

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: Democratic Services
committee.services@tmbc.gov.uk

11 September 2020

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 online via Microsoft Teams on Monday, 21st September, 2020 commencing at 7.30 pm. Information on how to observe the meeting will be published on the Council's website.

Yours faithfully

JULIE BEILBY

Chief Executive

A G E N D A

PART 1 - PUBLIC

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To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 8 June 2020

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The report provides an update on the proposed timescale for the implementation of the changes to on-street parking charges and provides updates on Phases 11 and 12 of the Parking Action Plan and the larger parking reviews, including Kings Hill, Hadlow and Hildenborough. The report takes into account the impact of the Covid-19 pandemic.

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The report informs Members on the outcome of a recent informal consultation with residents of Quarry Rise, Tonbridge

Matters submitted for Information

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The report provides an update on the Department for Transport (DfT) Emergency Active Travel Fund, relating specifically to the Tonbridge town wide 20mph limit.

7. Highway Forward Works Programme - 2020/21 onwards 73 - 98

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PART 2 - PRIVATE

10. 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

Mr M Balfour (Chairman)
Cllr D Lettington (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

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

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Apologies for absence

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Declarations of interest

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TONBRIDGE AND MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

Monday, 8th June, 2020

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

Councillors Mrs J A Anderson, M D Boughton, M A Coffin, N J Heslop, M A J Hood, K King, J R S Lark, Mrs A S Oakley, M R Rhodes, H S Rogers, J L Sergison, T B Shaw and Mrs M Tatton were also present pursuant to Council Procedure Rule No 15.21. Mrs W Palmer was also present on behalf of the Kent Association of Local Councils (KALC)

PART 1 - PUBLIC

JTB 20/7 DECLARATIONS OF INTEREST

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

JTB 20/8 MINUTES

RESOLVED: That the Minutes of the meeting of the Joint Transportation Board held on 9 March 2020 be approved as a correct record and signed by the Chairman.

JTB 20/9 PARKING ACTION PLAN - PHASE 12

Decision Notice D200037MEM

The report of the Director of Street Scene, Leisure and Technical Services provided details of 20 schemes to be taken forward for investigation and informal consultation under Phase 12 (20/21) of the Parking Action Plan. Details of the schemes were set out in Annex 1 to the report while Annex 2 identified a list of locations to be considered in future phases of the Parking Action Plan. It was noted that the timescale for investigation and informal consultation on the schemes identified within Phase 12 would be influenced by the restrictions placed on the Parking Team by the Covid-19 emergency and current workload, which included a significant amount of work relating to the completion of Phase 11 works.

RECOMMENDED: That

- (1) the list of locations identified in Annex 1 to the report be taken forward for investigation and informal consultation as Phase 12 of the Parking Action Plan; and
- (2) the list of locations identified in Annex 2 to the report be held on a list for the next cycle of the Phased Parking Action Plan.

MATTERS SUBMITTED FOR INFORMATION**JTB 20/10 TONBRIDGE AND MALLING HIGHWAYS WORK PROGRAMME**

The report of KCC Highways, Transportation and Waste summarised schemes programmed for delivery in 2019/20 and provided an update on the Road, Footway and Cycleway Renewal and Preservation Schemes (Appendix A), Drainage Repairs and Improvements (Appendix B), Street Lighting (Appendix C), Transportation and Safety Schemes (Appendix D), Developer Funded Works (Appendix E), Bridge Works (Appendix F), Traffic Systems (Appendix G) and the Combined Member Grant programme (Appendix H).

RESOLVED: That the report be received and noted.

JTB 20/11 URGENT ITEMS

The Chairman announced he had accepted an urgent item of information. In accordance with s100B(4)(b) of the Local Government Act 1972, he advised that he considered the matter to be urgent due to the need to provide advance warning of the imminent commencement of major works in High Street, Tonbridge and to provide clarity to the Government's recent announcement of the Covid-19 Emergency Active Travel Fund.

JTB 20/12 COVID-19 EMERGENCY

The Tonbridge and Malling Acting District Manager, Kent Highways Services, reported that, in order to benefit from reduced traffic movement during the Covid-19 emergency, Southern Gas Networks (SGN) would commence works in High Street, Tonbridge on 14 June and that it was anticipated that the works would be completed by 21 September 2020. He outlined arrangements for road closures, diversions and signage to reduce congestion and provided details of timescales for other schemes within Tonbridge which would be affected by the earlier than anticipated commencement of the SGN works.

