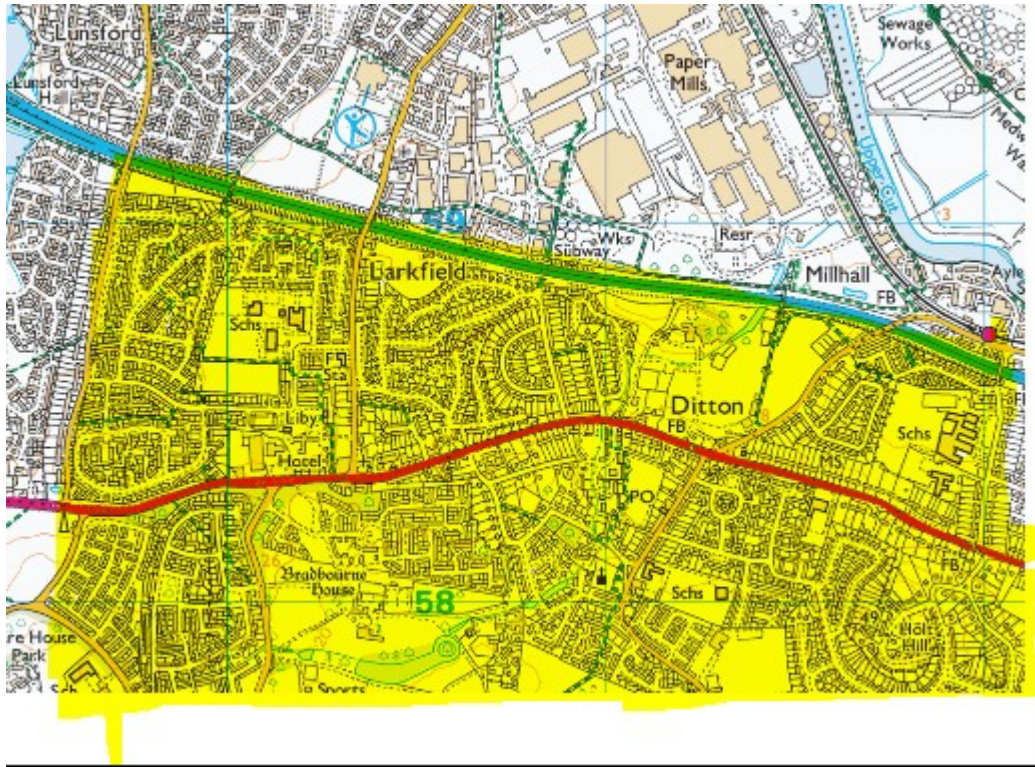
Tuesday 16th July 2019 12pm – 3pm

Wednesday 24th July 2019 5pm- 8pm

- Reading the consultation booklet and filling in the questionnaire available at: kent.gov.uk/a20junctionimprovements

Paper copies of the booklet and questionnaire are available at Larkfield Library or by emailing traffic.schemes@kent.gov.uk. For any alternative formats, please email alternativeformats@kent.gov.uk or call **03000 421553** (text relay service number 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.





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A20 London Road, East Malling, Larkfield and Ditton Highway Improvements Scheme

Consultation Report



www.kent.gov.uk/a20junctionimprovements
More copies of the booklet and questionnaire are available at Larkfield library or by emailing traffic.uk@kent.gov.uk. For any alternative formats, please email alternativeformats@kent.gov.uk or 03000 421553. Text relay service number: 18001 03000 421553. This number goes to an answer machine which is monitored during office hours.



Public Consultation

8th July – 1st September 2019

Alternative Formats: This document can be made available in other formats or languages, please email

alternativeformats@kent.gov.uk or telephone 03000 421553 (text relay service 18001 03000 421553). This number goes to an answer machine, which is monitored during office hours.



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| | |
|--|----|
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| 5.11. Q6a. If the scheme was implemented do you think this would affect how often you walked? | 25 |
| 5.12. Q6b. Please add any comments below | 25 |
| 5.13. Q7. We have completed an initial Equality Impact Assessment (EqIA) on the A20 London Road Highway Improvements Scheme. | 27 |
| 6. Further Consultation Responses | 29 |
| 7. Next Steps | 29 |

1. Introduction

1.1. Background

From 8th July – 1st September 2019, Kent County Council consulted on proposals for highway improvements on the A20 London Road, East Malling, Larkfield and Ditton. The proposals included improving the cycle links along the A20 London Road between the junctions of New Hythe Lane and Station Road, reducing congestion at these two junctions by increasing the number of straight ahead lanes to two each way, upgrading all of the existing islands and installing a new island in the vicinity of the old Suzuki garage.

Currently, there is no off-road cycle path provision and no continuous carriageway (on the road) cycle lane along the A20 between its junctions with New Hythe Lane and Station Road. This scheme proposes to improve the links for cyclists by providing a new widened shared cycleway/footway on both sides of the road for the majority of the route, although some sections will still require cyclists to use carriageway cycle lanes. New tactile paving will also be provided at all pedestrian crossing points, therefore, making journeys easier for both pedestrians and cyclists.

It is proposed to widen the existing islands along this stretch of the A20 to allow for the full width of bicycles, making crossing safer and more convenient for cyclists and pedestrians. A new island in the vicinity of the old Suzuki garage is also being proposed, providing an extra crossing point. As the garage site is currently under development the exact location of this island is still to be determined.

The proposed scheme will also look to reduce congestion along this busy stretch of the A20 London Road by increasing the number of straight-ahead lanes at the New Hythe Lane junction and the Station Road/New Road junction to two each way. This improvement is designed to cut down on the queuing times at these junctions, therefore, improving journey times for motorists.

It is anticipated that the works will be completed in two phases. The first phase would consist of the installation of the shared footway/cycleway and the improvements to the A20/New Hythe Lane junction. Phase two would consist of the improvements to the A20/Station Road/New Road junction.

KCC's project team, have developed the improvements in consultation with Tonbridge and Malling Borough Council and the local members and parish councils. This consultation was carried out at the outline design stage to provide local residents and stakeholders with the opportunity to provide feedback on the proposed scheme.

1.2. Purpose of the Consultation

The purpose of the public consultation was to inform the public and stakeholder organisations about the proposed design in order to provide them with the opportunity to 'Have their say' and to help KCC gain feedback to inform changes or improvements to the scheme. The consultation gave the opportunity to:

- Understand why changes are being proposed to the A20 London Road at East Malling, Larkfield and Ditton.
- Consider the possible impacts and benefits of the proposed scheme.
- Ask questions and share views on the proposals.

This public consultation offered the opportunity to open a dialogue with stakeholder organisations and the public so their comments and concerns could be incorporated into this report and the on-going work to finalise the scheme.

1.3. Purpose of this Report

This report presents the analysis and findings of the responses to the public consultation on the proposals. In addition, the report summarises the consultation process and the engagement and promotional activities that took place. The report also states how the feedback will be used to progress the proposal and identifies the next steps in the project development process.

2. Consultation Process

This chapter outlines the process followed to deliver the consultation and details the activities and documentation developed to support the delivery of the consultation. The consultation was divided into five stages. Detailed information on each section is given below.

| Undertake Equality Impact Assessment (see Chapter 3) | Develop consultation process & promotional activities | Pre-consultation activity/ engagement | During consultation activity | Post consultation activity |
|--|--|---|---|--|
| Identify possible impacts on protected characteristic groups | Identify stakeholders | Information item to Tonbridge and Malling Joint Transportation Board | Postcards delivered to businesses and residents in and around East Malling, Larkfield and Ditton. | Analysis and reporting of consultation responses |
| | Define consultation activities | Meeting with Tonbridge and Malling Borough Council, local Members and Parish Councils | Posters up on lamp posts and A-boards erected on A20. | Feedback to consultees and stakeholders |
| | Define communication activities and frequencies | | Identified stakeholders and groups consulted | |
| | | | Public consultation drop-in events | |
| | | | Information displayed in Larkfield Library | |
| | | | Online and hard copy questionnaire | |
| | | | Responding to queries received | |

2.1. Promoting the Consultation

The consultation process was developed by KCC with the aim of involving residents, community groups and interested parties throughout the project to help develop the proposals, drawing on local knowledge and expertise.

Promoting the Consultation

The following promotional activities were undertaken to support the delivery of the public consultation:

- Consultation poster displayed on lamp posts along the route and on parish noticeboards in Larkfield
- A-boards placed on the roadside to catch passing motorists
- Inclusion on Kent County Council's Facebook Page
- Postcards distributed to residents and businesses in East Malling, Larkfield and Ditton
- Press release issued to local media outlets (08/07/2019)
- Page on KCC's Consultation Directory on www.kent.gov.uk
- Delivered Consultation booklets and questionnaires to Brookfield Junior School and Tonbridge and Malling Borough Council Offices
- Consultation posters, booklets and questionnaires left on deposit at Larkfield Library
- Two exhibition events held at Larkfield Village Hall



www.kent.gov.uk/a20junctionimprovements

Paper copies of the booklet and questionnaire are available at Larkfield Library or by emailing traffic.schemes@kent.gov.uk. For any alternative formats, please email alternativedformats@kent.gov.uk or call 03000 421553 (text relay service number 18001 63000 421553). This number goes to an answering machine, which is monitored during office hours.



Please note: materials are available for reference at www.kent.gov.uk/a20junctionimprovements

The consultation poster

2.2. During Consultation Activities

A number of activities were undertaken during the consultation period.

Consultation Events

Two drop-in sessions were held (16 July and 24 July) at Larkfield Village Hall. These were timed to be inclusive to commuters and those in work and were held on Tuesday 12pm – 3pm and Wednesday 5pm – 8pm. The purpose of the events was to provide attendees with a forum to discuss the proposals with KCC officers and ask any questions.

The consultation drop-in sessions included details of the proposed plans alongside hard copies of the consultation document, questionnaire and postcard.

In excess of 50 people attended these drop-in sessions.

Consultation material

Hard copies of the consultation material were available at Larkfield Library throughout the consultation period. Copies could also be downloaded from the consultation webpage www.kent.gov.uk/a20junctionimprovements or delivered on request.

- ✓ In total, the Consultation Booklet was downloaded 1068 times.
- ✓ The Equalities Impact Assessment (EqIA) was downloaded 93 times.
- ✓ The Consultation Questionnaire Word version was downloaded 259 times.
- ✓ The poster was downloaded 202 times.
- ✓ The Postcard was downloaded 147 times.

Feedback mechanism

People were asked to provide feedback via a consultation questionnaire, which was available online and in a paper version. The paper version was available at the exhibition events, from Larkfield Library and on request via telephone or email.

3. Equality and Accessibility

3.1. Equality Impact Assessment (EqIA)

The EqIA provides a process to help us to understand how the proposals may affect people based on their protected characteristics (age, disability, gender, gender identity, race, religion/belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities).

An EqIA was completed prior to commencement of the consultation and was available as one of the consultation documents during the consultation at www.kent.gov.uk/a20junctionimprovements. This document was downloaded 93 times.

We will use the feedback gathered from the consultation to update the EqIA before the outline design is finalised.

The following steps were defined in the Action Plan and additions were made as the project developed. All were taken to ensure the consultation was accessible to all:

- In addition to the consultation being available online, two events were held to provide the opportunity for people to view the material and ask the design team questions. Hard copies of the online questionnaire were available and staff on hand to provide support. This was particularly important to ensure the consultation was accessible to people who could not or did not want to access the consultation online. The events were held at an accessible venue. The consultation event information was made available online kent.gov.uk/a20junctionimprovements for anyone who was unable to attend the events.
- Hard copies of the Consultation Booklet and Questionnaire were available at Larkfield Library throughout the consultation period.
- All publicity material included a phone number and email address for people to request hard copies and alternative formats of the consultation material. Word versions of the EqIA and questionnaire were provided to ensure accessibility of documentation to consultees using audio transcription software.

Equality analysis of the consultation data was undertaken (Chapter 5) to identify any new issues that would impact a protected characteristic group. The EqIA will be updated to consider outcomes of this consultation and will be available online at www.kent.gov.uk/a20junctionimprovements.

4. Response Profile

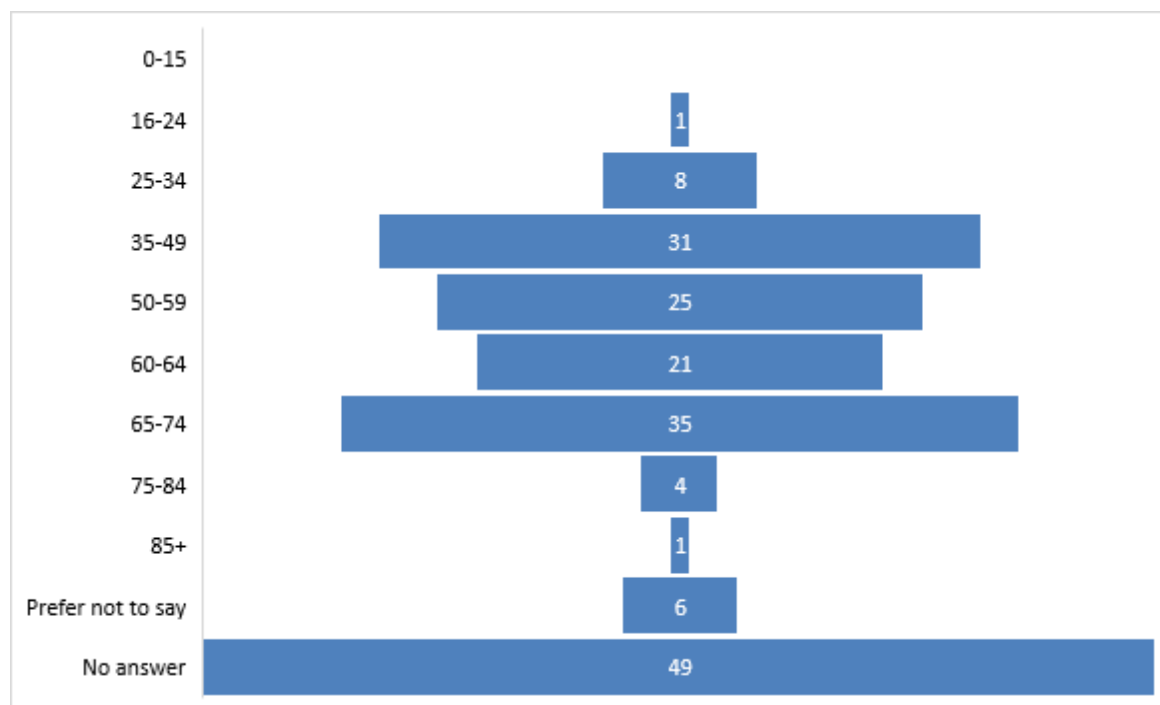
4.1. This chapter summarises the number of consultation responses received and who responded to the consultation.

There were a total of 181 respondents to the consultation by questionnaire:

- Of the 181 responses to the consultation questionnaire, 152 were received online and 29 were hard copy responses
- More than 50 people attended the consultation events.

4.1.1. Age

Figure 4.1 shows the distribution of respondents' ages. The data indicates that a large proportion of respondents were aged between 65 and 74 years, although 35-49 year olds are also well represented.



Respondents by age

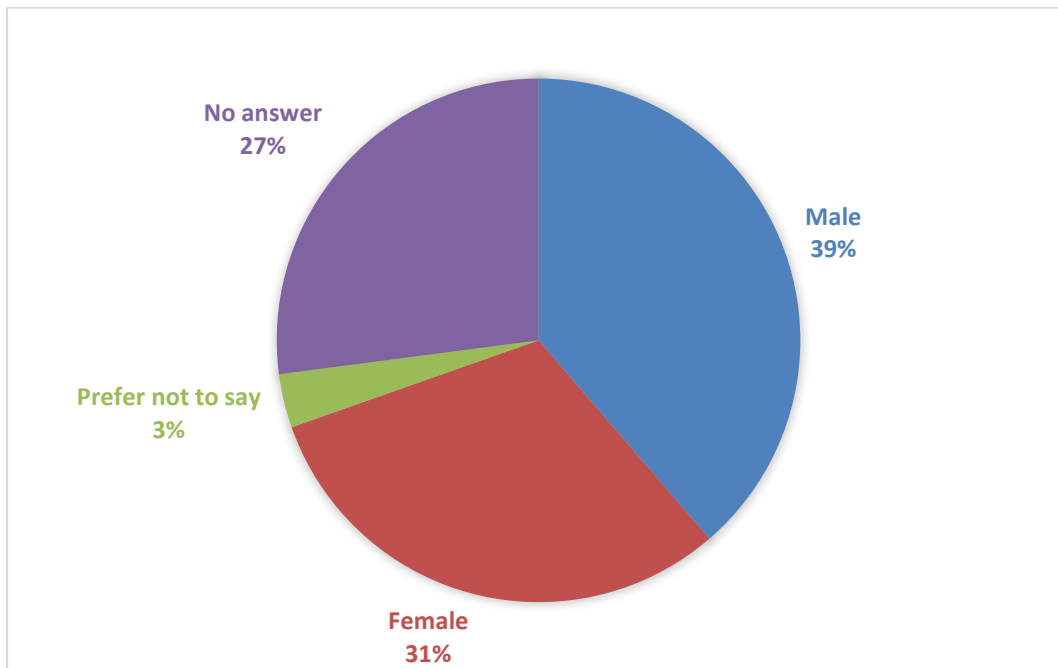
4.2. Respondent Demographics

The following section documents the demographics of the respondents. This data was collated using the 'About You' questions in the questionnaire.

4.2.1. Gender

- 39% of respondents were male
- 31% of respondents were female
- 3% of respondents preferred not to state their gender.
- 27% of respondents chose not to answer

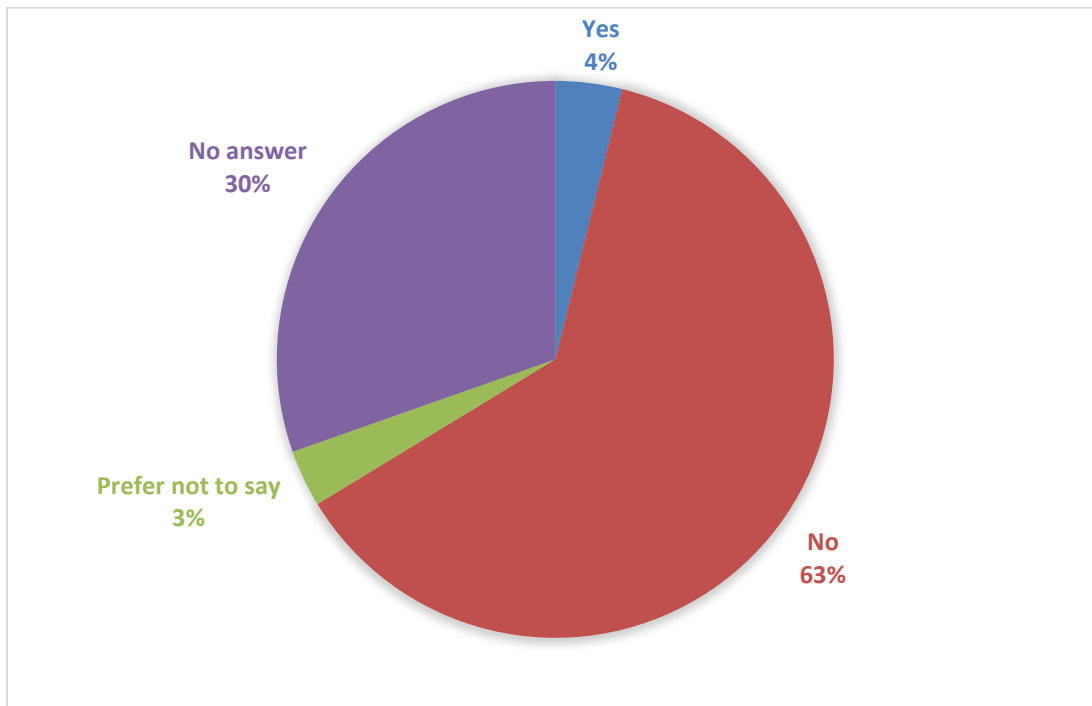
Results are shown in the pie chart below.