With particular reference to Tonbridge, County Councillor M Payne provided an update on potential funding opportunities for traffic calming, cycle lanes and speed limit schemes across the County following the

Government's announcement of the Covid-19 Emergency Active Travel Fund. He advised that a broad set of criteria based on 5 themes (carriageway repurposing for cycling and pedestrians; safer journeys to school through variable speed limits on school streets; town-wide 20mph schemes; liveable neighbourhoods to encourage travel on foot; and recreational cycling and walking schemes) had informed the bid submitted by the 5 June deadline in respect of the first tranche of funding for trial schemes (£1.6M). He outlined the timescale and constraints on applications for the second tranche of funding and asked that all suggestions for specific improvement schemes be submitted to Kent Highways Services for further evaluation as soon as possible to meet the deadline of 31 July 2020.

RESOLVED: That the report be received and noted.

MATTERS FOR CONSIDERATION IN PRIVATE

JTB 20/13 EXCLUSION OF PRESS AND PUBLIC

There were no items considered in private.

The meeting ended at 8.43 pm

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TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

21 September 2020

Report of the Director of Street Scene, Leisure & Technical Services
and Director of Finance & Transformation

Part 1- Public

Matters For Decision

1 ON-STREET PARKING UPDATE

Summary

This report updates Members on the proposed timescale for the implementation of the changes to on-street parking charges, and also updates on Phases 11 and Phase 12 of the Parking Action Plan, and the larger parking reviews including Kings Hill, Hadlow and Hildenborough. The recommendations take into account the impact of the Covid-19 pandemic.

1.1 On-Street PARKING Charges

- 1.1.1 At the previous meeting of this Board on the 9th March 2020, Members considered a report and agreed recommendations to the Borough Council's Cabinet to allow the progression of formal consultation in relation to on-street parking fees and charges across the Borough.
- 1.1.2 The recommendations from this Board were due to be considered at the Cabinet meeting on the 17 March 2020. Due to the Covid-19 pandemic this meeting was cancelled and at the 3 June 2020 meeting of Cabinet the decision was taken to defer until the next annual cycle of charges review.
- 1.1.3 The timescale for this next cycle is relatively short as we would seek to align the off-street and on-street charging regime timescales as much as possible. A copy of the previously proposed on street parking charges is attached in **Annex 1**.
- 1.1.4 The next step is for the formal consultation to proceed this October/November and the outcome to be reported back to the 8 March 2021 meeting of this Board.
- 1.1.5 Recommendations would then be made to Cabinet with any changes approved being implemented in April 2021.

1.2 Parking Action Plan – Phase 11

- 1.2.1 Phase 11 of the Parking Action Plan was reported to the March 2020 meeting of this Board and has progressed to its implementation stage. Delivery of the works have been delayed due to Covid-19.

1.2.2 Phase 11 has now been passed to contractors for delivery and we anticipate this being complete by November 2020. This includes the introduction of new on street charging areas in the upper parts of Tonbridge High Street.

1.3 Parking Action Plan - Phase 12

1.3.1 The Phase 12 of the Parking Action Plan was reported to the June meeting of the Board.

1.3.2 We have now completed the initial investigation and design work. This has enabled us to enter into informal consultation with those directly affected by any proposals. The outcome of this consultation will be reported back to the 23 November 2020 meeting of the Board.

1.4 Parking Reviews

1.4.1 In addition to the Phased Parking Action Plans, the Borough Council has agreed a programme of Parking Reviews, where more complex issues or packages of measures can be addressed.

1.4.2 There are currently three Parking Reviews under way, Kings Hill, Hadlow and Hildenborough, with a future review programmed for Snodland.

1.5 Kings Hill

1.5.1 The parking issues in Kings Hill cover a number of locations across the village, with a variety of issues relating to the style of the development and the number of adopted and private roads.

1.5.2 In liaison with the local Members, the Parish Council and Liberty Property, Officers have reviewed the programme and approach to be taken for Kings Hill. Given the potential on-going phases of this review, the decision was taken to address the main distributor roads first.

1.5.3 The initial proposals for this first phase of work have been through the informal consultation process and the responses are summarised in **Annex 2**.

1.5.4 Kings Hill Parish Council did respond through our online consultation platform. The detail of their response is shown in **Annex 3** and has been considered during the analysis of responses and included in the summaries shown in **Annex 2**.

1.5.5 The responses show a mixed but broadly supportive response from residents. There was, however, a frequent comment that parking restrictions would make the parking situation worse. Whilst the comment is understandable, it may also be the case that a number of residents are currently taking advantage of parking against the Highway Code, close to junctions and where it causes problems. These residents may have to find more suitable parking elsewhere which is less convenient, or use their own off-street parking facilities.

- 1.5.6 There were a number of comments to do more and to go further into the residential areas (it is our intention to address these areas in further iterations of the parking review).
- 1.5.7 The next steps for the Kings Hill review are for the minor alterations to proposals in Queen Street, Discovery Drive and Regent Way to be considered and the plans adjusted accordingly, and then to proceed to formal consultation on the proposals.
- 1.5.8 We will look to carry out the formal consultation this autumn with a report on the outcome of the consultation coming back to this Board early next year.

1.6 Hadlow (and Golden Green)

- 1.6.1 The Council has developed proposals for parking restrictions across Hadlow (and Golden Green) and is ready for informal consultation with residents and the Parish Council.
- 1.6.2 We will look to carry out the informal consultation this autumn with a report on the outcome of the consultation coming back to this Board early next year.

1.7 Hildenborough

- 1.7.1 Initial proposals have been developed for Hildenborough and discussed in outline with the local Members. The issues are complex due to competing demands for residential, business, commuter and school parking.
- 1.7.2 The next step is to discuss the proposals with the Parish Council in an informal context prior to carrying out the first round of consultation with residents on the proposals.

1.8 Snodland

- 1.8.1 Parking in Snodland is to be looked at as part of a review, aimed at addressing concerns about the conflicting needs of residents, shoppers, workers in the town and commuters taking advantage of the high speed rail link.
- 1.8.2 This is likely to require significant survey work and assessment and we may look to place this with consultants to take this review forwards in a timely manner.
- 1.8.3 We hope to progress this early in 2021 as we will need parking habits and behaviours to return to some degree of new normality before any survey work is undertaken.

1.9 Legal Implications

- 1.9.1 The powers allowing the Borough Council to carry out parking management activity are contained in the Road Traffic Regulation Act 1984, supplemented by formal agreement with Kent County Council as the Local Highway Authority, in respect of its powers under the Traffic Management Act 2004. In particular,

section 122 of the Road Traffic Regulation 1984 Act imposes a general duty on local authorities exercising functions under the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of safe and adequate parking facilities on and off the highway.

- 1.9.2 The Borough Council carries out parking enforcement under an Agency agreement with Kent County Council by way of a Traffic Regulation Order, under the terms of the Road Traffic Act 1988 (and its amendments), the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.
- 1.9.3 Changes to parking charges are made via an Amendment Orders to the Council's on and off-street parking Traffic Regulation Orders, using the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and will reflect any temporary amendments to procedures introduced to address Covid-19 restrictions.

1.10 Financial and Value for Money Considerations

- 1.10.1 The review of the on-street car parking fees and charges was progressed within the context of a set of guiding principles, the cost of the parking service to the Council and ongoing investment in the parking management service. Details were reported to the September 2019 meeting of the Street Scene & Environment Services Advisory Board.
- 1.10.2 Clearly the Covid-19 pandemic will result in different user patterns in relation to parking. The full extent of this impact in the changing habits of users will not be known for some time as businesses and users make changes to the way they move and operate within the Borough.
- 1.10.3 Funding to implement works associated with the Parking Action Plan Phase 11 and 12 is provided within existing revenue budgets.

1.11 Risk Assessment

- 1.11.1 The comprehensive assessment and consultation process applied to Parking Action Plans provides the assurance that the Borough Council has the will and ability to adapt proposals brought forward, in the light of comment and circumstances, and to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that the Council correctly and effectively manages on-street parking in these areas, as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.
- 1.11.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals both informally and formally. 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.

1.12 Equality Impact Assessment

1.12.1 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.

1.12.2 Blue Badge holders can park free of charge in the Council's car parks for up to 23 hours. For Blue Badge holders living in a parking permit area, a Resident Parking Permit is not required as long as the valid Blue Badge and clock is correctly displayed. The Blue Badge scheme has recently been extended by Central Government to include people with "hidden disabilities". This includes people with learning disabilities, autism and mental health conditions.

1.13 Policy Considerations

1.13.1 Asset Management

1.13.2 Communications

1.13.3 Community

1.13.4 Customer Contact

1.14 Recommendations

1.14.1 It is **RECOMMENDED** to the Borough Council Cabinet that:

- i) consultation for the proposed on-street parking fees and charges be progressed as outlined in the report, with the outcome reported back to the 8 March 2021 meeting of this Board;
- ii) the outcome of the Phase 12 parking action plan informal consultation be reported to the next meeting of this Board; and
- iii) the Kings Hill Parking Review be progressed to formal consultation taking into account the informal consultation responses (Annex 2) with minor alterations to proposals on Queen Street, Discovery Drive and Regent Way.