Respondents by Gender

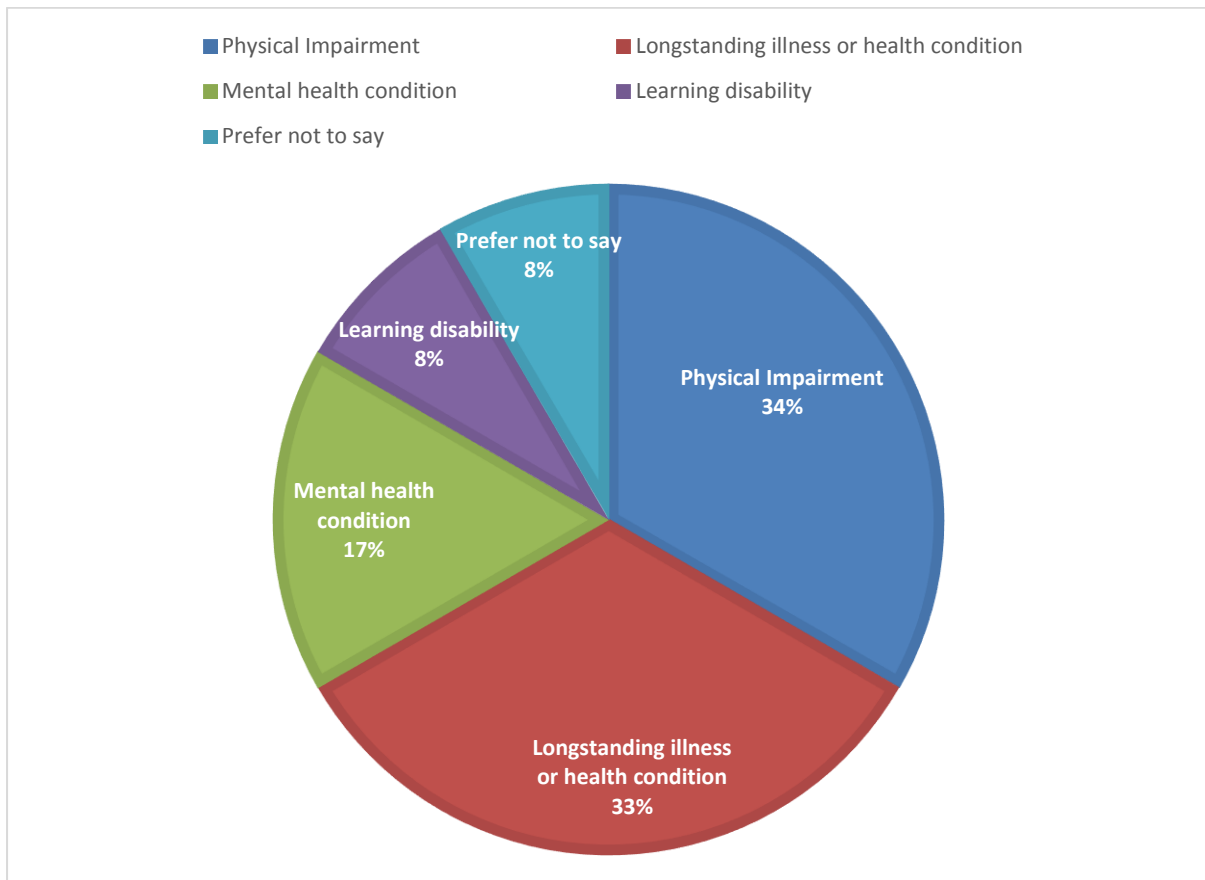
4.2.2. Disability

- 63% of respondents did not consider themselves having a disability
- 4% of respondents did consider themselves having a disability
- 3% preferred not to say.
- 30% did not answer



Respondents by disability

Of those that stated they considered themselves as having a disability, the impairments that affected each respondent are shown in the pie chart below, (some respondents may have more than one type of disability).

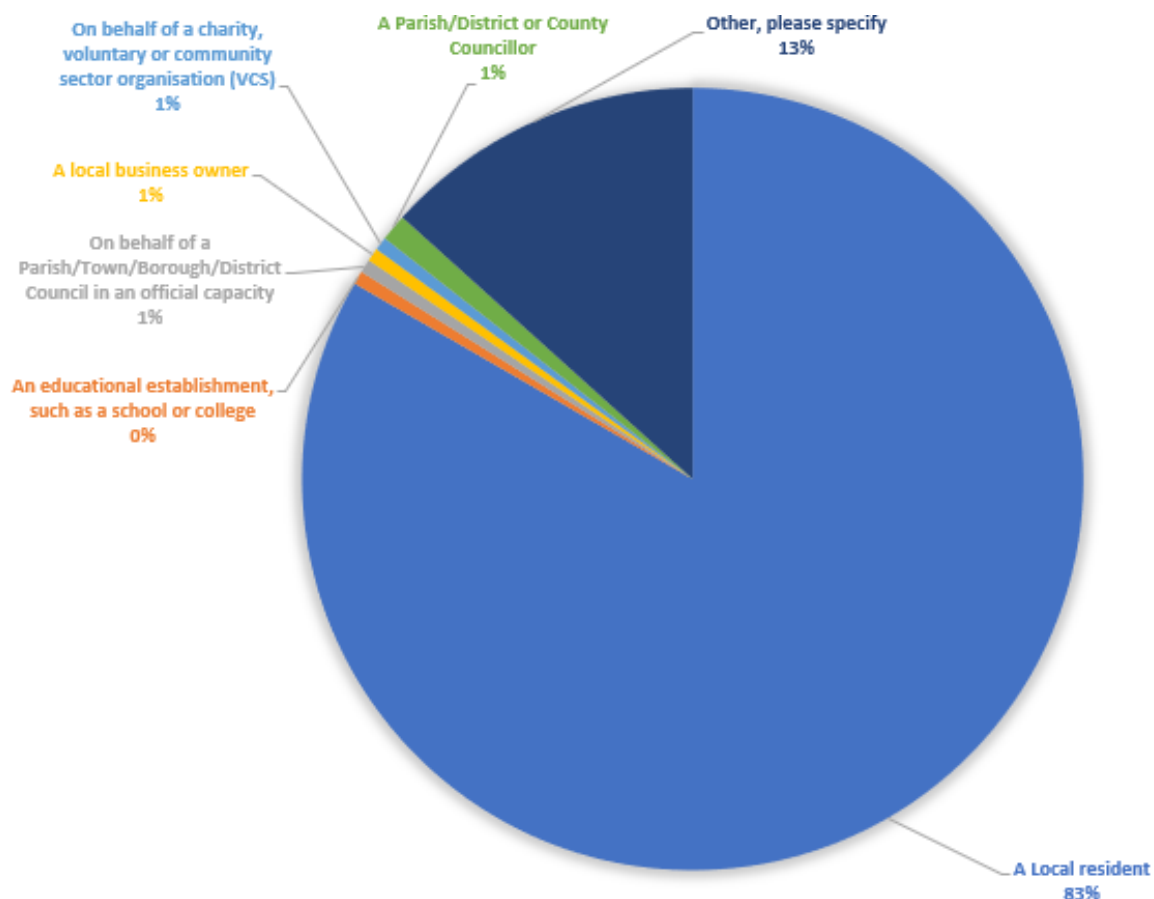


Disability impairments

5. Consultation Results

5.1. Q1. Are you responding as...?

The 181 questionnaire responses were analysed together to give an overall picture of the attitude towards the proposals.



Analysis of respondent type

Q1a. If you are responding on behalf of an organisation (local community group, resident's association, Council, local business owner, charity, voluntary or community sector organisation), please tell us the name of the organisation?

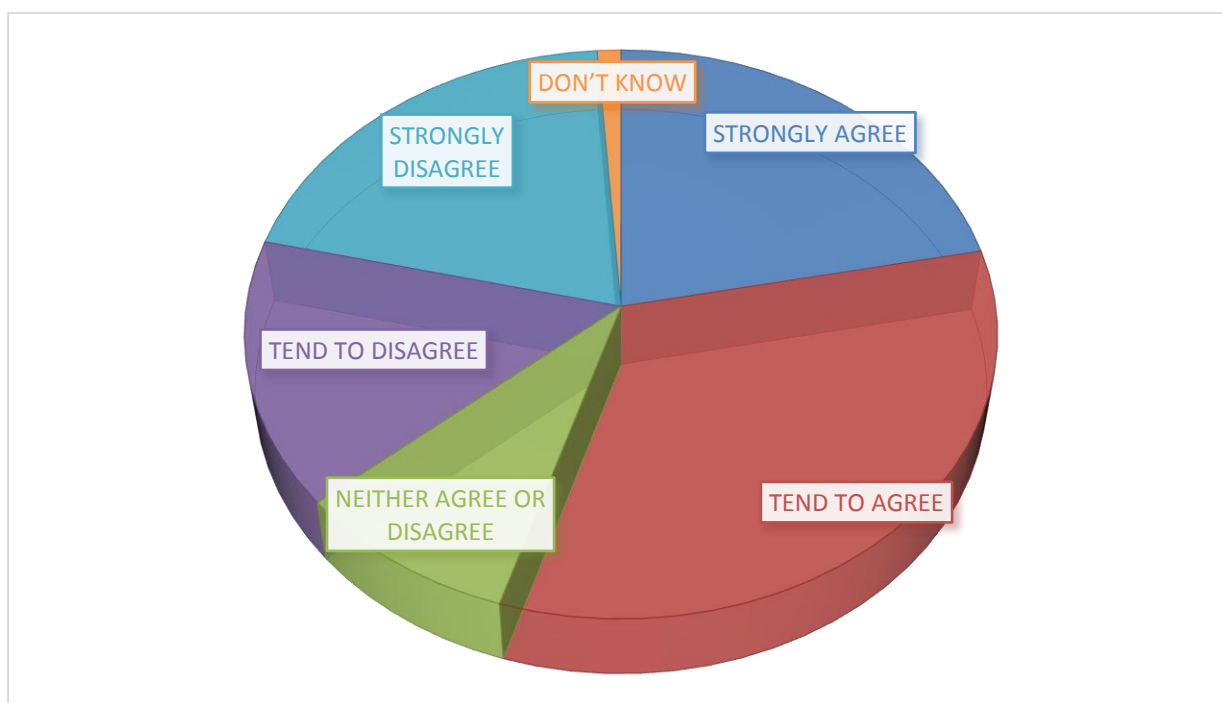
This question was answered 4 times.

5.2. Q2. Please tell us the first 5 digits of your postcode?

This question was answered 177 times. Whilst the vast majority of respondents live in the immediate vicinity of the proposed works responses were also received from respondents outside of the Tonbridge and Malling district boundary. Postcodes given covered areas such as Dover, Thanet, Folkestone and Hythe, Gravesend, Dartford and Bexley.

5.3. Q3. Considering the scheme as a whole to what extent do you agree or disagree with the A20 London Road Highway Improvements Scheme?

There were 179 responses to this question:



22% of respondents strongly agreed

33% of respondents tend to agree

15% of respondents tend to disagree

20% of respondents strongly disagreed

10% of respondents either did not know or did not agree nor disagree

5.4. Q3a. Please add any comments

This question was answered 125 times. The answers have been broken down into different themes, some respondents may have covered a number of themes in their answers.

30% of respondents did not like the shared use footway/cycleway and expressed concerns over its safety

14% of respondents disliked the inclusion of the merge lanes at the two junctions as they felt this would lead to conflict between drivers

13% of respondents liked the scheme and felt that it will address many of the issues affecting the A20

11% of respondents felt that the shared use facility was too stop/start and that it should be continuous across all junctions, therefore, giving cyclist priority over vehicles

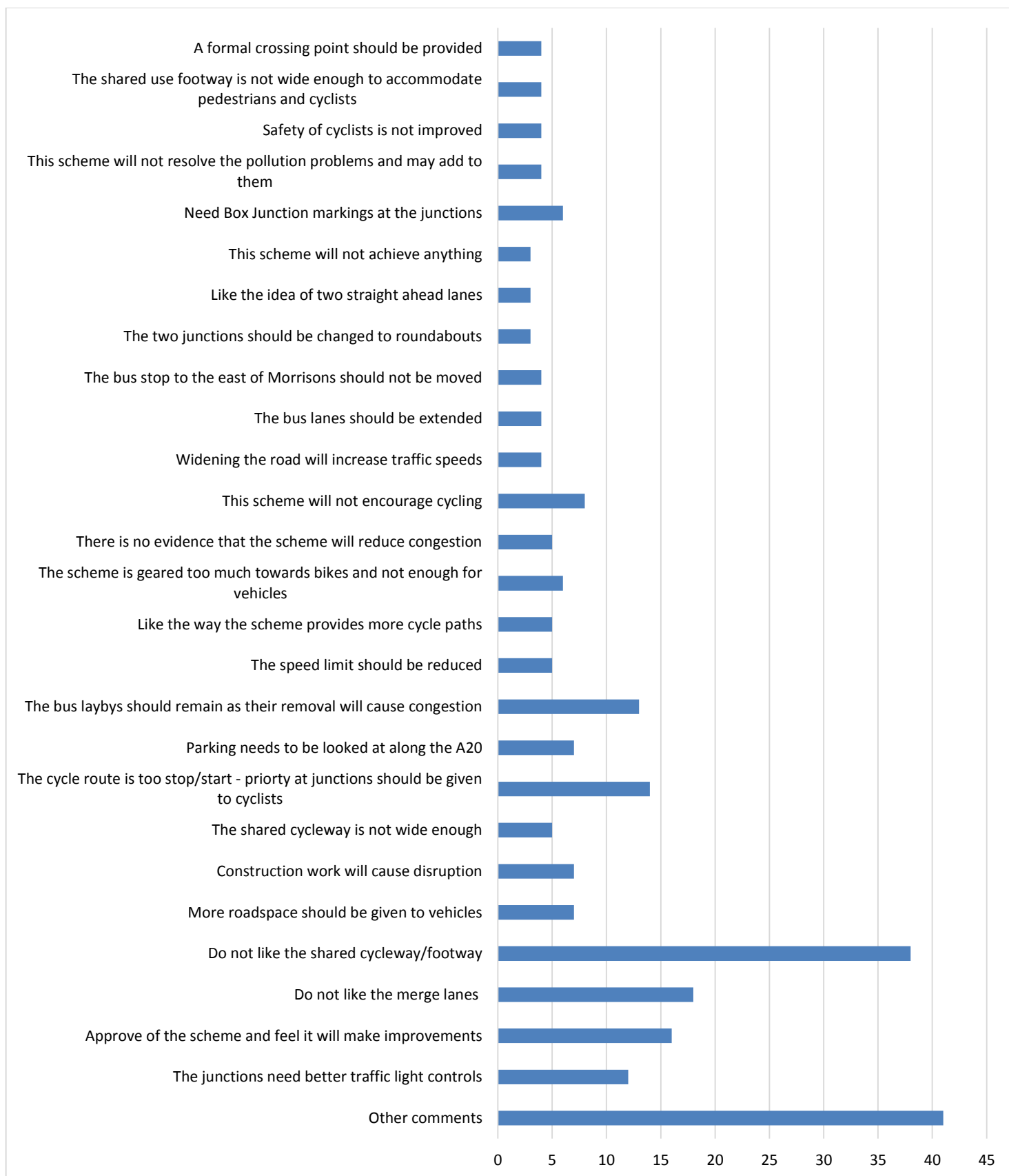
10% of respondents felt that better traffic signals are needed at the two main junctions (A20/New Hythe Lane and A20/Station Road/New Road)

10% of respondents felt that the bus laybys should remain, as removing them would cause further congestion

"Shared use footpaths should be avoided, because it brings conflict with pedestrians."

"Glad to see the New Hythe Lane/A20 junction is being improved to help traffic flow, particularly in the rush hour. Can't see anything negative with the scheme."

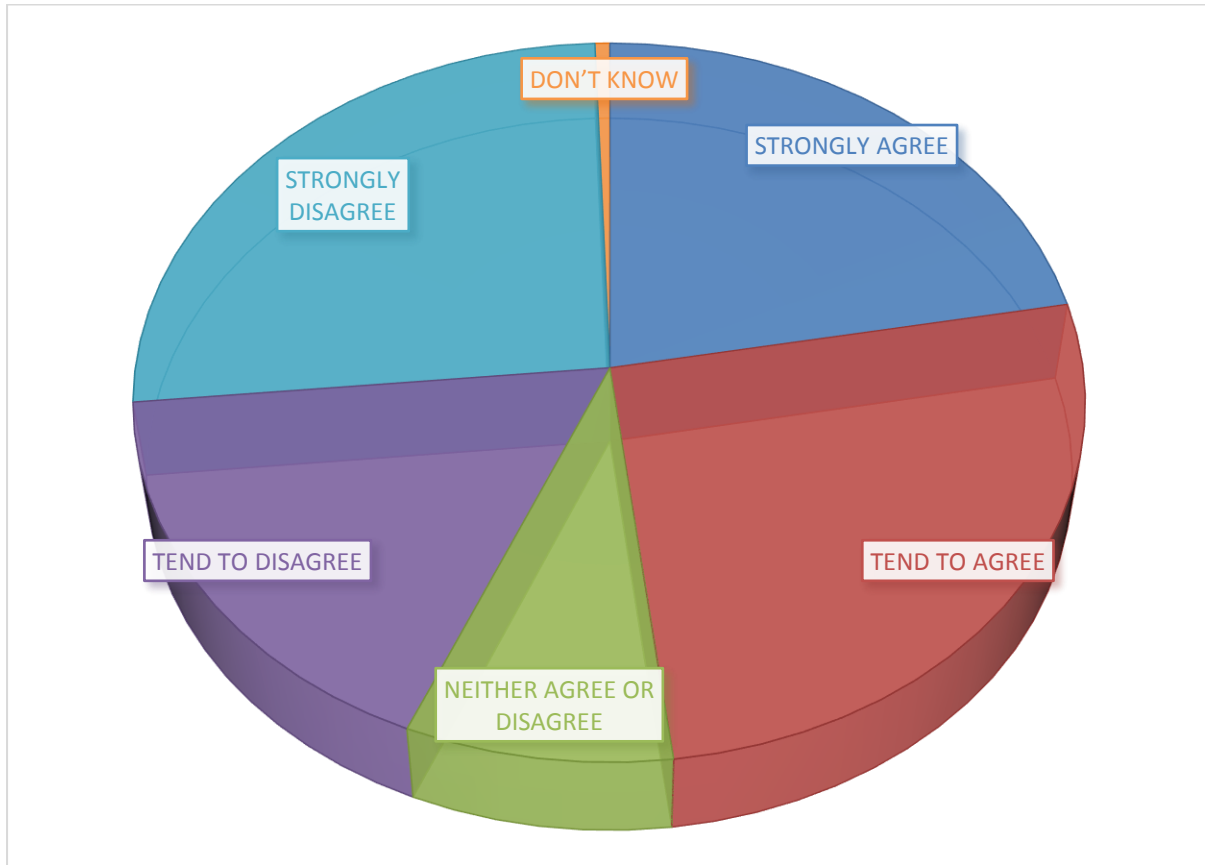
"Going from 1 to 2 lanes at junctions and then back to one lane only increases congestion and aggressive driving."



'Other comments' were made covering topics such as placing cameras at the junction of New Hythe Lane and London Road and concerns over noise pollution but no comment received more than 2 responses and therefore have not been included in the themed results.

5.5. Q4a. Considering phase one only to what extent do you agree or disagree with the installation of a shared cycleway/footway?