Background papers:

contact: Andy Edwards

Annex 1 – Copy of proposed charges
Annex 2 - Kings Hill informal consultation summaries

Head of Technical Services

Robert Styles
Director of Street Scene, Leisure and Technical Services

Sharon Shelton
Director of Finance and Transformation.

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING) (WAITING
RESTRICTIONS AND ON-STREET PARKING PLACES)
(AMENDMENT 32) ORDER 2020**



Notice is hereby given that Kent County Council intends to make the above Order, under Section 1, 2, 35, 36, 45, 46, 47, 49, 53, 124 of and Part IV of Schedule 9 to the Road Traffic Regulations Act 1984, the effect of which will be the alteration of parking tariffs and charges.

The tariff items and charges to be changed are as follows (no other alterations are proposed);

In the Borough of Tonbridge & Malling

On-Street Pay & Display and 'Pay by Phone'

Tariff	Type	Time period	Current Charge	New charge
T1.1	On-street pay & display	Up to 30 minutes	70p	70p
		Up to 1 hour	£1.30	£1.40
		Up to 2 hours	£2.30	£2.50
		Up to 3 hours	£3.10	£3.40

On-street parking permits

Tariff	Type	Current Charge	New charge
T2	Resident's on-street permit	1 st permit per household £40 per year	1 st permit per household £45 per year
		2 nd permit per household £40 per year	2 nd permit per household £45 per year
		3 rd permit per household £40 per year	3 rd permit per household £90 per year
		4 th and more permit per household £40 per year	4 th and more permit per household £135 per year
T3	Business on-street permit	£160 per year	£175 per year

Dispensations

Tariff	Type	Current Charge	Proposed charge
T7.1	Discretionary dispensation permit AZT for essential carers	£50	£25
T7.3	Discretionary dispensation permit PM for property maintenance vehicles (valid in any Tonbridge residents permit bay)	£160	£175
T7.4	Discretionary dispensation permit PMY for property maintenance vehicles (valid in any Tonbridge residents permit bay and on yellow lines where loading and unloading is not prohibited in Tonbridge High Street)	£160	£175
T7.5	Discretionary dispensation permit THB for vehicles carrying out regular cash banking activities (valid on yellow lines adjacent to banking facilities where loading and unloading is not prohibited in Tonbridge High Street for a maximum of 20 minutes)	£160	£175
T7.6	Discretionary dispensation permit for commercial purposes (such as building works)	£10 per day, £30 per week	£10 per day, £40 per week

A copy of the draft Order and a statement of reasons for proposing to make the Order may be inspected during normal working hours at the offices of Tonbridge and Malling Council Offices,

Kings Hill, West Malling or Tonbridge Castle and at the Kent County Council Offices, Sessions House, County Hall, Maidstone, Kent.

The proposed Order may also be viewed on www.tmbc.gov.uk/onstreetcharges

Anyone wishing to support these proposals, or object to them, should write stating reasons, and quoting the name of the Order by *[date to be confirmed]* to;

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

Dated *[date to be confirmed]*

Barbara Cooper
Corporate Director, Growth, Environment and
Transport
Kent County Council,
County Hall,
Maidstone, Kent ME14 1XQ

For enquires relating to these proposals please contact Tonbridge & Malling Borough Council on 01732 844522.

Joint Transportation Board - Kings Hill Review Phase A – Location Summaries

Road / Area	Gibson Drive
Plan reference:	DD/586/07

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 19 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
1 (5.3%)	1 (100%)	0 (0%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
1 (100%)	0 (0%)	0 (0%)

The Parish Council commented in favour of the proposals, but would like a Bus stop clearway outside Borough Council offices.

Overall the response was as follows

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

Issues raised during the consultation

Issue	No. times raised	Response
Do not see any existing issues	1	Parking is starting to occur on Gibson Drive and the proposals should help maintain the free flow of traffic on to the estate and facilitate bus movements.
People should follow the rules and agreements for KH and plan ahead	1	
Would like Bus stop clearway outside Borough Council offices	1	The proposals include bus stop clearways outside the Borough Council offices

Informal consultation responses

The response rate to the informal consultation was low for this sort of proposal, reflective of the few residential properties in the immediate area.

Recommendation after informal consultation

In light of the positive responses received, and no comments against the proposals, it is recommended that the proposals **proceed** to formal consultation.