There were 181 responses to this question



22% of respondents strongly agree

26% of respondents tend to agree

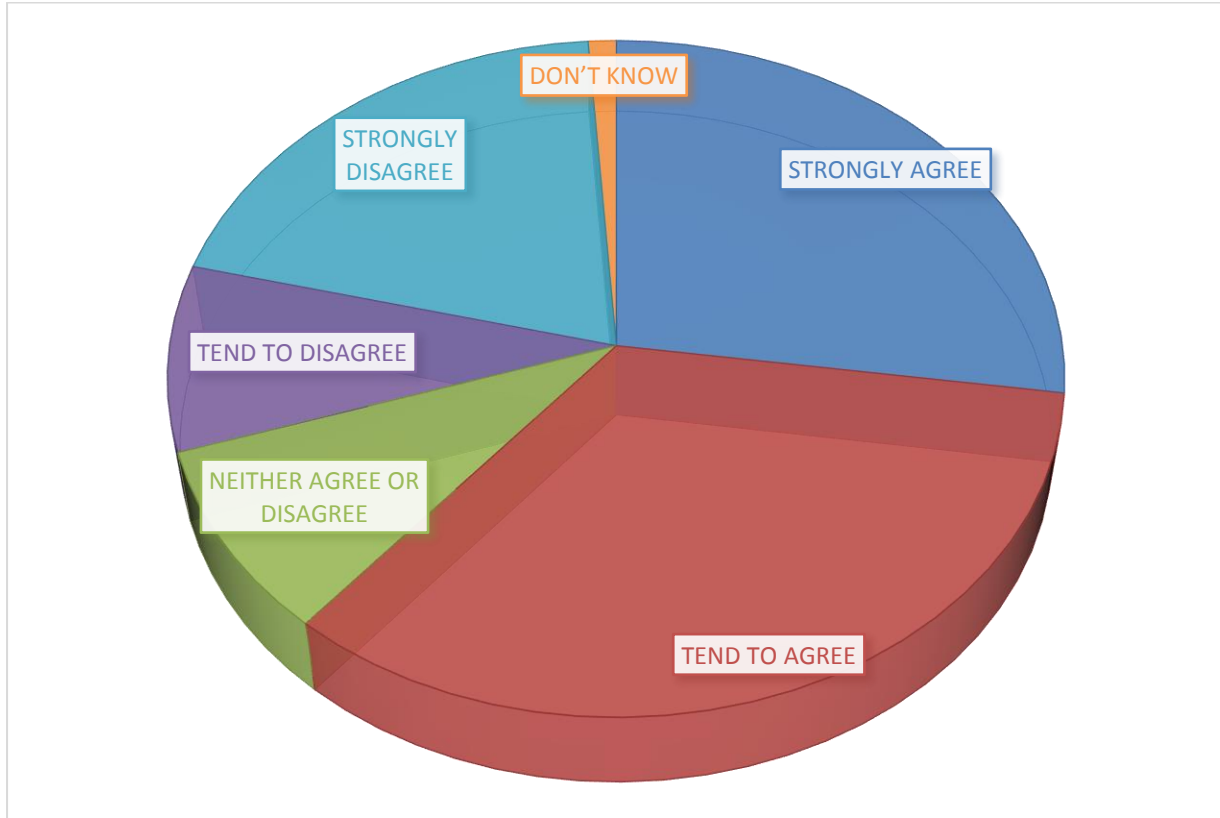
17% of respondents tend to disagree

26% of respondents strongly disagree

9% of respondents either did not know or neither agree nor disagree

5.6. Q4b. Considering phase one only to what extent do you agree or disagree with the suggested improvements to the A20/New Hythe Lane junction?

There were 180 responses to this question



27% of respondents strongly agree

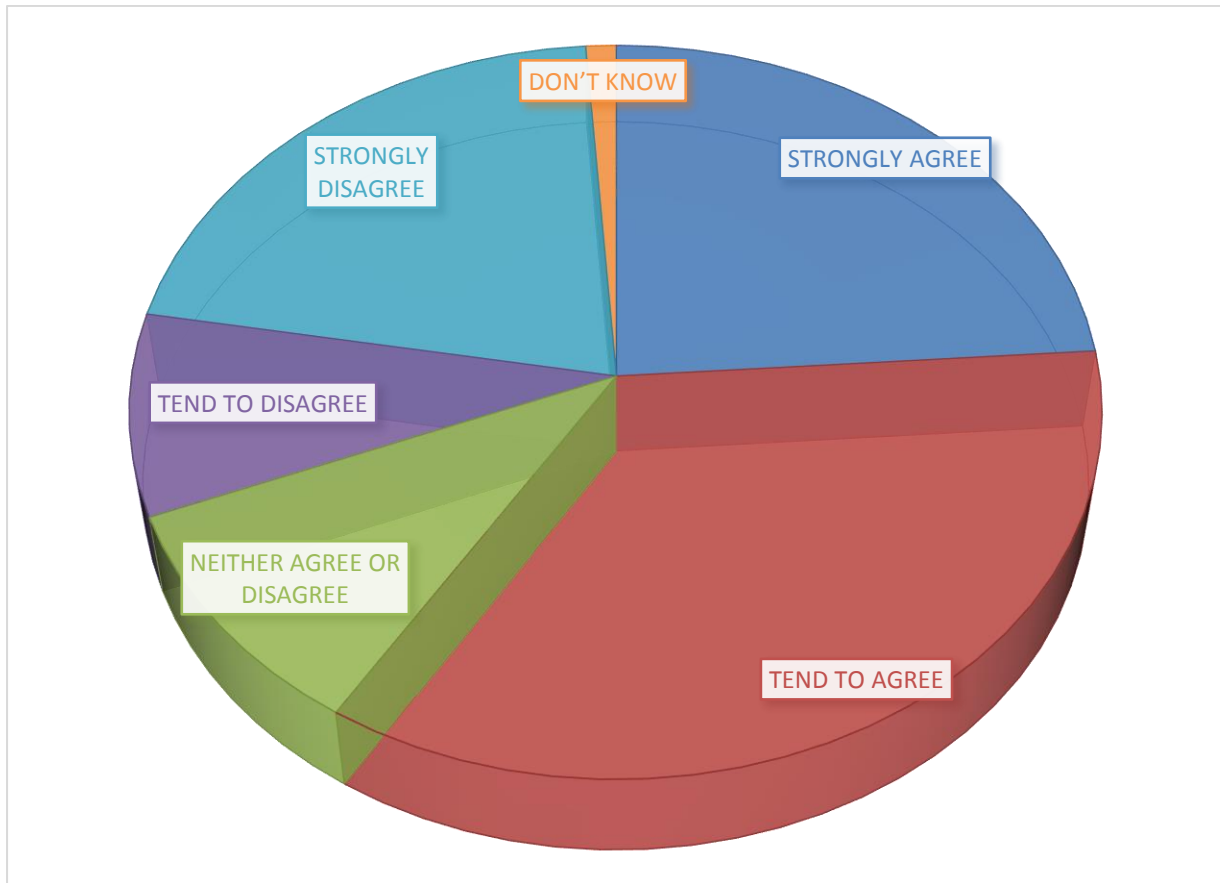
34% of respondents tend to agree

9% of respondents tend to disagree

20% of respondents strongly disagree

10% of respondents either did not know or neither agree nor disagree

5.7. Q4c. Considering phase two only to what extent do you agree or disagree with the suggested improvements to the A20/Station Road/New Road junction improvements?



24% of respondents strongly agree

35% of respondents tend to agree

9% of respondents tend to disagree

21% of respondents strongly disagree

11% of respondents either did not know or neither agree nor disagree

5.8. Q4d. Please add any comments.

This question was answered 95 times. The answers have been broken down into different themes, some respondents may have covered a number of themes in their answers.

23% of respondents did not like the shared footway/cycleway

15% of respondents did like not the inclusion of the merge lanes

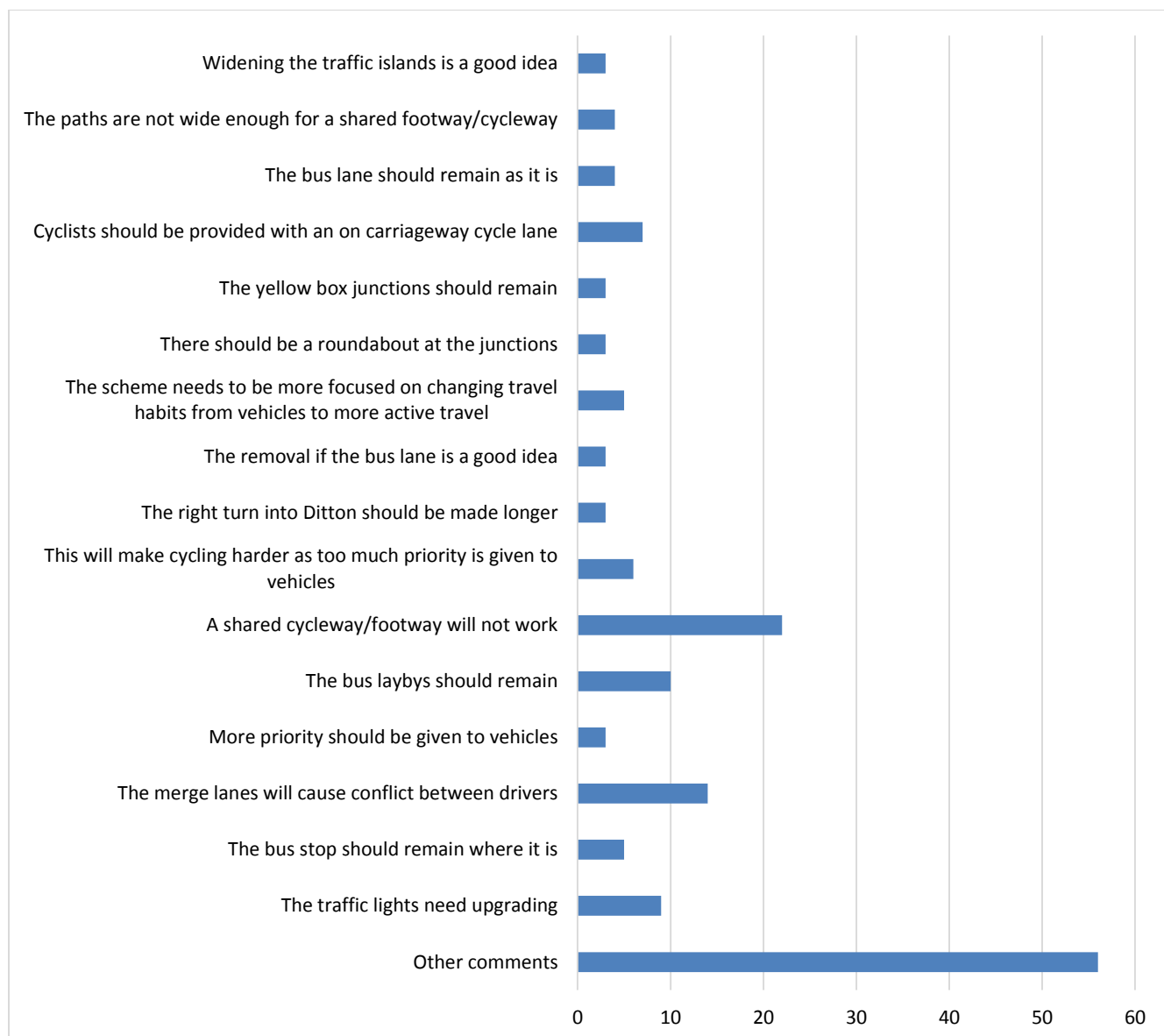
11% of respondents felt that the bus laybys should remain as they are

9% of respondents felt that the traffic light phasing needs adjusting

"If you want people to cycle, benefitting from a healthy and pollution free form of transport, you need to make cycling the easiest method of transport, not harder and more inconvenient."

"I strongly disagree with removing the bus laybys as this will mean buses blocking the entire lanes at bus stops."

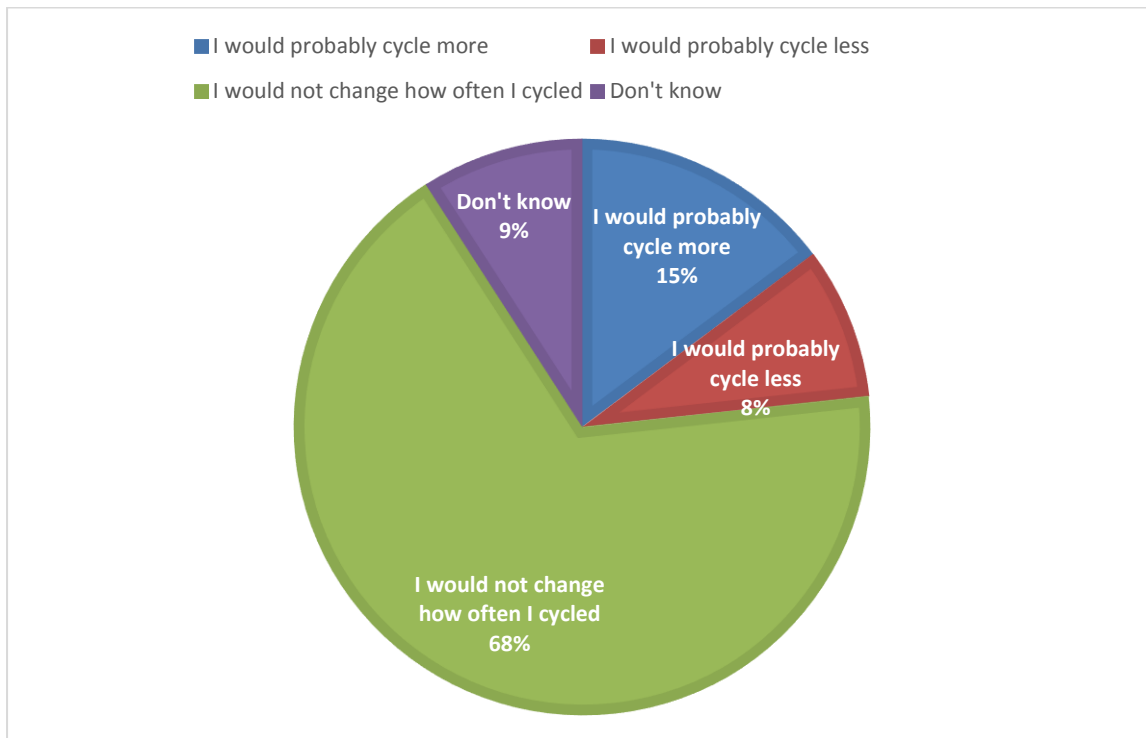
"Like the idea of widening the refuge islands to allow for full length bicycles - will also help those with pushchairs, mobility scooters etc"



'Other comments' were made covering topics such the installation of cat's eyes and issues with parking, calling for both a reduction in parking along the A20 and an increase, but no comment received more than 2 responses and therefore have not been included in the themed results.

5.9. Q5a. If the scheme was implemented do you think this would affect how often you cycled?

This question was answered 176 times



5.10. Q5b. Please add any comments below

This question was answered 85 times. The answers have been broken down into different themes, some respondents may have covered a number of themes in their answers.

28% of respondents said that they did not cycle, for some this was due to disability, others did not own a bicycle.

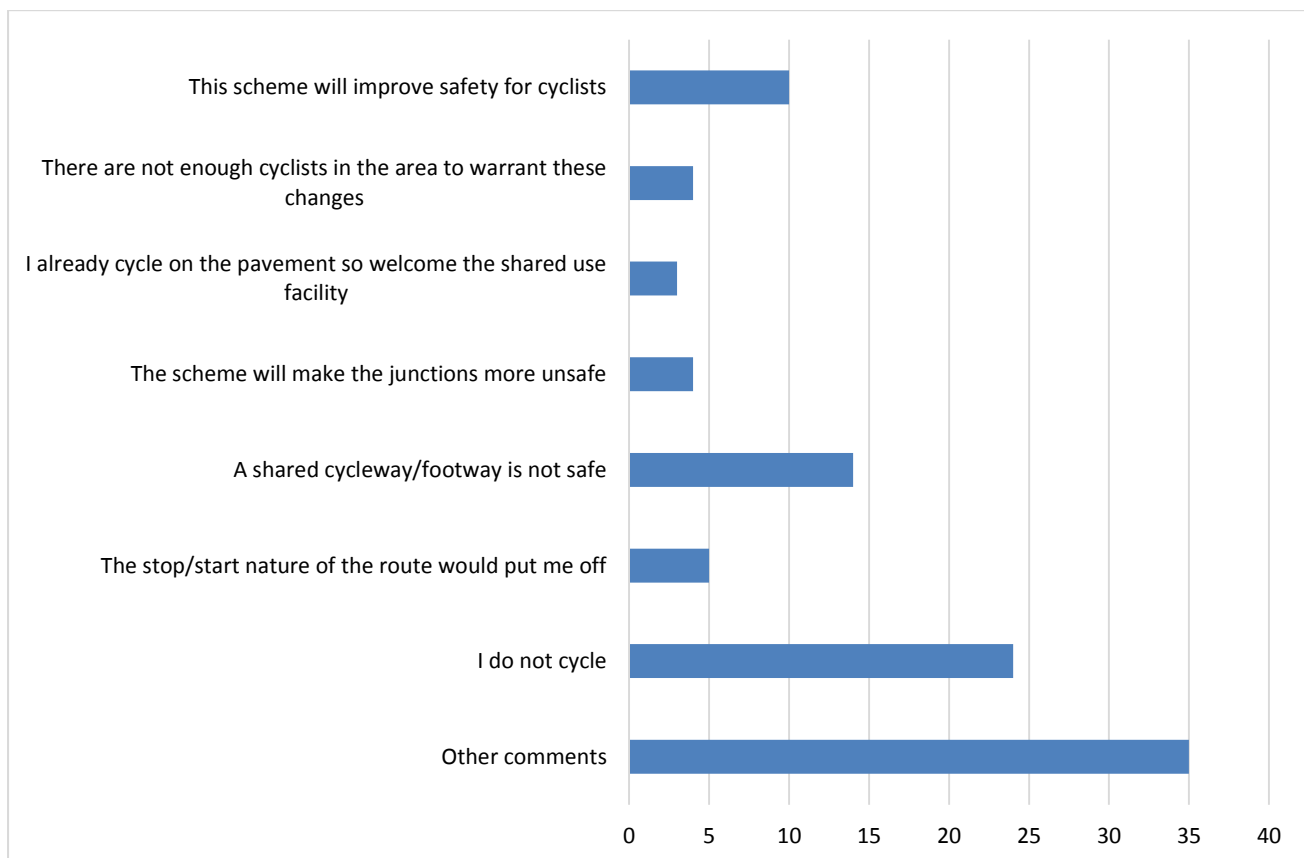
16% of respondents felt that a shared footway/cycleway is unsafe

12% of respondents felt that the scheme would improve safety for cyclists, including children.

“Certainly I would not be encouraged to cycle along the A20 if I had to stop every 30 seconds.”

“The road is very dangerous and this scheme will help.”

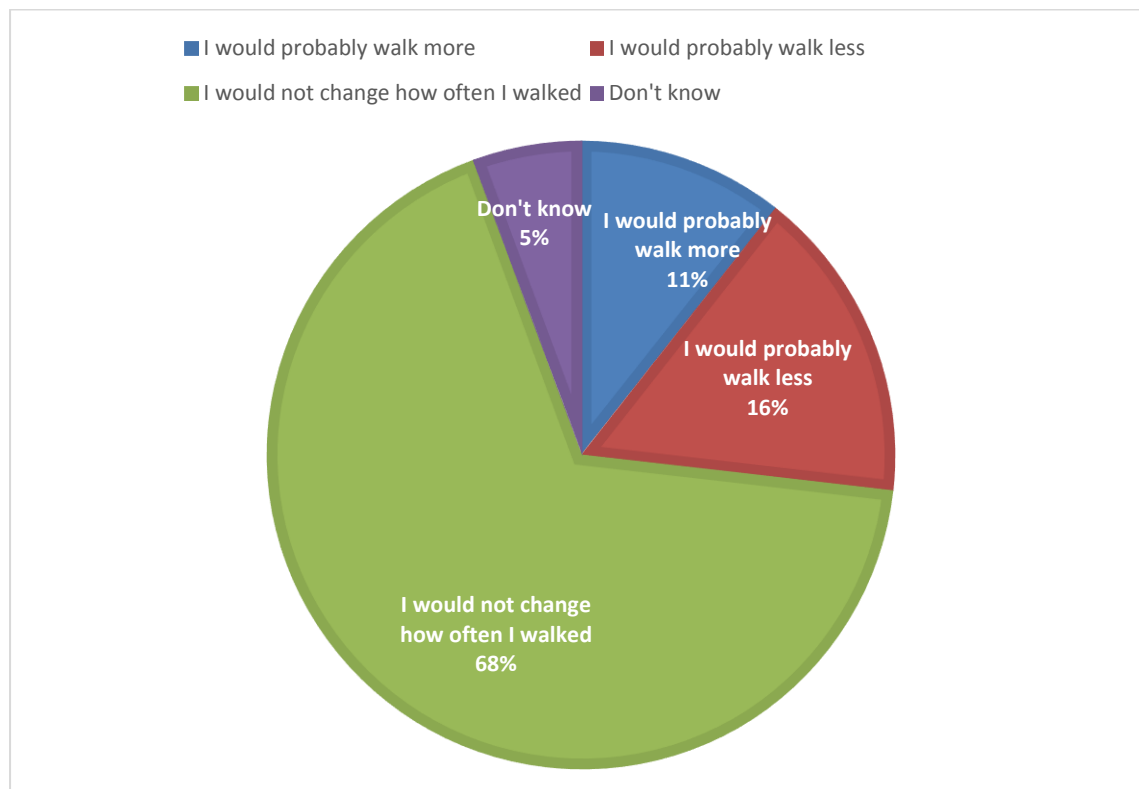
“Am a little concerned about cycles and pedestrians sharing the same path”



‘Other comments’ were made covering topics such as the speed limit of the road and that cyclists should use on carriageway cycle lanes, but no comment received more than 2 responses and therefore have not been included in the themed results.