Road / Area	Crispin Way
Plan reference:	DD/586/08

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

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

Response rate	In favour	Against	Don't Know
2 (10%)	0 (0%)	2 (100%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
1 (100%)	0 (0%)	0 (0%)

The Parish Council commented in favour of the proposals but would like to extend the double yellow lines from Discovery Drive to 45 Alexander Grove.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
4	2 (50%)	2 (50%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
Nowhere for visitors to park/permit to park in Crispins	2	Crispin Way is not intended to provide parking for residents, but as an access road to the school. The car park is outside of the Borough's remit and would be for the owner to consider allowing resident parking or not.
More parking provision in Kings Hill generally	1	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Who will enforce parking restrictions? (if implemented)	1	The Borough Council's Parking Enforcement team would arrange patrolling by our Civil Enforcement Officers.
Far too many cars blocking view for children crossing and cars navigating between parked cars	1	The proposals are intended to improve safety, visibility and access around the school.

Issue	No. times raised	Response
In favour - but would like to extend double yellows from DD to No 45 Alexander Grove (<i>from plan 09 this appears to be proposed</i>)	1	This is part of the proposals

Informal consultation responses

The response rate to the informal consultation was low for this sort of proposal. The residents that commented against the proposals did so on the base of parking pressure in the area and lack of facilities, but the parking pressure in the area is the lead cause of the concerns about parking near the school.

The parking pressures in the area are a consequence of the private parking provision to the national planning design standards that prevailed at the time the development was constructed, which do not adequately meet the demand for parking from residents themselves, and this cannot be resolved by the Borough Council.

There seems to be a general reluctance from residents to use private parking spaces or garages that may be out of direct view from properties or located in parking areas accessed through narrow driveways. This leads to parking on the residential roads through the estate, and often to parking half-on, half-off pavements that causes significant problems for those with mobility issues.

What we can assist with is easing access to those parking areas and preventing obstructive parking, which may encourage more effective use of the private parking areas.

It should be noted that the proposals echo the requirements of the Highway Code, not to park on bends, junctions or where it would cause an obstruction or safety issue.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals **proceed** to formal consultation.

Road / Area	Alexander Grove, Discovery Drive and Alton Ave
Plan reference:	DD/586/09

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

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

Response rate	In favour	Against	Don't Know
10 (21.3%)	6 (60%)	4 (40%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
2 (40%)	3 (60%)	0 (0%)

The Parish Council commented in favour of the proposals, but made no specific comments.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
16	9 (56.3%)	7 (43.8%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
Nowhere for visitors to park/permit to park in Crispins	1	Crispin Way is not intended to provide parking for residents, but as an access road to the school. The car park is outside of the Borough's remit and would be for the owner to consider allowing resident parking or not.
More parking provision in Kings Hill generally	1	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Changes proposed will displace parking/therefore make matters worse	5	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Proposals will address inconsiderate parking	2	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Proposals will protect vulnerable pedestrians	1	The aim is to provide a safe and suitable environment.

Issue	No. times raised	Response
Parking restrictions need to be enforced (if implemented)	2	The Borough Council's Parking Enforcement team would arrange patrolling by our Civil Enforcement Officers.
White Vans/Commercial vehicles in Alexander Grove	6	Whilst not desirable, there is an increase in the use of commercial vans, and provided they are legal to be on the public highway they are as entitled to use the road space as any other road user. It is likely that the vans are associated with residents that live in the area.
Taking away parking from outside our property as stated in the covenant	2	Any covenants relating to parking on the road cease to have effect if the road is adopted as public highway, and national highway legislation applies.
No parking for visitors, including grandparents and friends - feeling trapped and stressed - considering moving	2	Like any other parking, visitor parking cannot be taken for granted on the public highway.
Lack of parking outside property devalues by 5%	1	Parking on the public highway is not a right, it is tolerated where it does not create a problem, cannot be taken for granted. The purpose of the public highway is to assist travel, and whilst parking directly outside a property may be seen as a benefit, this is secondary to the needs of the travelling public.
Residents Parking scheme would be welcomed	2	A residents' parking scheme is unlikely to resolve parking issues as the parking in the area is predominantly from residents themselves. Any permit parking scheme has annual permit cost and is unlikely to resolve the parking issues.
Don't criminalise parents	1	Every driver needs to be aware of the requirements of the public highway to drive and park lawfully.
Workers from shops businesses are using these roads for parking	2	The public highway is for all to use, but the majority of parking (outside of school times) seems to relate to residents.
Parents at school drop off pick up are inconsiderate	1	Every driver needs to be aware of the requirements of the public highway to drive and park lawfully.
Visitors and others are using Alexander Grove for parking	2	The public highway is for all to use, but the majority of parking (outside of school times) seems to relate to residents.
Parking not a problem until KH property and ASDA made changes to rules	2	Parking in private parking facilities cannot be taken for granted and can be controlled by the owner of that facility. However, this does not mean that safety

Joint Transportation Board - Kings Hill Review Phase A - Annex 2 – Location Summaries

Issue	No. times raised	Response
		on the public highway should be compromised.
Double yellow lines will mean parking away from outside house on Alexander Grove - challenging for wife with baby and shopping especially at night	1	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
No allocated parking for residents	1	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Roads are narrow and difficult to drive down	1	The proposals are intended to reduce obstructive parking and ease access.
Parking issues with school over 1 hour a day - will affect householder 24 hours a day	3	The public highway is for all to use, but the majority of parking (outside of school times) seems to relate to residents.
Sometimes cars are left for weeks in Alexander Grove	1	The public highway is for all to use, but the majority of parking (outside of school times) seems to relate to residents. Any vehicles that are abandoned on the public highway can be reported to the Borough Council's Waste Services team on waste.services@tmbc.gov.uk
Have you considered other solutions - designated parking bays for residents, widening road, making it one way, commercial solution for vans and lorries	1	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Parking Manager may achieve his goals (for the free flow of traffic) but this will not help residents	1	Parking on the public highway is not a right, it is tolerated where it does not create a problem, cannot be taken for granted. The purpose of the public highway is to assist travel, and whilst parking directly outside a property may be seen as a benefit, this is secondary to the needs of the travelling public.
Considering legal action to enforce covenants or against fellow residents with camper vans/commercial vehicles	1	Any covenants relating to parking on the road cease to have effect if the road is adopted as public highway, and national highway legislation applies.
Proposal to extend parking available to outside No 39 Alexander Grove	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Informal consultation responses

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

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals **proceed** to formal consultation.

Road / Area	Discovery Drive (East of Alexander Grove)
Plan reference:	DD/586/10

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 48 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
13 (27.1%)	9 (69.2%)	3 (23.1%)	1 (7.7%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
1 (50%)	1 (50%)	0 (0%)

The Parish Council commented in favour of the proposals but would like to see the double yellow lines meet up at the entrance just past Rubin Place.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
16	11 (68.8%)	4 (25%)	1 (6.3%)

Issues raised during the consultation

Issue	No. times raised	Response
White Vans/Commercial vehicles in Alexander Grove	3	Whilst not desirable, there is an increase in the use of commercial vans, and provided they are legal to be on the public highway they are as entitled to use the road space as any other road user. It is likely that the vans are associated with residents that live in the area.
Changes proposed will displace parking/therefore make matters worse	3	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Additional Traffic Calming measures required	1	The provision of traffic calming is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider.
Assist with rubbish/garage clearances	1	Residents are responsible for their own property, and the disposal of rubbish and large items that are not within the scope of normal household rubbish.

Issue	No. times raised	Response
		However, the Council can assist with it's Bulky Waste collection scheme, though there is a charge for this.
Thanks to TMBC for constructive action	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Additional wooden parking bollards in Milton Lane required	1	The provision of wooden bollards is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider.
Do not consider there to be a parking problem on Discovery Drive	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Double yellow lines will encourage more people to park on the road	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Current parking restrictions need to be enforced	1	Currently there are very few enforceable parking restrictions in the area, so little enforcement takes place. This would be revised if the new restrictions are introduced.
More parking provision in Kings Hill generally	1	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Yellow lines affect the character of the road	1	It is not unusual to introduce yellow line road markings to the public highway and this should be an expected part of any streetscene.
Suggestion - marked parking spaces on DD (<i>Discovery Drive</i>) replacing the existing grass verge	1	It is not possible to create more parking places within the constraints of the public highway.
In favour - although action to address parking issues for parents of school children required e.g. spare land at side of community hall	1	It is not possible to create more parking places within the constraints of the public highway.
Emergency access is often obstructed by parked vehicles - and there is an increase in commercial vehicles parked overnight	1	Whilst not desirable, there is an increase in the use of commercial vans, and provided they are legal to be on the public highway they are as entitled to use the road space as any other road user. It is likely that the vans are associated with residents that live in the area.
In favour - but would like double yellows to meet up at the entrance just past Rubin Place	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible, but could be extended in line with the Parish's comments

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 comments received, it is recommended that the proposals be amended on Discovery Drive (near Rubin Place) and **proceed** to formal consultation.