5.11. Q6a. If the scheme was implemented do you think this would affect how often you walked?

This question was answered 179 times.



5.12. Q6b. Please add any comments below

This question was answered 63 times. The answers have been broken down into different themes, some respondents may have covered a number of themes in their answers.

40% of respondents felt that shared facilities do not work or are unsafe

10% of respondents stated that they already walk as often as possible

10% of respondents felt that the scheme would not impact their walking patterns

8% of respondents were worried about pollution along the route

"I do not like walking where bikes are in the same area."

"The road will be more polluted, more tarmac covered and with less greenery. This will not encourage people to walk."

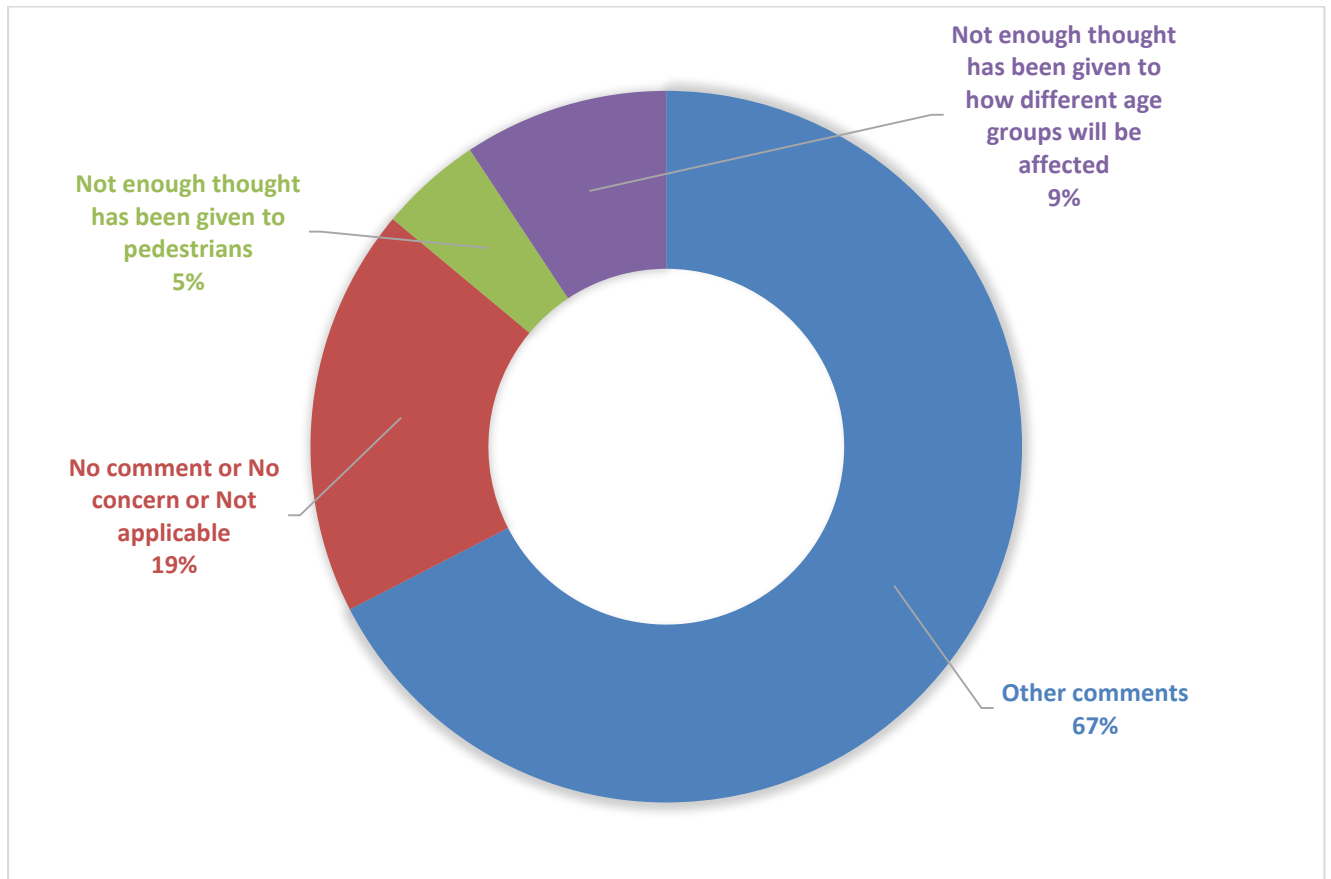
"Pedestrians should feel and be safer (assuming cyclists are responsible...)"



'Other comments' were made covering topics such as the width of the shared footway/cycleway and the aesthetics of the scheme, but no comment received more than 2 responses and therefore have not been included in the themed results.

5.13. Q7. We have completed an initial Equality Impact Assessment (EqIA) on the A20 London Road Highway Improvements Scheme.

There were 43 responses to this question



The following comments were made in response to the EqIA:

“The improvements will make a difference to the carers of those who use mobility scooters as well as the users themselves, because the scooter users will become even more independent and have an improved quality of life.”

“I have read this document and I think it covers the various considerations. There may well be difficulties of perception of increased risk for some pedestrians. Perhaps an education/awareness campaign could be run to encourage cyclists to be more responsible and considerate. (See my previous comments about use of bells). Clearly, if it is safer to cycle then cyclists of all ages will benefit.”

“Installation of a proper, on road cycle lane would mitigate many of the problems outlined in the EqIA as old, young, disabled pedestrians and mobility scooter riders would be segregated from bicycles.”

“It will impact on our household where both of us are senior citizens and already suffer from inconsiderate cyclists using pavements. While widened pavements would create less risk, the proposal for the junction of the A20 with Ditton Place would create greater risk, especially for elderly people and children.”

6. Further Consultation Responses

Chapter 5 above outlines responses which were received through the questionnaire however a number of respondents chose to contact us by other means such as email and letter. There were 23 responses from other methods.

These responses included similar observations to those raised through the questionnaire. The main concerns were regarding the installation of a shared footway/cycleway, the impact that parking may have on the flow of traffic and the phasing of the traffic lights at the two junctions (A20/New Hythe Lane and A20/Station Road/New Road).

7. Next Steps

Following the feedback from this consultation, the design team will be carefully considering points raised to establish whether further design changes are appropriate. Any changes will be incorporated into the detailed design which will be presented to the Tonbridge and Malling JTB on 18th November.

Subject to the approval of the detailed designs by the Joint Transportation Board we would expect to begin construction in late January 2020 pending coordination with other highway projects.

This report is available on our website www.kent.gov.uk/a20junctionimprovements and we will send a notification to those who have provided contact details throughout the process, including stakeholder organisations.

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| Respondent | Comments |
|---|--|
| Other | <p>Kent Police have no specific observations to make regarding these proposals, however in general terms we would expect the following:</p> <ul style="list-style-type: none"> •The legislation and advice given in the Traffic Signs Manual Chapter 3, and the Traffic Signs Regulations and General Directions 2016, is complied with. •The application meets the necessary criteria. •The safety of other road users is not compromised by the implementation. |
| On behalf of a Parish/Town/Borough/District Council in an official capacity | <p>Thank you for consulting with us on the above proposed improvements. Our engineer has kindly carried out a history search of drainage issues on this proposal and has listed the various enquiries below. As you will note there are currently some enquiries with the drainage engineer for further investigation, which he will be working on soon. However, please can you keep us updated so we can ensure all drainage issues are resolved so it does not hinder your works or we could collaborate on the works if improvements to the drainage system is required.</p> |
| On behalf of a charity, voluntary or community sector organisation (VCS) | <p>I am writing to you as Rehabilitation Worker and Mobility Officer at Kent Association for the Blind. I have taken a look at the Proposed Highway Improvements on the A20 London Road and can see many positives in the proposal. However I would like to enquire around the specific proposal to install a 'shared footway/cycleway' which 'does not have separate cycle lanes and footways marked out'. As a charity that supports people living with sight loss, I am aware that these types of 'footpath' where the pedestrian does not know which line to travel to keep them out of the path of cyclists, can be a reason that such routes become ones that cause the user greater fear, increase the chance of incident and can risk the user avoiding that route altogether regardless of the need. This I suggest could be the same for other groups of pedestrians, particularly those who may have reduced mobility due to age or other reason. Supporting the increase of cycleways is of huge importance on a local and national level, but I wonder whether when sharing that way with pedestrians is there not sense in at least some indication of which side the cyclist and which side the pedestrian should follow to reduce the risk of incident, and to reduce the fear of all users.</p> <p>I would like to enquire as to what the reasons that led you to conclude that an unsegregated path where 'all users have equal access' was the safest option for all involved.</p> <p>I look forward to hearing your comments.</p> <p>With kind regards</p> |
| Local Resident | <p>Dear KCC Highways,</p> <p>I have just looked through the proposals for the A20 and notice you plan to remove the bus laybys.</p> <p>This will add further congestion to an already congested section of A road, particularly in the morning rush hour as busses will block the carriageway while school children board them.</p> <p>I would suggest making the laybys larger to allow more than one bus at a time and improving the curb height to allow better access to the bus.</p> <p>The traffic flows need to be improved and these proposals will do the opposite.</p> |
| On behalf of a Parish/Town/Borough/District Council in an official capacity | <p>Please see my comments below based on the information received.</p> <ol style="list-style-type: none"> 1. Please be aware that if columns need to be relocated to accommodate the NMU, then we will need the gaz references to check our structural testing records. It may be the case that columns will not be able to be relocated due to structural condition and might need replacement. This should be taken into consideration and allowed for within the budget of the scheme. If you can provide us with either the references or detailed location plans then we can check and advise accordingly. 2. A lighting level check will be required to ensure that the lux values are maintained on the road and footway. As the NMU cycleway is to be introduced, this will need to be included in the calculations. 3. We will need confirmation of equipment specifications for any new street lighting equipment to be introduced as part of the scheme, inclusive of the items to be located on the new splitter islands. I would however assume that this will fall under the detailed design when that is undertaken. 4. I note there are proposals to widen some of the existing refuge islands. We will need confirmation of the carriageway widths either side of the widened islands to ensure we are still able to maintain any equipment on those islands. This is also applicable to any new islands introduced as part of the scheme works. <p>Kind regards</p> |
| On behalf of a charity, voluntary or community sector organisation (VCS) | No Objection |
| Local Resident | We did not know of anything about this proposal or meeting until we read it in the Downs Mail which was delivered this morning - we hope more awareness is made of the decision of the works. |
| Local Business | Please could we have a drop curb for the in and out carpark access for our parents + children |
| Local Resident | *** was very knowledgeable + helpful 10/10 well presented information ALAS: KCC should be ashamed of the condition of the roads in Kent - in terms of flow-litter - flooding - potholes + repairs (gully cleaning is non-existent resurfacing is cheap + shortterm - need to address problem before roads become uneconomic to repair - short term thinking |

| Respondent | Comments |
|---|---|
| Local Resident | Residents have difficulty exiting Bradbourne Park Road into New Road turning right towards the A20, due to traffic queuing from the Wateringbury direction at the a20 traffic lights. When the lights change traffic also blocks our exit turning left into New road from Larkfield. A "leave clear" box should be provided to allow exit from Bradbourne Park Road |
| Local Resident | The proposed housing development should be limited to the maximum traffic carrying capacity in the a roads in the area |
| Local Resident | Existing parking issues on the left hand side of Oak Drive (when looking up to A20) on the footway are causing an obstruction. Can this be reviewed? Top of Bell Lane at the junction with Maple Close is consequently parked up with vehicles obscuring visibility. Can double yellow lines be implemented? |
| Local Resident | In implementing these proposals it agreed it will be important to: a) Make sure adequate signing of New Hythe Lane width restriction is kept b) The existing barriers along the pavement outside Wealden Hall a listed building are kept. It took years to replace previous "scaffolding" type barriers. c) I do have concerns about shared pedestrian/cycleway outside Morrisons. This is heavily used pedestrian area. d) For what it is worth note BT are about to remove the phone box close to Wealden Hall e) On completion of works yellow boxes "keep clear" etc need if affected to be replaced/renewed within a reasonable time. |
| Local Resident | Very well presented and explained. People from KCC very helpful and patient in the face of some strange questions and opinions! People get quite aggressive about their own views + issues which can't be pleasant to deal with. Some are not very considerate of others!! Thank you |
| On behalf of a Parish/Town/Borough/District Council in an official capacity | <p>a) New Hythe Lane</p> <ul style="list-style-type: none"> -Length of existing parking on the westbound carriageway between number 781-784 and how this will affect the merge in capacity and safety terms? -Investigation of peak hour restrictions are they needed to ensure that the benefits of the scheme are achieved? - expressed concerns that there is too much going on prior to the right-hand turn into New Hythe Lane, is there too much going on? Frequency of buses at the reconfigured bus cages on the westbound carriageway to identified in order to establish if there is any likely conflict. - also highlighted that there is a lot going on the eastbound carriageway with the configured bus cages, access to the Turkish, bus stop, existing on street parking arrangements and nursery access and asked how this would impact on the scheme. -Highlighted that the bus shelter on the eastbound carriageway is heavily used by school children at peak hours and therefore could present conflict with cyclists and pedestrians wanting to use the improved foot/cycleway. <p>b) Larkfield Road</p> <ul style="list-style-type: none"> -Could cycle priority be provided on this and the other side roads? <p>c) Bell Lane</p> <ul style="list-style-type: none"> - queried if traffic would have the ability to pass buses owing to bus stops situated west of Bell Lane. SH confirmed that there is a carriageway width of 9.3 meters at this location so traffic would be able to pass any static buses. <p>d) Ditton Corner</p> <ul style="list-style-type: none"> - recommends peak hour restrictions on the exit of the A20 on Station Road, New Road on the approach to the A20 and the A20 west bound A20 merge. |
| Local Resident | <p>My main concerns are as follows.</p> <p>1/ Shared footway/cycleway. I feel that sharing a footway with cyclists and pedestrians is a very dangerous to both users as this could lead to injury or worse. If a pedestrian was unaware of an approaching fast moving cyclist a slight deviation by the pedestrian could lead to a collision that is likely to cause injury or worse to both parties. It is obvious that there is not enough room within this proposed scheme to provide a separate cycle lane and because of this the health and safety of both users is being disregarded in the name of traffic movement rather than pedestrian safety. I wonder if a risk assessment has been carried out and if so I would be interested in the results. I am sure if there were any fatalities caused by this scheme this would be required in court.</p> <p>2/ Parking for residents 527 to 541 A20 London Road Ditton. Most of the residents living in the above houses do not have off road parking facilities and therefore rely on parking outside their homes and in the layby that has been provided for this purpose. Because of this proposed scheme this facility will be removed with no other alternative for them to park. Can you please explain where and what alternative parking will be provided if this scheme goes ahead.</p> <p>3/ Right turn from A20 into New Road Ditton The proposal shows a stacking capacity of at the most three cars in front of the centre island, anything exceeding that will mean that the outside lane will be blocked by vehicles waiting to turn right into New Road, this may not happen that often at present but will happen much more frequently when the proposed 300 houses are build in Kiln Barn Lane. Does the model produced by Amy's take into account future development?</p> <p>4/ Noise / pollution levels. Has the model taken into account the increase in noise and pollution levels at the AQMA area at Ditton Corner as this will increase because of the higher road capacity therefore increase in traffic volume. Will this be acceptable to local residents affected by this proposed scheme, or do the local residents not matter in the scheme of things. I suspect that the priority with this scheme is not people but priority for traffic movement to satisfy the politicians.</p> <p>To conclude I would like to add my own observations by adding the following:</p> |

| Respondent | Comments |
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| Local Resident | <p>My comments below are in reply to your request for feedback from local residents with respect to the above scheme. 1) The proposal for shared-use paths raises two problems: i) Some sections of the paths are too narrow for simultaneous use by both pedestrians and cyclists. This raises a safety issue, unless the right-of-way is made clear, eg. by signs stating: 'Cyclists must give way to pedestrians at all times.' ii) Other pedestrian areas are shown wide enough to have separate lanes for cyclists and pedestrians. However, these areas are currently used as temporary parking places for a variety of vehicles. This reduces these areas to single use lanes again creating a safety issues if they are shared-use areas. An effective solution would be to install bollards along the A20 to prevent off-road parking. 2) The main cause of congestion and pollution on the a20 is not the flow of 'through' traffic. This traffic can use the M20. The main cause is due to local traffic trying to turn off the A20. In addition, there are severe problems of congestion and pollution due to local traffic wanting to turn onto the A20, particularly from New Hythe Lane, Station Road and Bell Lane. This second problem is not addressed in your proposals. Re-phasing the traffic lights at either junction might help to reduce one of these problems, but only at the expense of making the other problem worse. 3) The underlying cause of these problems is that piecemeal developments have merged Ditton, Larkfield and other estates into a conurbation the size of a town. This conurbation is larger than the northern half of Tonbridge. It is too big to move around on foot, local bus services have little impact and so local residents use this section of the A20 to access local services, etc. that are distributed around and on both sides of the A20, eg. supermarkets, schools, stations and places of employment such as small business -estates. 4) The current proposals will not reduce congestion, nor will they make travel more convenient for local motorists. Any effective solution would be dramatic, unpopular and very, very expensive. The first step would have to be a major traffic survey within the area to identify and quantify the many ways that the A20 is used. This survey alone would cost more than the money currently on offer. So the congestion and pollution problems will not be solved in the foreseeable future. All we can do is avoid making the problem worse. This conurbation must not be allowed to expand, ie. Any applications for developments around the edges must be refused. A reply from you would be appreciated.</p> |
| Local Resident | <p>Dear Sir</p> <p>I write with regard to three crossings, two in Ditton and one on the way from Ditton to Larkfield. The crossings can be found a) by the old barn and Oast Houses nearby the entrance to Ditton Court Place b) the crossing by Justin Lord hairdresser opposite the petrol station and c) crossing the road to and from the Nat West Bank on the way to and from Larkfield.</p> <p>I thought this was an ideal time to point these out as the A20 is being considered for upgrading. If you visit these crossings they are near impossible for a wheelchair or scooter to cross and require quite a distance to travel to find a safe place. The New Road/Ditton Corner or the crossing above Bell Lane. If you are on your own you could easily find yourself stranded. Stuck on the slope and unable to move or at worse your wheelchair tip you out.</p> <p>The footpath by the Bank is particularly treacherous and people have been tipped back into the road. It is particularly steep and going to Larkfield wheels lift from the ground and on the return trip you have to be careful not to roll into the road.</p> <p>I would be grateful to give this your consideration in view of the danger to users. I would say I am a wheelchair user and speak from experience.</p> <p>Regards</p> |
| On behalf of a Parish/Town/Borough/District Council in an official capacity | <ol style="list-style-type: none"> 1. Relocated bus stop near New Hythe Lane to the Mini Garage – may need to facilitate 4 buses which is the maximum I have seen in the morning peak, they tend to park up closely to each other so no one can move until the 1st bus moves on. You may also need to consult with the mini garage in the way the cars are loaded/unloaded so there is no clashes between the buses and their activities. See plan (1) 2. Parking along London Road west bound west of New Hythe Lane Junction may need reviewing if it is hoped to have 2 lanes of traffic to the signals at New Road. See plan (2) 3. Can the footway shared area with cyclist be unsegregated as the footway is not over used and the only areas where there may be a collection of pedestrians or school children are at the bus stops where cyclist could be asked to dismount if necessary. See plan (3) 4. Would prefer where feasible to keep the bus lanes so the buses can stay off the road or partly of the road so that traffic can still pass. See plan (3) |