Road / Area	Discovery Drive and Fortune Way (southern section)
Plan reference:	DD/586/11

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 72 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
23 (31.9%)	16 (69.6%)	6 (26.1%%)	1 (4.3%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
3 (50%)	3 (50%)	0 (0%)

The Parish Council commented in favour of the proposal but would like to see continuous double yellow lines on both sides of Fortune Way.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
30	20 (66.7%)	9 (30%)	1 (3.3%)

Issues raised during the consultation

Issue	No. times raised	Response
Thanks to TMBC for constructive, very welcome action/excellent idea	4	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
More parking provision in Kings Hill generally	4	It is not possible to create more parking places within the constraints of the public highway.
Proposals will address inconsiderate parking	5	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Proposals will protect vulnerable pedestrians	3	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Broadly favourable but not for part of Fortune Way giving access to golf course	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Access down Milton Lane for residents is very difficult	1	This could be considered as part of a future phase of the Kings Hill parking review

Issue	No. times raised	Response
Free parking provision for commercial vehicles	1	Depending on size, commercial vehicles may be subject to other legislation, but are otherwise as entitled to use the public highway as any other vehicle.
Consider removal of traffic calming measures on corner of Anisa Close	1	The provision or removal of traffic calming features is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider.
Houses with several adult drivers and only one or two allocated parking bays	3	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Fortune Way is not a bus route and doesn't need lines	1	There have been complaints about obstructive parking on Fortune Way.
Trades people will have to carry tools long distances	1	Convenience should not be at the expense of safety or maintaining traffic movements.
Parents won't be able to visit anymore	1	Like any other parking, visitor parking cannot be taken for granted on the public highway.
Parking restrictions need to be enforced (if implemented)	3	Any new restrictions would be accompanied by increased enforcement.
Proposed parking restrictions on roundabout is exactly where I park	1	Parking on roundabouts is against the Highway Code. The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Where will cars currently parking in these areas be expected to park?	3	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Will address visibility /single lane use	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Provide Additional wooden parking bollards in Milton Lane	1	The provision of wooden bollards is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider.
Changes proposed will displace parking/therefore make matters worse	4	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Make Fortune Way a one way street	3	Introducing a "one way street" restriction is outside of the gift of the Borough Council and would be for Kent County

Issue	No. times raised	Response
		Council (as the Highway Authority) to consider.
Put parking restrictions along one side of Milton Lane - issue of emergency vehicle access	1	This could be considered as part of a future phase of the Kings Hill parking review
All Milton Lane (or the start of it at least) should have yellow lines - to allow access for emergency vehicles	1	This could be considered as part of a future phase of the Kings Hill parking review
Both Milton Lane and Queen Street to become one way	1	Introducing a “one way street” restriction is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider, though only the eastern end of Queen Street is adopted as public highway.
Had an accident in Fortune Way recently - in favour of proposal	1	The proposals echo the requirements of the Highway Code.
All bus routes should be parking free	1	The proposals echo the requirements of the Highway Code.
Residents found parking when there was temporary parking restrictions	1	Any new restrictions would be accompanied by increased enforcement
Need to park outside my house - visitors have nowhere to park	1	<p>Parking on the public highway is not a right, it is tolerated where it does not create a problem, cannot be taken for granted.</p> <p>The purpose of the public highway is to assist travel, and whilst parking directly outside a property may be seen as a benefit, this is secondary to the needs of the travelling public.</p>
Devaluing properties	1	<p>Parking on the public highway is not a right, it is tolerated where it does not create a problem, cannot be taken for granted.</p> <p>The purpose of the public highway is to assist travel, and whilst parking directly outside a property may be seen as a benefit, this is secondary to the needs of the travelling public.</p>
Yellow lines in Fortune Way (south) are excessive given volume of traffic	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Extra provision for parking required - replacing grass verges	1	It is not possible to create more parking places within the constraints of the public highway.
Overall provision for parking on KH needs to be addressed by planners and developers	3	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.

Issue	No. times raised	Response
Where will taxis be able to pick up residents?	1	Taxis have the facility to allow passengers to board or alight on yellow lines. However, pre-booked services should be arranged for pick-up from safe places.
In favour - but would like to see continuous yellow lines on both side of Fortune Way	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible, as this provides parking a capacity and useful traffic calming.
Proposal will negatively impact visitors, workmen and delivery vehicles	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Yellow lines in Fortune Way (south) will lead to extra parking in Cleeve Court	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

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 comments received, it is recommended that the proposals **proceed** to formal consultation.