| Respondent | Comments |
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| <p>On behalf of a charity, voluntary or community sector organisation (VCS)</p> | <p>fundamentally ill-conceived, the proposals will not even achieve the stated objectives.</p> <p>Kent County Council's Local Transport Plan 4 contains an ambition to make Kent "a pioneering county for active travel ." KCC will not achieve that ambition without proposing pioneering schemes that enable and prioritise active travel, embracing 2nd generation cycling infrastructure design guidance.</p> <p>Substantial revisions should be made to the design to make the A20 less, not more attractive for motor traffic, particularly 'through motor traffic', which can easily use the M20. If the latest cycle design standards were used, this route could become an excellent corridor for active travel into Maidstone and contribute to KCC's objectives of increasing active and sustainable travel, improving health and reducing pollution.</p> <p>Ill-conceived project</p> <p>The M20 runs parallel with the A20 and was built specifically to carry east-west 'through' traffic. The A228 was upgraded in recent years to cater for motor traffic from the south to access the M20. There should be no need for motor traffic to use the A20 as a cut-through. A concept that is more in line with the KCC strategy of increasing active travel and reducing pollution would be to downgrade the A20 to a local road for access by local residents and businesses to Leybourne, Larkfield and Ditton. Priority should be given to the needs of local residents and businesses and to pedestrians, bus users and cyclists.</p> <p>Stated objectives will not be met</p> <p>The first paragraph of the proposal states two objectives:</p> <p>"[1] to improve cycle links along the A20 London Road between the junctions of New Hythe Lane and Station Road, [2] reduce congestion at these two junctions by increasing the number of straight ahead lanes to two each way, upgrade all of the existing islands and install a new island in the vicinity of the old Suzuki garage."</p> <p>As proposed, the scheme will not achieve either objective. It fails all roads users – pedestrians, cyclists and motorists:</p> <p>1) Pedestrians: the shared footpath brings them into conflict with cyclists and there is no</p> |
| <p>A local business owner</p> | <p>A20 - comments</p> <p>It was most helpful that you gave us a 'heads up' on this one earlier in the year.</p> <p>Having read the consultation document carefully, can I please add to earlier comments</p> <p>(i) the bus service here operates throughout the working day and week - can all the bus stops please be 24 hour bus clearways?</p> <p>(ii) London Rd westbound opposite Morrisons - there is ?unregulated parking on the south side of the westbound A20 - I would suggest that this needs to be 24-hour restricted as parking here impedes the flow of traffic in the queue for the New Road lights</p> <p>(iii) London Rd eastbound opposite Morrisons - there is a need for the approach to and exit from the re-sited bus stop outside the Mini showroom to have regulated 24-hour parking restrictions to afford buses a clear run in to the stop and exit from the stop, which is one of the busiest in the area and has an intensive service. Any bus stop 'cage' here needs to be designed to accommodate two buses at a time.</p> <p>(iv) Station Rd, Ditton Corner (especially Aylesford-bound) - there is a very long-standing problem here which we have raised, unsuccessfully, over many years, and which continues to worsen. Tailbacks from traffic entering Station Road foul the A20 eastbound in the vicinity of the signals - these tailbacks are caused by unregulated parking outside the row of cottages just inside Station Road (and before the K sports club). This kerbside parking - which has recently begun to include light commercial vehicles - occupies the entire 'northbound track' and forces all northbound vehicles into the Station Rd southbound lane at the Ditton Corner approach. There is probably room to accommodate kerbside parking on the east side of the road but the presence of parking in the mouth of the Aylesford-bound road needs to be addressed to prevent a cause of significant congestion on the A20.</p> <p>Kind regards</p> |

| Respondent | Comments |
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| Local Member of Parliament for Chatham and Aylesford | <p>I am writing in response to the current consultation regarding the A20 London Road Junction Improvements as the local Member of Parliament for Chatham and Aylesford I would like to say from the outset that following several years of consistently raising the issue of chronic congestion along the entire A20 corridor in my constituency on behalf of local residents, I welcome that KCC have now drawn up a set of proposals that I very much hope will improve journey times. While many will rightly welcome the proposals to reduce congestion in principle, I know that there are some aspects of the scheme's design which local residents do have concerns about, including the safety of pedestrians and cyclists on a shared cycle pathway; the sequencing of traffic lights; the potential impact of narrowing the carriageway to accommodate the new pathways and the impact on parking provision. I have therefore urged local residents to contribute to the consultation directly so that KCC and its Councillors are able to consider their concerns carefully. In doing so, KCC must ensure that if the proposals go ahead, that the final scheme design does in fact achieve a greater flow of traffic along the A20 without reducing pedestrian, cyclist or motorist safety or indeed creating new or unintended pinch points. Although I will continue to press both KCC and TMBC on behalf of for local residents regarding the current and proposed development of the area, including the lack of infrastructure to support it, I do hope these proposals will serve as a step in the right direction in improving the appalling congestion along the A20</p> |
| On behalf of a Parish/Town/Borough/District Council in an official capacity | <p>the proposed removal of the westbound bus gate at the junction of New Hythe Lane as this provides a limited advantage to buses, to the detriment of capacity through the junction for all vehicular traffic. We also support the revision of the dedicated eastbound right turn lane at New Road Ditton, to increase vehicular throughput. We however wish to raise the following concerns about the draft scheme design;</p> <ul style="list-style-type: none"> •Parking – Existing on-street parking bays are not shown in all current locations on the proposal drawings. Whilst removing on-street parking bays can be controversial none of the existing provision is allocated to existing dwellings or businesses premises. We would like KCC to consider the merits of reducing or rationalising this parking to ensure that carriageway capacity is maximised, i.e. full two lane widths between the junction of New Road East Malling and New Hythe Lane, in both directions. Perhaps a local parking survey could inform the final scheme design? <p>On-street parking is also hazardous to cyclists who can be forced to move around poorly parked vehicles and opening doors. TMBC does not have resources to retrospectively address this matter, should retained on-street parking be detrimental to the effective functioning of the proposed improvements.</p> <ul style="list-style-type: none"> •Cycling – Improvements to cycling infrastructure are welcomed. However we consider that the proposed shared use footway/cycleway will not be used by all cyclists due to its design, and may therefore in practice have a limited beneficial impact upon the number of cyclists who use the A20 corridor. <p>Established principles of good cycle route design require routes to be; safe, direct, coherent, comfortable and attractive to use. It would therefore be preferable to continue the 1.5m wide mandatory cycle lanes through the scheme, to provide a consistent standard of segregated provision which currently continues towards the Mills Road/Hall Road junction. We note that some of this existing provision will be removed in the vicinity of the Station Road/New Road junction. Given available highway land we understand that it is not possible to retain and continue the on carriageway lanes, the proposed infrastructure therefore represents a deliverable option.</p> <p>The proposed shared use paths will however, require dismounting with no priority at respective side junctions and surface treatment (London red route principals). If the paths are not attractive to use less confident cyclists won't consider them and confident cyclists will otherwise remain in the carriageway, leading to potential unnecessary conflict with some motorists, who may consider that cyclists should be on the shared paths. The required signage for the shared paths may be significant and be considered as street clutter by some.</p> <p>The proposals are otherwise not clear if advance stop lines will be provided for cyclists who remain on the carriageway. In any case these would be less effective without feed-in on carriageway lanes. The outcome will be poorer provision for confident road cyclists.</p> <ul style="list-style-type: none"> •Bus stops – We appreciate the principle of keeping buses in the vehicular running lanes, as often motorists are unwilling to allow buses to pull-out leading to delayed journeys <p>Has it been considered that a lot of this could be achieved with better traffic light controls.</p> |
| A local resident | Has it been considered that a lot of this could be achieved with better traffic light controls. |
| A local resident | The scheme is long overdue and will hopefully address the significant disruption that the congestion causes. |
| A local resident | Widening the road will increase traffic speed, at present there are no speed monitors and the only time speeding is reduced is when there is heavy traffic |
| A local resident | IF you have 2 lanes at the traffic lights then all you do is increase the risk of collisions as they then have to get back into the single ahead lane to continue. WHEN cycles are taxed as we drivers are then I'd be more amenable to spending loads of cash to make it safer for THEM ! Shame that many of them put themselves in peril by not obeying the highway code ! They deliberately jump the lights and ride 2 or 3 abreast ! |
| A local resident | I don't see how making the junction 2 lanes of traffic at station road, but then quickly becoming 1 lane again is going to improve traffic congestions in the A20 all it will do is shift the problem slightly and increase the chance of accidents. The improvement to cycle/footpaths is ok. |
| Other | <p>The scheme should definitely not go ahead. It fails all roads users - motorists, cyclists and pedestrians.</p> <p>1) The cycle lane proposed is a 1st generation design and will not increase the numbers cycling. Shared use footpaths should be avoided, because it brings conflict with pedestrians. It is also not continuous across junctions. Attached is an article showing how substandard infrastructure is worse than no infrastructure. https://bit.ly/2NHLC1G</p> <p>2) The proposal to increase the number of lanes of motor traffic will not improve congestion. The more space that there is for motor vehicles...the more motor vehicles. There is plenty of evidence to show that reducing congestion requires the removal of road space for motor vehicles. See attached item for just one example https://bbc.in/32dmRgS</p> |

| Respondent | Comments |
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| A local resident | While widening the junctions to allow 2 lanes is good, it will only cause issues when they have to merge, as they currently do at the junction with New Hythe Lane anyway-the cars still have to go to 1 lane which is the true issue with this section. A better plan would be to reduce the pavements and green patches which are quite wide along parts of this route and make two lanes the whole length of this section, providing a cycle/pedestrian lane on one side of the road only (and an ordinary pavement the other side) to allow this to happen. Improving the road for cyclists is likely a priority due to green initiatives but the reality is there are many more cars using this route than bikes and that is unlikely to change long term (in fact, it will likely only get worse and it is already very bad during rush hours or god forbid the M20 is closed when it is just static), instead people will change to more eco friendly cars than bikes, so they should be the highest priority for the road space. |
| A local resident | Disruption needs to be kept to a minimum and planned correctly to avoid potential traffic problems |
| A local resident | Whilst on the whole it will improve traffic flow subject to correct operation of traffic lights (currently not set up for good flow of A20) I have reservations about pedestrian / Cycle footways particularly at the New Hythe Lane section due to width and your plan to extend merging lanes past the Wards Estate agents. With the high hedge around the car park visibility is poor and elderly people will be at risk from cyclists. |
| Other | Consideration for separate pedestrian / cycle lane on the footpath, or a separate cycle lane on the road way. |
| A local resident | I would like to know how the council plan to engage with cyclists to encourage them to use the cycle paths. The existing cycle paths between the Farm Shop on the A20 and Station Road are often not used by cyclists at all. While I agree that cyclists should be safer on the roads, and cycle paths support this, there is no evidence that they are used enough to warrant the spend on them. If cyclists were encouraged to use the paths I can see their value. |
| A local resident | <p>The cycle lanes, whilst adequate for children on their way to and from school or the shops, will probably not suite most cyclists. I say this because as they are pavement based you have to slow down and prepare to give way at every side road. If the cycle lanes were road based, as in Ditton-Aylesford part of the A20, then the cyclist would have right of way over side roads as do other road users. Constantly slowing down and stopping and starting at the side roads will mean most cyclists will ignore the pavement type cycle lane and cycle on the road. In order for a pavement based cycle lane to work it must have the same priority as the road it is on. This means placing the give markings on side roads further back to give the cycle lane right of way.</p> <p>Basically cycle lanes on the pavement are to keep pedestrians safe from those who ride on the pavement. They are not designed to get road cyclists off the road. I therefore disagree that these will " improve the links for cyclists " however, they will improve the pavements for pedestrians.</p> <p>I say this as a resident who two years ago bought a bike for local journeys after it took 40 mins to travel from Teapot Lane to B&Q in Larkfield. I regularly cycle to the shops and friends and post boxes in this area but looking at these plans will still use the roads. As I mentioned above, the road based cycle lanes between Aylesford and Ditton are excellent, but I have never transfer to the pavement based lanes at the farm shop end.</p> <p>Hope this is helpful.</p> |
| A local resident | Although there is provision for shared pedestrian/cycle path it is NOT continuous across 'joining roads'. |
| A local resident | Firstly, I am a committed pedestrian and do not own a motor cycle or car. It appears that this whole project is all about cyclists. Most of whom care not for we pavement pounders. Where provided, Cycle lanes are ignored and the idiot cyclists who just speed along the FOOTway. Surely money would be better spent enforcing the present cycle lane usage and when the cyclists have proven that they are committed to using them then spend money of providing more cycle lanes. AS fir moving the bus stop to a place where the footway is wider it is hyprocy. In Lunsford lane there was a bus stop located in a safe place where there was 3m of footway and because some counilor decided that it would be better elsewhere it was removed to a place where the footway is barely 1.5m wide |
| A local resident | Currently if cycling down the A20 I would have right of way at each junction and therefore could continue unimpeded for the length of the route without any need to stop. Under the new proposal as a cyclist using the shared path not only would my route be impeded by pedestrians, but I would also need to stop and give way at every junction. So basically whilst this arrangement might benefit casual, the youngest and oldest cyclists, most would continue to use the road, because the new route would be very inconvenient. Most likely this would annoy motorists too as they would not understand why a cyclist wouldn't use the new improved facility. . . . Proper cycling infrastructure please. |
| Other | Shared cycle lanes and footpaths do not work. Majority of cyclists are arrogant and entitled. They neither understand nor care that pedestrians have rights as the most vulnerable road users. Yes put in a separate cycle path but can guarantee only a minority will use it. The rest will be illegally cycling on the pavement or on the road jumping red lights and ignoring the rules of the road. |
| A local resident | Dont feel its actually going to make any difference. There is just too much traffic. Unless you can make it all dual carriageway then you are just moving the hotspots to where each section of 2 lanes merge. And for the love of god, please dont start it whilst the M20 is being wrecked. |
| A local resident | In principle I agree with the proposed changes to road layout. My only concern is the sharing of the footpath with bicycles without marking delineating the limit of there territory. I use the word territory deliberately as I have found that common séance goes out the window when different modes of transport are required to share facilities. The new shared pedestrian space is a goo example where pedestrians and delivery vans play chicken on a regular basis. |
| Other | Cycles/electric bikes/Scooters and pedestrians do not mix. Cyclists are aggressive to pedestrians, they belong on the road. |
| A local resident | This proposal is very poor for cyclists. Although the existing on road cycle path isn't ideal, it does allow cyclist to proceed at a reasonable pace. The proposal requires cyclists to give way at every junction and will also involve having to use multiple traffic light controlled crossings. As a result many cyclists will simply not use the shared path. In addition the proposal will cause conflict between pedestrians and cyclists. |
| A local resident | Will this stop the buses from queuing/parking up directly in the bus stop directly on the left of New Hythe Lane? At the moment they all wait there, sometimes I have counted 5 waiting "in" that tiny layby to make up their time meaning no one can get out of New Hythe Lane. This, coupled with the fact that the 'no parking after 7.30am restriction' on the top (A20 end) is not policed; meaning people are invariably parked there after 7.30am, means the whole of that junction is grid locked every weekday morning. |
| A local resident | anything that gets cyclists off of the road. Also cyclists should be made to use the provision and not the road. |

| Respondent | Comments |
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| A local resident | <p>Rather than removing the bus lane and forcing the buses to stop on the A20 which will stop the traffic flow, wouldn't it be better to extend the existing bus lanes so they are more use-able by the buses and keeps the traffic flowing past them when they stop?</p> <p>Converting parts of the A20 to two-running ahead lanes would be great, if it was two lanes ahead throughout, but as it is basically just going to be a very short over-taking lane at each junction, all it does is cause more issues. This is because people in the over-taking lane try to push-in past the people in the left lane and people in the left lane bunch up because they don't want to let people in from the over-taking lane and it causes even more of a bottle-neck. I can't see this making it any better - just more stressful!</p> <p>This can already be observed at the A20 junctions that are already two-running ahead lanes.</p> |
| A local resident | <p>Complete waste of time and money..... This is just tinkering by making the road into 2 lanes then merging them back together shortly after the junctions. This is dangerous and will not be a suitable solution. The A20 is a dangerous road and I know of many deaths on this section of road mainly due to multiple lanes. ... died at the junction of Bell Lane with the A20, it was three lane with the centre lane for overtaking. He was sat in the centre lane facing Larkfield when a car moved into the centre lane and hit David on his cycle killing him instantly. The benefit of any of these changes doesn't warrant the increased risk of potential collisions. Particularly considering the low volume of cycle traffic.</p> |
| A local resident | <p>Long needed</p> <p>Thank you for the opportunity to respond to the proposals.</p> <p>The plans in the consultation booklet are extremely unclear, showing pedestrian only sections of path in the same colour as shared pedestrian/cycle areas and providing no measurements for the clearly variable width of the "wide" shared path. They also show shared use areas adjacent to zones where the on carriageway cycle lanes will remain in place. What is clear is that the proposals would deliver 20th Century shared use conversions of pavements that create conflict between people cycling and people walking whilst continuing to prioritise motor traffic movements at all crossings, side roads and junctions. There is no discernible safety dividend to vulnerable road users.</p> <p>The Equality Impact Assessment makes reference to widened traffic islands to accommodate "cycles" whilst the main consultation booklet states " bicycles". The apparent discrepancy is telling. If the design of the widened traffic islands cannot accommodate the current cycle design vehicle from IAN195/16 (2.8m long and 1.2m wide) then both the scheme and the Equality Impact Assessment are fundamentally flawed.</p> <p>Kent County Council's Local Transport Plan 4 contains an ambition to make Kent "a pioneering county for active travel."</p> <p>KCC will not achieve that ambition without proposing pioneering schemes that enable and prioritise active travel.</p> <p>The scheme will not deliver modal shift from motor transport to active travel choices. The scheme will increase congestion and pollution whilst offering nothing but disadvantage to those choosing either public transport or active travel modes.</p> <p>I am opposed to the scheme.</p> |
| Other | <p>I use this stretch of road daily for commuting (avoiding the nightmare of HE's M20 Smart Motorway works).</p> <p>I have just read the booklet and it seems to me that this is a well-planned, sensible scheme which seems to admirably take into account the needs of all road users. A nice piece of work which has my full support.</p> |
| A local resident | <p>The overall idea is good.</p> <p>I especially like the idea of a wider pavement for pedestrians, even if this has to be shared with a limited number of cyclists.</p> <p>All too often walkers are forgotten about, and if we are to encourage more people to walk their kids to school, then schemes like this are vital.</p> |
| A local resident | <p>Think on the whole it is a practical solution to the traffic jams we get on a20. The ditton cross roads 3 way lights don't help.</p> |
| A local resident | <p>This all stems from very poor planning/design by KCC previously in installing the bus lane at the New Hythe Lane junction. It is only down to the S.102 backhanders from developers that anything is being done to undo the previous mistakes.</p> <p>The deletion of bus stop lay-bys will severely restrict traffic flow as when a bus stops, there will be absolutely no room to safely pass because of oncoming traffic. The carriageway needs to be widened around these pinch-points (such as the existing traffic islands) but instead you are going to narrow it significantly. The reasons you state (manoeuvring the buses) for deleting the lay-bys is down to the poor driving skill of the bus driver and poor placement of the bus stop shelters. There is plenty of room to widen these stops, instead you plan to delete them.</p> <p>Absolutely nothing has been mentioned about the problem of nuisance parking outside the "Happy Times" takeaway and in the "New Road" slip lane opposite. As TMBC have chosen to abandon their duties by not enforcing this, it falls to KCC to eliminate this by design.</p> |
| A local resident | <p>I have no objections to the plan as a whole but I do strongly disagree with the proposal to convert the pavements on either side of the corner of the A20 with Ditton Place into shared footpaths/cycle ways. This is because it is a blind corner, creating a significant danger of cyclists colliding with pedestrians coming around the corner. Also, on one side, it is at the bottom of the hill, which means that it is likely that cyclists will be travelling fast when they come around the corner. It is a busy pavement at school times, with many small children using it.</p> |
| A local resident | <p>a shared cycle lane/ foot path is not the way forward a single cycle lane away from traffic and pedestrians would be better. this could be done by using one of the forward lanes as a bus/cycle lane as the road is used the other side of station road to Aylesford retail park. you should be trying to get people out of their cars . less cars less congestion</p> |

| Respondent | Comments |
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| A local resident | I think the plan will help traffic flow, but unless additional measures are in place will cause road safety issues. I live on ... and my child goes to the preschool in ... We have to cross the road to walk through streamside. Doing this with a toddler and a baby in a pram feels really dangerous. When traffic is moving it is often faster than 40, and to cross you need to walk out onto the road to see past the parked cars. As there are 2 preschools and a primary school in Ditton I know lots of people who do this with kids. I think the traffic speed needs to reduce to 30 and another pedestrian crossing be put in, currently it's often only possible to cross, or in fact to turn out of bell lane, if there is congestion. In addition I feel bell lane needs to be a 20 limit, the speed humps don't stop people speeding down, and both our cars as well as neighbours are hit regularly. Ideally the road system needs to change to stop this being used as a cut through to new Hythe lane. |
| A local resident | This will cost thousands of pounds and simply move the congestion to different parts of the A20. You simply cannot have 2 lanes going down to 1 in several places on a short stretch of road and expect not to have congestion. By closing the bus lanes all you are doing is enforcing bus parking on the single carriageway of the A20 thus causing even more holdups. I do not know what the answer is but it certainly isn't this. |
| A local resident | The idea of a cycle lane is good but in other places a cycle lane has been provided cyclists remain on the road and do not use the cycle lane because they cannot be bothered to stop and cross junctions etc... and they cycle faster on the road. The removal of bus laybys creates traffic hold ups. (Look at Tonbridge High Street). |
| A local resident | Agree with more cycle lane provision. Agree that the traffic island near Morrisons needs re-aligning. At the moment it is awkward driving in the London direction. However, the bus stop outside the Wealden Hall will need to be moved if there becomes two forward lanes of traffic, as otherwise the buses will have only a short distance before pulling across two lanes of traffic to access New Hythe Lane. Don't agree with the removal of the bus layby at Bell Lane. There is sufficient area to improve it. Definitely, feel bus lay-bys improve traffic flow and are safer. How, can there be a cycle/pedestrian lane between fish shop and hairdressers? - the pavement is quite narrow and below the height of the road. What is happening to the refuge island on the Maidstone side of Ditton Place? |
| A local resident | I cycle from Maidstone to Addington and back most days for work. Putting the cycling path on the pavement is a stupid idea. it will completely interrupt the flow of cycle traffic and treat cyclists like pedestrians, causing them to have to stop at each road junction. We will have to compete with pedestrians (most of them school children) and street furniture. The plans discourage cyclists from cycling |
| A local resident | these "improvements" will force increase the risk to pedestrians and cyclists by forcing them together and will significantly increase cycling times for people commuting on there bikes, by making cyclists wait at every side road crossing. |
| A local resident | are there any plans to improve the pedestrian crossings at the new hyth lane junctions |
| Other | Shared pedestrian/cycle ways do not work. They are dangerous to both pedestrians and cyclists. This will just force cyclists onto the road which will likely bring abuse from car drivers. This proposal is all about motorist when councils should be looking at ways to take cars off the road! Improve the safety for cyclists and improve bus lanes/make public transport cheaper! |
| A local resident | Just worried where the bus stop will be relocated too.. as have health problems with walking, and I walk from east malling to get bus,so not going to be happy if its further away |
| Other | 1. Anyone cycling along the A20 will be forced off the highway and onto shared use paths, meaning at every junction through this stretch cyclists will be treated like pedestrians and have to give way at every side road. Clearly cyclists will also have to dodge pedestrians and street furniture too. 2. Those cyclists ignoring the signage/ directions to exit the carriageway and onto the shared use paths will no doubt be subject to abuse and "punishment passes" from drivers. |
| A local resident | Contravention of the Highway Code |
| A local resident | It will only move the problem further up the A20 to the Larkfield Priory junction. There needs to be a roundabout at both junctions. Traffic lights just cause endless delays. It may make situation better here but when the new housing is built it will revert to chaos. |
| Other | This is outdated and unsustainable solution: Creating 2 lanes for traffic will continue to pollute the local area, divide the local community further and ruin the landscape. Maidstone has the 3rd most polluted road outside of London. Will you next suggest a 1960's style zig zag pedestrian bridge to add to the proposed scheme? This will not encourage cycling: joint footpath and cycle lanes are a hazard to pedestrians and cyclists alike: they are an unusable token gesture. If you really want to create the modal shift to cycling which you talk about, I challenge you to think outside the box: as a minimum, create a segregated cycle lane along this road, separate pedestrians, cycles and motor vehicles. Avoid building 2 lanes: consider a better bus lane which goes long distances, may be combined with the cycle lane, consider a guided bus way. When people stuck in traffic see the bus and bicycles sailing past them, they will reconsider. You built a motorway to take the additional traffic and yet the A roads are becoming more like them. Please don't lose yet another opportunity to make a sustainable solution (as you did with Newnham Court/Bearsted Road). Maidstone deserves better than the proposed scheme! |
| A local resident | Like the addition of more cycle lanes |
| A local resident | wherever there is a "right feed" on the A20 never enough space for cars so blocks the straight ahead lane Make right feeds bigger=stop congestion make the "right feeds" the appropriate length = better flow - note: the New Hythe Lane "Backs up" to traffic lights due to parking opposite Labernum Close |
| A local resident | The scheme as a whole is positive and needed. As a resident along London Rd I walk along this route daily with my 3 children with pushchair and bicycles. I feel the scheme addresses some needs with widening islands but then still doesn't provide a safe crossing point for families. currently when crossing we don't fit with pushchair wheels & bike wheels overhanging. However I strongly feel a proper formal crossing point somewhere between Bradbourne Lane & Ditton Place would be hugely beneficial. ie a zebra/pelican. my son wants to venture out to visit friends on the other side of London Road but with just an island & no formal crossing. I do not feel that he would be safe as traffic is constant and often at speeds above 40mph. Also with houses & shops on both sides of the highway should the speed not be reduced to 30mph |

| Respondent | Comments |
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| A local resident | I accept that at busy times the road is frequently blocked at traffic lights and the queue can stretch a long way The box junctions have improve local traffic flow at New hythe lane but traffic light time needs to increase to turn left as it inhibits straight through traffic |
| A local resident | Glad to see the New Hythe Lane/A20 junction is being improved to help traffic flow, particularly in the rush hour. Can't see anything negative with the scheme. |
| An educational establishment, such as a school or college | From our perspective, we are concerned about our nursery parents coming in + out of our access to our carpark. Parents will have young children in + out and the obstruction of the bus will cause a problem. Would there be a possibility of having an in and out access to our carpark, that the council will allow and pay for a drop curb. |
| A local resident | To my mind this scheme is just tinkering with the problem and I cannot see any significant improvements that will ease the congestion issues. To address the congestion issue the capacity of the A20 needs to be increased to dual lanes in both directions - pinch points need to be eliminated and traffic management minimized. Changing from a single lane to double lanes and then back again generates congestion. You only need to look at what happens when a lane is closed on the motorway. The proposed in lane bus stops seem to be a backwards step. |
| Other | As a Cyclist who regularly uses this stretch of road to get to work in New Hythe and also to get to get to training and events at Leyborne lakes, having a shared cycle lane/ pedestrian path would be to dangerous for a large number of cyclists, my avg along that section is around 15mph to 20mph, for the avg person who may occasionally cycle this may help but it needs to be dedicated cycle lane along side the road, a similar improvement has been done in Harrietsham and there has been an in crease in the number of experienced cyclists being knocked off there bikes. also expanding the road to 2 lanes for such a short section only pushes the congestion further up the road, more needs to be done to fix the non smart M20 |
| A local resident | Ridiculous, shared paths do not work, most cycling along this stretch of road are on road bike averafi g 20mph, if this was moved on to a shared paths it would endanger those walking. |
| A local resident | We know these are alterations for the A20 New Hythe Lane Larkfield to Station Road, Ditton. Living in ***** where the proposed houses will be at ***** - how will this problem be tackled Already queuing cars down New Rd Ditton to get onto the A20 - its getting worse & what will 300 new houses deal with this road |
| A local resident | Mixed cycle/footway does not work allowing cyclists onto pedestrian walkways has led to cyclists thinking they have the right to cycle on all and any footpath designated or not. If you dare to question then all you get is abuse All wheeled vehicles should be on the road |
| A local resident | 1) Does not solve the problem - ie traffic needs to be taken away from A20 2) Shared area for pedestrians and cyclists does not work beside a busy road |
| A local resident | pedestrians should have priority - a cyclist can do damage to a pedestrian |
| A local resident | A shared cycle lane would help, but I think it should have a line down the middle, pedestrian on the inside (for safety) cyclists on the outside nearest the road, as they are a form of wheeled transport I think a roundabout would be better here for more freely moving vehicles |
| A local resident | I do agree these problems need sorting out I don't agree the plans proposed will be of much help . Shortening the ability to turn into new road Ditton will cause either more and more traffic using bradborne lane to cut through or just block the 2nd straight on lane with cars waiting to get into the right hand turning lane . There is alot of traffic using this entry into the estate already and if new housing is given the go ahead even more will want to use new road . The return to a two lane straight ahead on A20 by Morrisons may help traffic towards easy malling ,but not traffic towards Maidstone...not if you move the Layin bus stop outside the flats to an in road bus stop outside the mini garage ,just as it narrows back down to one lane ,bringing traffic to a halt while each car tries to get passed a bus letting off passengers. New cycle lanes seem to be taking president over the actual problems of the bottle necks that cause the traffic problems on the A20. |
| A local resident | This scheme seems to be centred around cyclists & shared cycle paths. But the main problem that needs to be addressed is about cars! Very few cyclists use the London Road, & opportunities are being wasted to improve the traffic flows. Both junctions would benefit from being made into roundabouts, & there is plenty of space to do so. If the planned Quarry Wood roundabout is built, traffic would be much improved. Similarly the Winterfield Lane/Lunsford lane would benefit from two mini-roundabouts. |
| A local resident | 1. Going from 1 to 2 lanes at junctions and then back to one lane only increases congestion and aggressive driving. There is no congestion advantage to short straight ahead dual lane junctions such as these. 2. Cycles and pedestrians are not compatible on the same path. Cycles should be a realistic alternative to travel by car and slow shared 'footpaths' combined with dismounting and crossing the road to swap sides slows travel even further making it not much faster than walking. Either create a separate cycle lane at the junctions to increase safety instead of the dual straight on car lanes, or leave the bikes on the road. 3. Tactile paving for pedestrian crossing is a sensible idea. |
| A local resident | The Ditton crossroad lights (Station Rd, New road) need a sequence change. This will alleviate the London rd congesting all day. |
| A local resident | Taking away bus lane and laybys is a retrograde step. The installation of bus lanes were to aid the flow of public transport thereby encouraging its use; it is therefore absurd to now remove them as this will result in public transport being delayed and thus discouraging its use. Similarly absurd is the removal of bus stop laybys. These take buses out of the flow of traffic when passengers are boarding and alighting. Removing them will result in delays to other traffic as a stationary bus will remain in the flow of traffic. Even if there are two lanes, one will be blocked by stationary buses. This is counterproductive. |

| Respondent | Comments |
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| A local resident | <p>I believe the proposed changes will increase risk to cyclists and discourage cycling as an alternative to travel by car. I regularly ride to work as an alternative to driving and travel along the A20. If I were to use the proposed shared use paths my journey would take too long and make travel by bike unviable as I would be forced to stop far more regularly and cycle at a much reduced speed as there will be pedestrians on the path.</p> <p>I believe most cyclists commuting, riding to the shops or visiting family and friends will simply not use the paths and stay on the road. This will inevitably lead to some drivers making 'punishment passes', (i.e. driving dangerously close to the cyclist) as they feel they shouldn't be on the road.</p> <p>What I believe would help cycling (and not hinder other road users) would be to have a cycling bay at the front of each set of lights. The few junctions that do have them offer a significant relief to me while riding to work.</p> <p>I believe there's a real opportunity to make cycling a viable travel option for lots of residents, which would lead to reduced air/noise pollution, reduced traffic and a healthier local population. However I fear that plans such as this may result in backward steps. If I felt safer on the roads I would certainly travel by bike more frequently. As it is I have to regularly endure close passes and occasionally unwarranted verbal abuse.</p> <p>As a driver, I'm not convinced the changes will offer significant improvement, as in both directions the road will go back down to single carriage, therefore creating a bottleneck. It's a problematic junction for all of us and I welcome investment to ease the situation, however I feel that there are better alternatives.</p> |
| A local resident | Great idea in principle, a few areas need more thought |
| A local resident | Any improvements made to that stretch of road can only be a good thing! I regularly make the journey past that junction towards Maidstone and the back up of traffic is always back to the Malling Bypass. With the further traffic lights/congestion past this junction it takes me 40mins in rush hour to get from The Malling bypass junction to the Ditton/Sports junction! |
| A local resident | I think having a shared cycling/pedestrian path with no demarcation between the different users is an accident waiting to happen. I cycle this route daily on my commute to work and would be wary of hitting pedestrians. The cycle route by Allington is either next to the road or clearly separated from pedestrians which is I feel is much safer. Also the removal of the bus layby would mean the bus would stop in the road therefore stopping traffic flow. |
| A local resident | <p>A20 London Road/ New Hythe Lane junction.</p> <p>The shared use footway cycleway is shown on both sides of New Hythe Lane. This means the crossing of New Hythe Lane will have to be made a toucan to allow its use by cyclists. The crossing as shown is too narrow. It must be 4m between studs. The footway on the east side of New Hythe is too narrow to accommodate both pedestrian and cycle traffic at the point where the crossing is located.</p> <p>The shared use footway cycle way is also shown on the south side of the A20. This means the crossing of the A20 will also have to be a toucan to allow cyclists to cross between the two routes. The crossings shown are too narrow between studs. The island shown is far too narrow to accommodate cycle traffic. It would have to be at least 4m wide but is little more than 2m at the narrow end.</p> <p>The existing layby opposite New Hythe Lane is to be removed. I expect visitors to the businesses there still to park directly outside thus blocking one of the two new lanes to be provided.</p> <p>The existing KEEP CLEAR markings, only repainted in recent weeks, for traffic to and from the Wealden Hall has been deleted. This means these drivers will now have to attempt to get through three lanes of queuing traffic when turning in or out right uncontrolled with no help from the markings at the junction. This is makes an existing hazard worse.</p> <p>The removal of the bus lane is the most serious drawback of the whole scheme. It will adversely affect all 71, 71A and 72 services which correctly receive priority at the signals by its use. They will no longer benefit from direct access to the stopline overtaking any queue and no longer receive a priority mode green. Right turning 71 and 71A buses in particular will now have to give way to ahead westbound traffic when leaving the stop before they can even reach the right turn lane, assuming that there is room to join the queue there. This compares very poorly with drawing ahead directly to the stopline and then receiving an immediate priority green.</p> <p>Both the eastbound and westbound bus shelters are shown as being retained in the existing location but have become separated from the stops they relate to by a long distance. The westbound bus stop is shown far longer than it needs to be, more than twice the length of the existing and clashes with KEEP CLEAR markings that pass through it.</p> <p>The shared use footway cycleway alongside the westbound bus stop is too narrow to allow cyclists to pass waiting passengers safely..</p> <p>A20 London Road/ Station Road junction.</p> <p>Similar to above the shared use footway cycle ways on all four corners of the junction means that all of the existing crossings will have to be made toucans. They are all shown too narrow with central islands also too narrow between kerbs.</p> |
| A local business owner | Please do not dedicate excessive space to cyclists at the expense of traffic flow. The experiences in Central London show that this could be a backward step, no matter how 'socially responsible' it seems for KCC to follow this initiative. It is good to encourage cycling and provide safety for pedestrians but this should not be something that is pursued to the detriment of motorists (the vast majority of users of that section of road). |
| A local resident | I think trying to do these works whilst the M20 is still being extended is going to cause too much disruption to an already busy road. It will just create two extra bottlenecks where two lanes merge into one and will not solve the issues of the huge amounts of traffic using the road. If you have to do the works, can you at least wait until the M20 is finished, it takes me long enough to get along the A20 every morning and evening as it is |
| A Parish / District or County Councillor | I like the new dual straight aheads, I very much dislike shared cycle/pedestrian footpaths |
| A local resident | I drive this stretch daily and improvement is certainly needed. |
| A local resident | The use of combined cycle/footpaths is poorly thought out. Due to the high volumes of both user groups, particularly around school times they should be properly segregated to ensure appropriate levels of safety for all user groups. There is plenty of space along the A20 between The Ditton and East Malling sections. The advantage of properly segregated routes is that safe cycling routes would also enable parents to feel confident to allow their children to cycle to school. This would actually reduce car use along this busy section of road |

| Respondent | Comments |
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| A local resident | I welcome anything which improves traffic movements along this corridor. The removal of the bus lane at Larkfield Wealden Hall is particularly welcome as it has not worked since it was installed. As I am not sure what further questions are going to be asked I would like to make the following comments: 1) Traffic lights at Larkfield Wealden Hall left hand turn into New Hythe Lane from Maidstone direction need resyncing. Almost every time I am turning right from New Hythe Lane onto A20 at Morrisons several cars come through what to me is a green signal so should be red at the Wealden Hall. This happens too regularly for it to be people jumping the lights and must be a timing issue. 2) The layby in front of Simon Miller Estate Agents (New Inn) is shown as being filled in - this is welcome but my understanding is that the layby is in the ownership of the building and not part of the highway 3) I understand the rationale of removing bus laybys but have concerns that traffic will get held up behind the buses as they stop to pick up passengers. |
| A local resident | As there is already accommodation made for cyclists I think that this is change for changes sake. |
| A local resident | I agree with removing the bus lane outside the Wealden Hall back to how it was before. I also think new pavements between Bradbourne Lane and Wealden hall are well overdo. However I don't see how any of the junction changes will particularly help anyone other than cyclists. Either side of all the junction improvements that you propose are bottle necks that can't be overcome and as we will still have the same amount of traffic needing to get through I fail to see that anything has been solved by this expensive project. It strikes me that making these proposed changes are more about saying you've changed the junctions so can now approve all the extra house building. The EMR Brampton field extra traffic will remain a problem for the small estate roads around Ditton. We are personally most concerned that changes made on the A20 could exacerbate turning in & out of Bradbourne Lane. As when the traffic is flowing no one lets you out, we can sit there for ages. It's particularly difficult turning right out of Bradbourne Lane and can be quite a gamble when the traffic is flowing. We have a lot of elderly and frail people who walk daily from Ditton to Morrison's and I am concerned about how they will manage sharing the path with cyclists, a lot of elderly are hard of hearing and won't hear a bike coming. Indeed there was an incident recently where a deaf pensioner did knock a young cyclist off his bike on a pavement by Morrison's, the cyclist and his friends set on the man and put him in hospital! I am also aware of two local young blind men whose daily exercise involves a walk from swallow rd to the banks in Larkfield. Please address this issue of putting cyclists on the pavements that are used by our elderly and disabled community. |
| A local resident | This is already a very busy road with cars travelling at high speeds in both directions. A number of accidents have occurred along this road. Bell lane is already a cut through for traffic and as a resident I feel that this will not improve the area it will have the opposite effect. |
| A local resident | I have strong reservations about one area of shared footpath |
| A local resident | I currently am put off using my cycle along the A20. |
| Other | The proposed scheme will do zero to encourage people out of cars and to walk or cycle instead. In fact, it will do the exact opposite. The proposals marginalise cyclists and pedestrians and will further increase the volume of motor traffic and knock on detriment to air quality in the local area. This is not 21st century road planning. Here is an opportunity for KCC to use local street space to create something that incentivises people out of cars and to use a more sustainable form of transport. I believe KCC has declared a climate emergency. How does this solution support that declaration - in any form? Please find a solution that prioritises cyclists and pedestrians like other forward thinking towns and cities are starting to do. |
| A local resident | The proposals to move bus stops from lay-bys to in-running-lane stops is likely to cause significant delays, especially given the high volume of passengers (school children) in the morning peak and the times for these numbers to board. This could encourage vehicles to pass buses at stops in to the path of oncoming vehicles or to the detriment of pedestrians crossing nearby. The A20 has capacity issues, mainly associated with the operation of the signals at New Hythe Lane and Station Road and increasing capacity at those junctions should be a priority. This could be done by; 1. Rationalising the bus facilities at New Hythe Lane (remove the bus slip and priority call) and 2. By removing the southbound Station Road to eastbound A20 slip that is little used (the majority of traffic would have used Hall Road) and this would free-up junction space and signal cycle time. |
| Other | PLEASE do NOT use 2 lanes that go in the same direction - this leads to road rage as it is NOT clear who has right of way. The junction by Morrisons needs improvement. There are 2 lanes heading towards Maidstone so why not the right one for ahead and the left for turning left? I have had several near misses here. |
| A local resident | The main problem is the timing of the traffic lights at Ditton Corner/A20/Station Road/New Road junction. Not enough time is given to the main A20. Traffic queues all the way back to Aylesford or Larkfield (sometimes beyond) and then completely clears once you are through these lights. From the Larkfield towards Aylesford direction does seem to be the worst. Moving the bus stop will help |
| Other | The relocation of road space away from cyclists and buses for general traffic is a concept, that should have passed years ago. The only way to encourage cycling and increase public transport use is to provide quality cycle and bus schemes none of these 'improvements' achieve that. This corridor should be a key cycling route with a number of schools in the area and the corridor as a strategic bus route I would see this area with segregated cycle facilities and dedicated cycle provision at the junctions. Providing shared cycle footways does nothing for cyclists or pedestrians, it just creates areas of conflict. For examples of quality cycling infrastructure then look at the work done in London boroughs such as cycle Enfield or the work done in Kingston. |
| A local resident | I would like to see the refuge islands at Larkfield Rd, Bell Lane & Orchard Grove upgraded to zebra crossings. At the moment if you are crossing the road at any of these points the traffic will not stop to let you proceed across. There are lots of mums with children that use these refuge islands. The speed limit should be brought down to 30mph. Yellow boxes should be applied at Station Rd - New Road Bell Lane Bradbourne Lane New Hythe Lane. The proposed shared footway/cycleway needs to be marked clearly, some cyclists have no consideration for pedestrians. Otherwise good idea to put this in. |
| A local resident | add cameras at junction of New Hythe Lane and London Road |
| A local resident | Phase one Traffic calming measure? 30mph speed limit? Parking on double yellow lines in Larkfield Rd & Bell Lane to be enforced. Pinch point between Bell Lane & Orchard Grove. Move bus stop at Bell Lane away from junction. Extend lay bay at banks box junction at New Hythe Lane to be retained. Traffic lights |
| A local resident | New Hythe Lane parking could be look at - when no parking is in place the traffic move much better |

| Respondent | Comments |
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| A local resident | * In particular a reason why I have chosen to agree with this scheme is because I believe it will promote the use of bicycles. * Moreover the idea of reduced congestion is also beneficial. |
| A local resident | This needs to be addressed urgently |
| Other | Whilst I welcome the proposal to improve the cycling provision along this section of the A20, I do not think that the scheme has gone far enough in addressing that provision. Current standards of design have moved on and this scheme does not reflect this. For example where cyclists are put back on to the carriageway this should be set at a different height to the carriageway and the pavement to aid the segregation of pedestrians, cyclists and motorised traffic. At junctions the various give way lines should be moved to enable pedestrians and cyclists priority of traffic when crossing at the majority of these junctions. |
| A local resident | The extra straight on lanes proposed at the junctions will only shift the congestion a few car lengths further on. The traffic light sequence between Lunsford Lane and Station Road plus the joining roads causes more problems as they do not let the traffic move away before more is trying to join. Yes the traffic does get bad at times and it is a problem but even these proposals will not help when/if all the new houses that are proposed are built it will just be gridlocked |
| A local resident | Seems to be more about cycle lanes than road improvements |
| A local resident | Cycling routes not only needs to be improved, but treated as priority, as many more people will consider the bike option over driving, if safe routes are in place! |
| A local resident | We agree with the proposed road layout for the A20. However, as a resident of ..., my concern would be that customers visiting the local banks opposite, will continue to use the footpath/cycleway as a parking area. If the footpath is to be changed, I suggest that double yellow lines and possible bollards along the edges are to be installed to prevent the blockage for pedestrians/cyclists, and for the safety of Walnut Tree Court residents pulling out onto the A20. |
| A local resident | The proposal omits any yellow boxes, I suggest that these will still be required to reduce gridlock. I am aware that New Road East Malling is just outside this proposal but to assist traffic flow and additional yellow box is required at the junction between New Road and Bradbourne Park Road. Currently when driving to the junction of New Hythe Lane and London Road turning right on a green light, traffic is still turning right from London Road into New Hythe Lane. I am not sure if the is a system issue or red light jumping. The proposal shows the removal of the layby outside Simon Miller the estate agents. I agree with this change, but I understood that it is a private layby. |
| A local resident | I feel that with all the disruption caused locally by the work taking place on the M20, it would be better to wait until that work is completed before putting local people through another lot of chaos. |
| A local resident | We live on the London road and am very concerned about the noise levels we will experience once the road is widened. We already have to watch tv with the subtitles on and i anticipate this will get worse. Will the council be taking any steps to prevent this? |
| A local resident | I live in... AM a walker, who cycles and drives. I have concerns about a shared Cycle and Pedestrian pavement. Currently there is a cycle lane and further down the A20 By Homebase there are separate lanes for each. If the Shared system is put in Place Pedestrians MUST have Right of way. Very clearly marked. If not there will be accidents where cyclists hit pedestrians. The second point I would like to see incorporated into the scheme is a white box keep clear box covering both sides of the A20 across the entrance to Ditton Place, similar to the one across Bell Lane. Trying to turn either Right or Left out of DP is difficult and can be dangerous. This will be compounded by the additional surge of vehicles coming down from 2 lanes to one from Ditton Corner lights. The issue is further compounded when there is an incident on the M20. We have Bumper to Bumper traffic and regrettable people will not let cars in or out of Ditton Place. |

| Respondent | Comments |
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| A local resident | <p>I am a regular cycle commuter and until I moved house I frequently cycled along this section of the A20 between my home in Maidstone and my place of work in Wrotham.</p> <p>I welcome the attention that this section of road is being given, and the intention to improve facilities for people cycling, but I have serious reservations about the value of the changes for the majority of bike users.</p> <p>Shared use cycle/footways are great for children and people making very short journeys, but they're just not practical for anybody trying to use their bicycle instead of a car for journeys of 5-10 miles, like I do. This is because it will no longer be safe to ride at 15-20mph due to the need to cycle considerably around pedestrians and to give way to motorised traffic at every side road junction.</p> <p>I note that you're proposing to retain a hatched area in the centre of the road over most of the length. I appreciate the value of this for maintaining the flow of motorised traffic when vehicles are turning, but it does mean that about one third of the road's width is under-utilised. I suggest removing this and using the space which is freed up to implement an on road cycle lane over the full length of the scheme. This may result in some delays for motor vehicles if someone is trying to turn right in heavy traffic, but it would be hugely beneficial to bike users and therefore accords with principle 2 of the KCC Tonbridge & Malling Cycling Strategy which states "Wherever possible measures will be provided which give cyclists priority over motorised traffic in terms of accessibility and journey time". Additional zebra or pelican crossings would improve the safety of pedestrians crossing, especially at busy times. The removal of refuge islands would further benefit cyclists using the road because they encourage drivers to squeeze past when there is insufficient space.</p> <p>I believe that the scheme as designed will result in the following adverse outcomes;</p> <ul style="list-style-type: none"> • People who choose to cycle on the shared paths will find the slow pace frustrating and be encouraged back into their cars, especially if the scheme reduces congestion and car journey times. This in contrary to principle 2 of the KCC Tonbridge & Malling Cycling Strategy, quoted above. • People who attempt to continue to cycle on the road will be bullied by car drivers who think that they should be using the shared path. This increased friction could lead to additional casualties which is contrary to KCC's duty under the Road Traffic Act 1989, in which KCC has a duty to promote road safety and act to reduce the likelihood of road casualties occurring. Additional and widened refuge islands will increase the frequency of close passes of bicycles by motor vehicles. • Some people will inevitably cycle faster than they should on the shared path. This will be intimidating for pedestrians, especially vulnerable groups like children, the elderly and vision impaired. This will create unnecessary additional friction between path users and increase the general animosity between people using different modes of transport. <p>If you decide to proceed with this scheme then I believe it is imperative that you include very clear signage indicating that cycling is permitted on the main carriageway as well as the shared path.</p> <p>I suggest that you also reduce the speed limit to 20mph to better enable cyclists to integrate with other road traffic.</p> |
| A local resident | As it is to increase the flow of traffic, will the lights at New Hythe Lane (the local racetrack) increase the speed of vehicles in the lane as they enter + leave the lane! mostly 40 to 50 m.p.h. |
| A local resident | <p>The footpaths at present are poorly maintained cyclist accid-I(?) ride on the footpath which is frightening when you are walking. I am a driver ... and walk every day along the A20. More and more the needs of traffic including cyclist, is taking precedent over pedestrians.</p> <p>Once these improvements took place the shared footpath would degenerate twice as quickly to the state they are in now.</p> |

| Respondent | Comments |
|------------------|--|
| A local resident | <p>Our main concern is the shared pedestrian and cycle footpath. We attended the drop in centre to discuss the proposals. We questioned why there could not be separate designated areas for pedestrians and cyclists and were told there was not room for this facility. If there is not room then the area will not be safe for either pedestrians or cyclists especially where the areas will be used by mothers with children, pushchairs etc. and also elderly and disabled people. This is not a safe combination with cyclists especially when riders approach from behind and it is impossible to hear them coming. It would seem that it is considered more important to keep traffic moving than to keep people safe. It is a good idea to remove the dedicated bus lane opposite New Hythe Lane as this has caused traffic to back-up ever since it was installed. Restoring 2 forward traffic lanes at this point will be beneficial.</p> <p>Phase two of the development will result in the removal of the wide footpath that leads from the junction of New Road up to A20 lay-by outside of 543-551 London Road. This lay-by will also be removed and their visitors. At present both the wide footpath and the lay-by are used for parking by local residents. We raised this issue at the drop-in centre. The KCC officer present stated that these residents could park round the backs of their properties. This is incorrect. Apart from one private garage all of the parking spaces behind the cottages are privately owned and rented by the owners of the driveway who run a business from 4-6 New Road. There are no parking facilities for 541 London Road either as the owners request to build a drive was refused by Tonbridge and Malling Borough Council. We explained this fact to the KCC Officer who then stated that they would still be able to park on the path. If this is the case at this point the path would be shared with Pedestrian/cyclists/cars and dustbins on bin collection days. He also said they could still park in the road as there would be no yellow lines. If this happens then the newly formed traffic lane would be blocked at this point.</p> <p>We asked if the existing traffic signals would be changed from far side to near side. He did not know what we meant. Near side signals would cancel out the pedestrian crossing phase if the call button was pushed but the pedestrian managed to cross before that was implemented. At present if this situation arises the pedestrian phase still operates and all the traffic stops for no reason. If this change had been made a long time ago traffic flow would have been considerably improved.</p> <p>The provision of 2 forward Maidstone bound lanes will be impeded by traffic turning into New Road as the turning right refuge area will only hold 2-3 cars. This will result in straight ahead traffic being held until the turning right traffic moves. It will also cause motorists to attempt to pull over into the other ahead lane. Both lanes of traffic will have to do this anyhow almost as soon as they are through the lights. The turning right situation will only get worse when the proposed 300 houses are built in Kilm Barn Lane along with other housing developments in New Road.</p> <p>We spoke of our concerns regarding pollution. The KCC Officer stated that there would be less pollution as the traffic would always be moving. This is not true as every few minutes traffic stops when the lights are red. With the new scheme there will be two lanes of stationary traffic instead of one. We mentioned that this is a Air Quality monitoring area but he said that was nothing to do with KCC. Will Tonbridge and Malling Council be asked to carry out any assessment before this scheme is implemented?</p> <p>We are also concerned about noise pollution. At present a property opposite our home is the subject of a planning application. As part of this a noise report has been commissioned. The conclusion seems to be that at present it is not possible to meet required noise levels at the property unless all windows are closed. This is with the present road lay-out. This situation will surely worsen when the present two lanes of traffic become four and will also have the same effect on our properties.</p> <p>We are also concerned that this consultation is a paper exercise only. We formed this opinion at the drop in meeting when the Officer we were in conversation became irritated by is and said "Well you brought a house on the A20". Does the fact that we bought a house on the A20 forty years ago take away our rights to voice our Concerns?</p> |
| A local resident | <p>The scheme will be implemented, and I feel it remains to be seen how it transpires. How drivers respond to the changes. How much it will be affected if there is an incident on the M20 (RTC). - (Not Infrequent). At present, drivers on the A20 and emerging from Station Road disregard the box junction if there is a tailback from Larkfield. the result of which is that vehicles are unable to exit New Road, Ditton, traffic lights. Problems are then compounded.</p> |
| A local resident | <p>I strongly disagree with the scheme as the fundamental problem with the A20 on this stretch is that the phasing of the traffic lights at the Station Road junction is incorrect and this causes the traffic to queue back along the A20 to the New Hythe Lane junction and often beyond - the traffic lights need to remain on green longer for the A20 traffic. The second failing with the proposed scheme is that there is no point making the junctions 2 lane when the A20 itself is single carriageway - this will only encourage aggressive driving by people forcing their way in front of other road users. The road layout is not the problem - it is the phasing of the Station Road traffic lights!</p> |
| A local resident | <p>The booklet states "Developers have provided financial contributions to be used to improve journey times along the A20 between A228 and Coldharbour Roundabout". The whole scheme seems to be focused on providing cyclist facilities rather than improving journey times for the vast majority of the users which are motorists. Currently heading towards Maidstone on London Rd arrives at the traffic lights in 2 lanes but immediately the other side of the junction is only one lane. I have personally witnessed three accidents where one car has been forced into the central island. Extending this two lane section is essential, but the extent proposed is limited by the space now proposed to be taken over by a cycleway. This should not be the priority if the funding is to improve journey times</p> <p>I do not understand the proposal with regard to removing the bus layby near Bell Lane. If buses are now forced to stop in the main traffic lane, in order to make space for cyclists, then this will have a very significant impact on traffic movements, which the majority of users absolutely would not support.</p> |
| Other | <p>I have experienced frequent delays in both directions at the A20 London Road, New Hythe Lane junction. As an example, current traffic management indicates (Eastbound) that RH lane is straight ahead, but any vehicle must immediately move to the left after passing through the lights, and by that point is also at the position of a bus stop. Any traffic going straight ahead from nearside is also trying to use same space.</p> |
| A local resident | <p>We have hoped for improvements in this area for years, so this is extremely welcome. Each time there is a problem in the surrounding area, say on the M20, this area of the A20 can become almost unusable. At normal busy times, such as the start and end of the working day, the traffic flow can be very poor. The proposals look sensible and pragmatic. Improving the situation for pedestrians, cyclists and mobility scooter users as well as motor vehicle users is really, really pleasing. The current experience for mobility scooter users in particular travelling between Larkfield and Aylesford is pretty poor (try it yourself and see). Improvements will make a huge difference to everyone. The sooner the better please.</p> |

| Respondent | Comments |
|---|---|
| On behalf of a Parish / Town / Borough / District Council in an official capacity | <p>Maidstone Borough Council (MBC) strongly supports proposals to improve cycle links and reduce congestion along the A20, London Road between the junctions of New Hythe Lane and Station Road. The scheme outputs directly align with the vision as set out in Maidstone's Integrated Transport Strategy, which seeks to achieve an "efficient, sustainable and accessible transport system which will support a thriving and attractive county town and provide efficient and effective links with the surrounding villages, countryside and beyond."</p> <p>Although the scheme is not in the borough of Maidstone, the A20/London Road is a key route into and out of the borough. The proposed improvement works would therefore directly benefit those using the road to access Maidstone borough.</p> <p>MBC wishes to ensure that this scheme is considered in the wider strategic context of improvements along the entirety of the A20/London Road, into the borough of Maidstone; to ensure any works are cohesive and that this current scheme does not prejudice any future schemes further along the road into Maidstone. This continuity ensures the maximum benefit is realised for all highway users along the full length of the A20 London Road into Maidstone borough.</p> |
| A local resident | The stated aim of the scheme "to facilitate safer and more convenient travel for cyclists, pedestrians and motorists" seems like a good one - but the proposal is actually just putting cyclists onto the pavement and removing priority for buses and increasing the lanes for motorists. As this area is already prone to motorists driving at excessive speed, this scheme would appear simply to encourage this kind of driving and to discourage people from using the bus. Making two lanes of traffic at both sets of junctions, but keeping the A20 as a single lane will most likely result in more accidents as drivers try to push in once the road becomes a single carriageway and is simply just pushing the problem further along the road. |
| A local resident | I partly agree to the improvements to the A20 road. However I am concerned about the shared footpath. The paths will not be very wide and in my experience as a walker, I have had to give way most times I have shared the path with cyclists. Consideration will also have to be given to wheelchair users, children, and the elderly. |
| A local resident | I don't see any strong evidence that the proposals will specifically improve traffic congestion, or definitive metrics proposed to measure its success. Without these, I do not see how you can assess its success. |
| A local resident | I would like to see KEEP CLEAR boxes at all junctions along this stretch of the A20 - Larkfield Road, Bradbourne Lane, Bell Lane, Orchard Close, Ditton Place |
| A local resident | <p>I don't think this will speed up traffic along the A20.</p> <p>I don't think anything you do will speed up the traffic along the A20 all the time you have 2 lanes of traffic at the traffic lights, which then have to merge into 1 lane. This is always going to be a bottle neck.</p> <p>The buses used to have a lay-by that they could pull into to allow traffic to pass. All this does now is to hold back the flow of traffic while people are getting on or off of the bus. Every junction needs a hatched area to stop traffic stopping in it which again holds up the traffic. Needs hatched areas at each junction with a camera so that drivers are prosecuted as they are in London. If the M20 is closed this section is horrendous and the biggest problem is cars or lorries blocking junctions.</p> <p>Another problem that affects flow on the A20 is cars parked in New Hythe Lane between Morrisons and the Fire Station. These cars cause a large tailback to the A20 traffic lights.</p> <p>We should also not allow any more housing development along the A20. The planned building of 250 houses at 40 acres field will only add more cars to the A20.</p> |
| A local resident | I do agree with the A20 London Road Highway Improvements Scheme, however, as a commuter I fear that this is going to still cause delay to my daily commute to London (what with the current M20 works). How long roughly is this anticipated? |
| A local resident | You have taken comments from bus companies to remove the pull in stops, this only makes it more dangerous for cars to pass whilst they are parked. Will our comments be listened too? The traffic build up is between New Hythe Lane and Station Road. You need to open the road at the bottom of New Hythe through the old SCA site to Station Road. This will ease the volume more than your proposal. |
| A local resident | <p>This will be a complete waste of time and money. Not only will there be disruption for road users whilst this is implemented, but I do not think the scheme will be effective once put in place.</p> <p>It does not matter how many 1 lane into 2 into 1 sections you have, if the traffic lights are not in sync and timed right there will always be congestion.</p> <p>The best way to reduce congestion along the A20 is to open the road on the Aylesford Paper mill site between New Hythe Lane and Station Road.</p> |
| A local resident | The current traffic situation is not acceptable, and this appears to be a good proposal |

| Respondent | Comments |
|------------------|--|
| A local resident | <p>This looks like a lot of effort for very little gain.</p> <p>I am particularly concerned that there is no effort to improve safety at the Bell Lane Junction, right in the middle of all this. I have complained vociferously to our councillors about this. Cars are regularly parked at the head of the lane by the fish and chip shop. The yellow lines are totally ignored and as far as I can see never enforced. As a result traffic turning into Bell Lane from the West is often faced with traffic trying to get out of the lane but on the right hand side of the road, because of cars parked at the shop. I have personally been stranded at the junction with the rear half of my car sticking out into the traffic on the A20. It is extremely dangerous and will eventually cause a serious accident. All your so-called improvements may achieve is to increase the traffic speed even further. I can think of two solutions, either close the shop or install traffic lights. I would be pleased to hear an alternative proposal.</p> <p>Regarding shared footpaths, this will only work if there is enough room. There is no proposal to widen the road so there will be no extra room. Many of the parts of the pavement identified for this are clearly far too narrow. Also, what provision will be made at the various junctions for cyclists wishing to travel straight on along the A20?</p> <p>Regarding extra lanes at the junctions, this is completely wrong. Two into one merely moves the conflict further down the road, allowing the contestants to get even faster. They should be reduced to one lane for each alternative, eg at New Hythe Lane, travelling from the West on the A20, one lane for going straight on down the A20 and one lane going left into New Hythe lane (preferably physically separated but this is probably impractical, so at least with solid white line lane markings). Travelling West, one lane for turning right, while for straight on in this case there are two lanes available, but be aware that the south side of the road is used as a parking space.</p> <p>Essentially, extra lanes BEFORE a junction allows more traffic in to the junction and assists the flow of low speed traffic. Extra lanes AFTER a junction just creates a race-track. There is no improvement in traffic flow as the cars have to end up back in one lane. So unless you can bite the bullet and widen the A20, it is largely a waste of time and money.</p> <p>It seems to me that this so-called improvement is actually just an exercise to make it look as though something is being done, but the overall effect will be a decrease in road safety overall.</p> |
| A local resident | <p>1) Introduction As a local resident living off London Road, I have regularly cycled for many years along the A20 corridor for shorter journeys (1-2 miles) to local shops and amenities, longer journeys to Maidstone town centre and some recreational cycling. I try to minimise journeys by car as far as practical. Other family members do likewise. The A20 corridor between West Malling and Maidstone currently comprises a fragmented, incoherent mix of cycling facilities. There are key sections with no cycling provision, most notably the dual carriageway section around the Aylesford Retail Park / Hermitage Lane junction area, which is challenging even for experienced cyclists. Other sections are provided with a disjointed mix of on-road mandatory and non-mandatory cycle lanes and segregated shared cycle/pedestrian ways on one side of the road, with many crossings of the busy A20.</p> <p>In my view, the current proposals compound the issues along the corridor, do not cater for and indeed are detrimental to the safety of a significant proportion of cyclists using the route, do little to encourage wider take-up of cycling in the area and have arbitrary boundaries which do not align with main cycling starting points and destinations. Elements of the proposed design do not meet standards recommended in government literature.</p> <p>In short, I feel that the concept of the scheme is flawed, with narrow, ill-defined objectives, an incomplete understanding of likely use, poor integration with the existing and potential future area cycling infrastructure and significant safety concerns.</p> <p>While appreciating that the A20 is an important traffic corridor with significant congestion issues, the proposals for cycling feel like a mere "box ticking" exercise which do not align with principle 2 of the Tonbridge and Malling Cycling Strategy to give cyclists priority over motorised traffic in terms of accessibility and journey time or at least not further disadvantage cyclists from the current situation.</p> <p>2) Basis for My Views I have based my response on the following information:</p> <ul style="list-style-type: none"> • Scheme website information. • A visit to the one of the public displays and discussion with staff. • The Tonbridge and Malling Cycling Strategy 2014-2019. • Local Transport Note (LTN) 02/08, Cycle Infrastructure Design(as referenced by the TMCS). • LTN 01/12, Shared Use Routes for Pedestrians and Cyclists (as referenced by the TMCS). <p>There is limited information on the scheme website about the objectives of the scheme in relation to cycling beyond general statements "to improve the cycle links along the A20", "to create a more pedestrian and cyclist friendly environment along this stretch of the A20" (Consultation Booklet) and "will improve safety for cyclists" (this questionnaire). No information has been provided on any alternative options that may have considered and the reasons for the selecting the proposed measures.</p> <p>It would be helpful if more detailed documentation of the data, assessments and audits that have been carried out to develop the proposals were published on the website to allow a more informed understanding of the scheme.</p> <p>3) Type of Cycle Provision – Why narrow non-segregated foot/cycle paths? LTN 02/08 and LTN 01/12 both recognise five groups of cyclist categories that should be taken into account in the design process, ranging from fast commuter/utility through to inexperienced / children.</p> <p>My observations indicate that although the route is dominated by traffic, it is used by surprisingly high numbers of cyclists, with a significant proportion of commuter / utility users for whom a shared , non-segregated path is not appropriate. I personally use the route to cycle a mix of short local journeys and longer commuter / utility type journeys. I would expect my observations to be supported by cycling use data for the area that has no doubt been collected to support development of the proposals.</p> |
| A local resident | <p>The scheme as a whole is not broad enough to address the scale of the problem with traffic in the area. There is gridlock every day on the A20, even at midday, and if there are problems with the motorway it can take an hour to travel half a mile.</p> <p>Sadly, there is not enough developed infrastructure to cope with the sheer numbers of new houses being built in the area.</p> <p>This scheme is certain to cause extensive gridlock whilst being carried out and solve very little in the long run, even when completed.</p> <p>I have huge concern and worry over the impact this scheme will have on our household.</p> |

| | |
|---|----------------------------------|
| Tonbridge & Malling Joint Transportation Board | 23 September 2019 |
|---|----------------------------------|

A20 Coldharbour Roundabout

| | |
|---|--|
| Decision Making Authority | Kent County Council |
| Lead Director | Simon Jones |
| Lead Head of Service | Tim Read |
| Lead Officer and Report Author | Russell Boorman/Lee Burchill |
| Wards and County Divisions affected | Directly affected Aylesford South - Tonbridge & Malling, Aylesford North, Walderslade and Ditton. <i>Given the size of the scheme, other Wards maybe affected.</i> |
| Which Member(s) requested this report? | Cllr Hammond, Cllr Williams & Mr Homewood |

This report makes the following recommendations:

For Information. This report is for update purposes only and the board are asked to note its contents.

| Timetable | |
|--|-------------------|
| Meeting | Date |
| Tonbridge & Malling Joint Transportation Board | 23 September 2019 |

A20 Coldharbour Roundabout

1. INTRODUCTION AND BACKGROUND

1.1 This report provides an update in respect of the proposed junction improvements on the A20 London Road, in two locations:

- A20 Coldharbour Roundabout; and,
- A20 London Road at its junction with Hall Road and Mills Road.

1.2 In 2015, Kent County Council and Maidstone Borough Council jointly identified ten locations that were assessed as requiring intervention to reduce traffic congestion and improve journey time reliability. These locations were subsequently agreed by the Maidstone Joint Transportation Board, (JTB), in October 2015 and were put forward for part funding through the Local Growth Fund and is known as the Maidstone Integrated Transport Package. **Table 1** gives details of the ten locations, their amalgamation into five discreet projects and latest budget estimates. A map showing these locations is included in **Appendix 1**.

| Project | Location | District | Budget Estimate |
|--|---|--|-----------------|
| 1 | A274 Sutton Road junction with Willington Street (1) | Maidstone | £4.0m |
| 2 | a) M20 Junction 5 (currently no improvement identified) | Tonbridge & Malling | Nil |
| | b) A20 Coldharbour Roundabout | | £3.5m |
| | c) A20 London Road at the junction with Hermitage Lane (completed) | | £0.4m* |
| 3 | a) B2246 Hermitage Lane at its junction with Heath Road/St Andrews Road | Maidstone | £1.5m |
| | b) A26 Tonbridge Road at its junction with Fountain Lane | | |
| 4 | a) A229 Loose Road junction with Cripple Street/Boughton Lane | Maidstone | £1.0m |
| | b) A229 Loose Road junction with Armstrong Road/Park Way | | £0.75m |
| | c) A229 Loose Road junction with A274 Sutton Road (Wheatsheaf) | | £2.0m |
| 5 | A20 Ashford Road junction with Willington Street (2) | Maidstone | £1.5m |
| * Funding to be refunded via S106 agreements | | Total (excluding Project 2c) | £14.25m |

Table 1: Ten Congestion 'Hotspots' identified by KCC and MBC in 2015

1.3 The funding package for the MITP is made up of £8.9m LGF, secured by Kent County Council via the South East Local Enterprise Partnership (SELEP), to be spent by March 2021, and £7.67m of developer contributions giving a total available budget of £16.57m. The available funding breakdown and associated constraints is given in **Table 2**.

| Ref | Source & Associated Developments | Amount £m | Constraints |
|--|--|---------------|--|
| 1 | Project 1. Developer contributions from multiple sites: North of Sutton Road, Langley Park, Sutton Road, North of Bicknor Wood & Bicknor Farm. | 4.796 | Prescriptive wording within the signed agreements. |
| 2 | Project 2. Developer contributions from multiple sites: Bridge Nurseries, East of Hermitage Lane, West of Hermitage Lane & Oak Apple Nursing Home. | 0.816 | Land acquisition required to deliver the coldharbour scheme. |
| 3 | Project 3. Developer contributions from multiple sites: East of Hermitage Lane, West of Hermitage Lane, South West Oak Apple Lane & Oak Apple Nursing Home. | 1.108 | Proposal requires the acquisition of third-party land to deliver, current shortfall of funding. |
| 4 | Project 4. Developer contributions from multiple sites: Cripple Street, Kent Police Training, Kent Police Headquarters & Land South of Sutton Road. | 0.822 | Proposed closure of adjacent side road and removal of a local landmark. |
| 5 | Project 5. Developer contribution: Land South of Sutton Road. | 0.128 | Planning application required to re-site listed flint wall and acquire a section of Mote Park land. |
| 6 | LGF (KCC secured via SELEP) | 8.9 | Subject to SELEP approved Business Cases for each project, demonstrate high value for money (BCR≥2) for each project. Must be spent by March 2021. |
| Total available to current MITP | | 16.574 | |

Table 2: Funding Breakdown

1.4 Given the nature and proximity of the schemes and the potential to exacerbate already congested locations during the construction stages, a phased delivery programme, shown in Figure 1, was produced. The existing project constraints, such as planning permission or land assembly requirements offers limited scope to accelerate the individual schemes within the programme.

| Scheme | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|---------------------|------|------|------|------|------|------|------|------|
| M20 J5 | | | | | | | | |
| <i>Development</i> | | | | | | | | |
| <i>Commencement</i> | | | | | | | | |
| <i>Completion</i> | | | | | | | | |
| A229 | | | | | | | | |
| <i>Development</i> | | | | | | | | |
| <i>Commencement</i> | | | | | | | | |
| <i>Completion</i> | | | | | | | | |
| B2246 | | | | | | | | |
| <i>Development</i> | | | | | | | | |
| <i>Commencement</i> | | | | | | | | |
| <i>Completion</i> | | | | | | | | |
| A274(2) | | | | | | | | |
| <i>Development</i> | | | | | | | | |
| <i>Commencement</i> | | | | | | | | |
| <i>Completion</i> | | | | | | | | |

Figure 1: MITP Delivery Programme

- 1.5 Public consultation on the schemes will commence in September 2019. Members will be given the opportunity to make comment through the consultation process with prior communication being undertaken with associated stakeholders.
- 1.6 Design work is being carried out consecutively on all schemes to mitigate any delays and achieve the SELEP spending requirement of 2021. A programme of delivery has been derived to minimise the impact on the network and ensure network resilience with the uncertainty of BREXIT and other key Strategic schemes being delivered in and around the Borough of Maidstone and Tonbridge & Malling.
- 1.7 KCC has reviewed other projects to allow over programming of the MITP in order to mitigate any potential underspend from the LGF.
- 1.8 A suitable scheme has been identified and is now included within the programme for delivery (see 1.1). The current cost estimate for the A20 London Road at its junction with Hall Road and Mills Road scheme is £3.5m, being made up of £1.3m developer contributions, £2m LGF and £200k KCC contribution.

Scheme Updates:

2. A20 Coldharbour Roundabout:

3. In May 2018, SELEP's Independent Technical Evaluator endorsed the release of funding to deliver the A20 Coldharbour roundabout scheme. This also included the forward design for the remaining programme of works and identified over programming.
 - 3.1 The detailed design continues with good progress. This element of the scheme will be completed in October 2019. It is anticipated that the next stage of the project will follow immediately, moving into the procurement stage.
 - 3.2 Early discussions with KCC's corporate procurement team have commenced with a procurement plan being developed to ensure the procurement stage can be delivered between January 2020 and March 2020. An award of contract is expected in March 2020, with a construction commencement in April 2020 in line with the completion of the SMART motorway.
 - 3.3 A buildability review is being undertaken as part of the detailed design, with the majority of the works being constructed 'off-line', it is anticipated the construction duration will be approximately 6-8 months.
 - 3.4 This scheme has been de-risked following positive land negotiations with the RBLI, who have agreed in principle the sale of their land as per previous conversations prior to a personnel change.
 - 3.5 A report was presented to KCC's Infrastructure Commissioning Board (ICB) on the 24th June 2019 for approval to spend and enter into contracts accordingly, which received approval. This scheme will now be taken to the KCC Environment and Transportation Cabinet Committee meeting in September 2019.
 - 3.6 There have been previous concerns regarding the removal of the signalisation on this scheme. These have been taken into consideration and confirmation is given to the board that part time signalisation is being considered as part of the detailed design phase.

3.7 The general arrangement for this scheme can be seen in **Appendix 2**.

4. A20 London Road:

4.1 In April 2019, SELEP's Independent Technical Evaluator endorsed the release of funding to deliver the A20 London Road at its junction with Hall Road/Mills Road.

4.2 The detailed design is being undertaken by the same consultant as the A20 Coldharbour Roundabout, to achieve better value for money and greater consistency across both schemes. Although challenges have been encountered through the design phase, these have recently been minimised and the detailed design continues to progress accordingly.

4.3 It is recognised that existing surface water drainage remains a concern at this location. The design will incorporate a system that will resolve this ongoing problem and the project team are working closely with KCC's drainage team to achieve a successful solution.

4.4 Third party land is required to deliver this proposed scheme, early positive discussions have been held with the landowner and will continue to do so until a signed agreement has been reached.

4.5 There will be several complex utility diversionary works required to deliver this scheme. As such, early engagement has been undertaken with the relevant utility companies to inform the design and costings of the scheme.

4.6 The detailed design will be completed in November 2019 and will be incorporated with the A20 Coldharbour roundabout for the procurement phase and submitted as one contract.

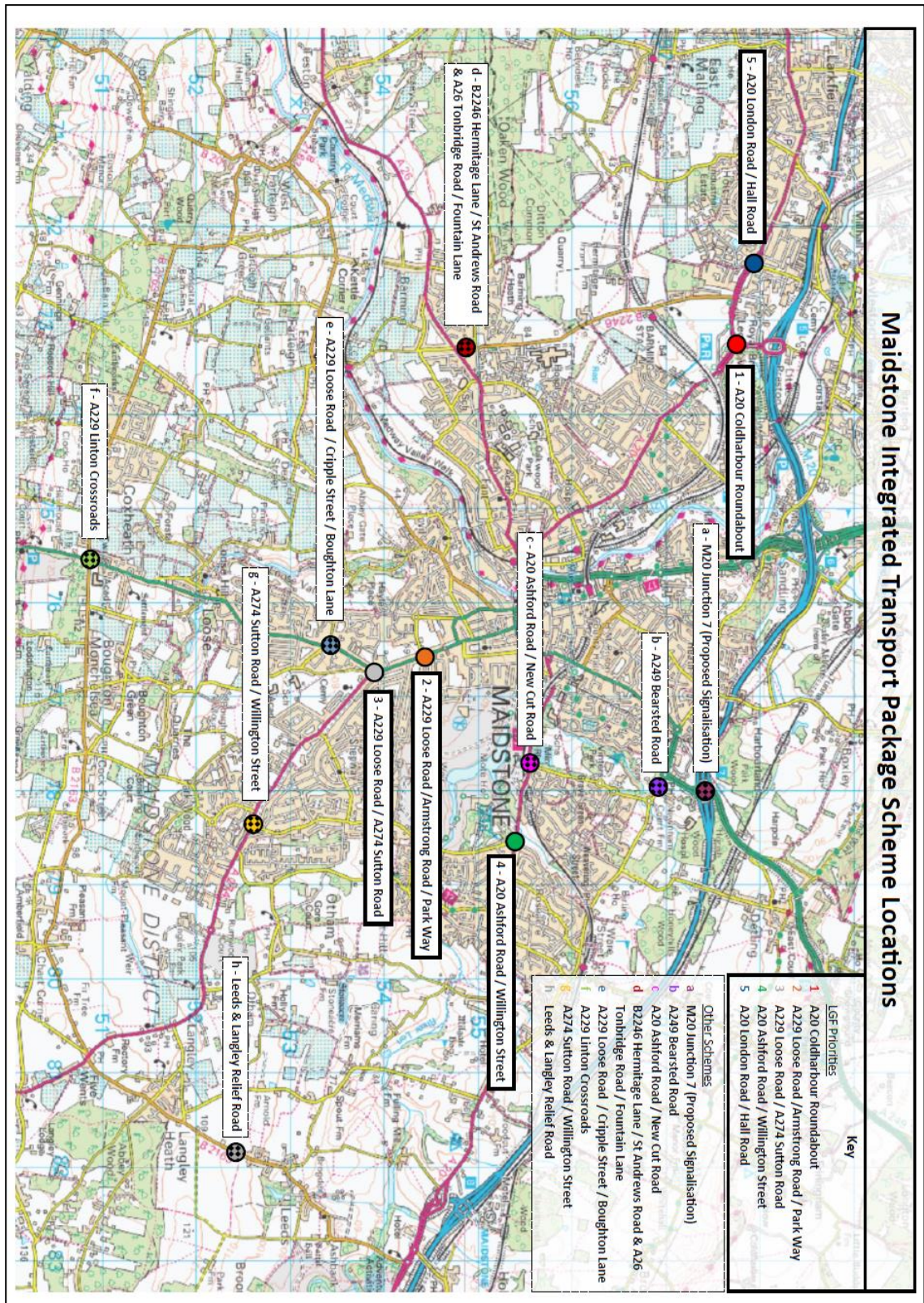
4.7 The general arrangement for this scheme can be seen in Appendix 3.

5. Conclusion:

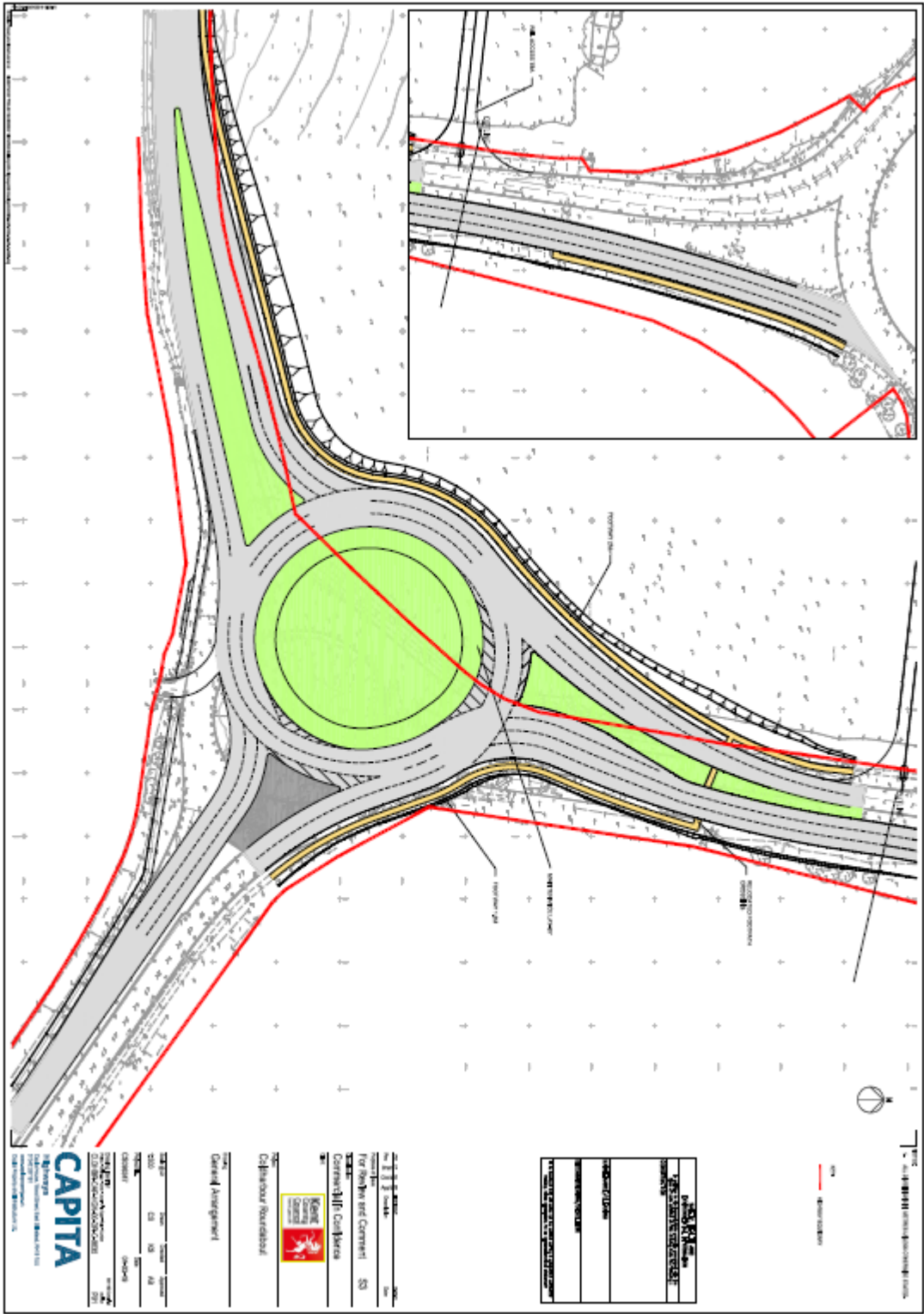
5.1 Kent County Council presents this report to Members for information. They must recognise the risks associated with the delivery of these works and understand the timing constraint of spending the Local Growth Fund contributions by the end of March 2021.

5.2 KCC will keep Members and the board updated at key milestones throughout the next stages.

Appendix 1:



Appendix 2:



Appendix 3:

Agenda Item 9

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

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Agenda Item 10

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**

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