Road / Area	Fortune Way
Plan reference:	DD/586/12

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 68 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
19 (27.9%)	6 (31.6%)	11 (57.9%)	2 (10.5%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
4 (80%)	1 (20%)	0 (0%)

The Parish Council commented in favour of the proposals but would like to see continuous double yellow lines on both sides of Fortune Way (covered in comments on location 11)

Overall the response was as follows

Response rate	In favour	Against	Don't Know
25	11 (44%)	12 (48%)	2 (8%)

Issues raised during the consultation

Issue	No. times raised	Response
Parking restrictions very welcome	5	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Driving on Fortune needs to be one way	4	Introducing a “one way street” restriction is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider.
Changes proposed will displace parking/therefore make matters worse	5	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Garages are not big enough/how did such a huge RAF site become so short of space	1	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Make Queen Street One way too	1	Introducing a “one way street” restriction is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to

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Issue	No. times raised	Response
		consider, though only the eastern end of Queen Street is adopted as public highway.
Double yellow lines on one side only -retain some parking to slow traffic	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Double yellow lines are unsightly	1	It is not unusual to introduce yellow line road markings to the public highway and this should be an expected part of any streetscene.
More parking provision in Kings Hill generally	3	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Access to parking bays is often obstructed	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Where are visitors going to park?	1	Like any other parking, visitor parking cannot be taken for granted on the public highway.
Hard to walk far as registered disabled	1	Kent County Council operate a “blue badge” scheme for disabled drivers that allows some exemptions from parking restrictions.
Additional Traffic Calming measures	1	The provision of traffic calming features is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider.
Parking restrictions need to be enforced (if implemented)	1	Any new restrictions would be accompanied by increased enforcement.
Make Queen Street and Milton Lane one way	2	Introducing a “one way street” restriction is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider, though only the eastern end of Queen Street is adopted as public highway.
Situation has been made worse by restrictions in supermarket/doctors - please go ahead	2	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Carers need to park close to apartment entrance	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Issue	No. times raised	Response
Make Fortune a residents parking zone	1	A residents' parking scheme is unlikely to resolve parking issues as the parking in the area is predominantly from residents themselves. Any permit parking scheme has annual permit cost and is unlikely to resolve the parking issues.
How would a removal van park if there were double yellow lines?	1	There are exemptions that can apply when people are moving house.
Disabled access difficult in designated parking bays	1	This would be an issue for the property owner to address
Reduce double yellow lines and mark out parking bays	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Extend restrictions into Richmond Avenue	1	This could be considered as part of a future phase of the Kings Hill parking review
Restrict parking on outside of bend around Braeburn Way crossing rather than inside of bend	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Convert Fortune Way and Alexander Grove to one way increasing safety	1	Introducing a "one way street" restriction is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider.
In the interest of safety and will stop damage to parked cars in limited access roads	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour - but must ensure problem isn't displaced into Milton	1	This could be considered as part of a future phase of the Kings Hill parking review.
Removing pavement and roadside parking must be replaced by key code or fob parking in central KH	1	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.

Informal consultation responses

The response rate to the informal consultation was average for this sort of proposal, with the responses broadly split between those in favour and those against.

However, a number of the points raised related to parking in other roads, or to issues that are outside the gift of the Borough Council.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals **proceed** to formal consultation.

Road / Area	Queen Street
Plan reference:	DD/586/13

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 69 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
14 (20.3%)	6 (42.9%)	8 (57.1%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
2 (100%)	0 (0%)	0 (0%)

The Parish Council did not comment on the proposals but would like to see continuous double yellow lines on both sides of Fortune Way (covered in comments on location 11)

Overall the response was as follows

Response rate	In favour	Against	Don't Know
16	8 (50%)	8 (50%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
Changes proposed will displace parking/therefore make matters worse	3	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
A one way approach is needed	1	Introducing a “one way street” restriction is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider.
Make Queen St and Fortune Way one way (with double yellow lines on the right)	1	Introducing a “one way street” restriction is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider, though only the eastern end of Queen Street is adopted as public highway.
Extend the double yellow lines to include the drop kerb access between 86 Queen St and 10 Amos Way	1	This is a sensible alteration and we will adjust the proposals to accommodate this change.

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Issue	No. times raised	Response
Greedy developers did not provide enough parking in the first place	1	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Yellow lines affect the character of Kings Hill/devalue properties	2	It is not unusual to introduce yellow line road markings to the public highway and this should be an expected part of any streetscene. Parking on the public highway is not a right, it is tolerated where it does not create a problem, cannot be taken for granted. The purpose of the public highway is to assist travel, and whilst parking directly outside a property may be seen as a benefit, this is secondary to the needs of the travelling public.
Will improve safety - consider further traffic calming measures where Braeburn Way crosses Fortune	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Parking restrictions need to be enforced (if implemented)	1	Any new restrictions would be accompanied by increased enforcement.
Everyone signed a covenant not to park in the road	1	Any covenants relating to parking on the road cease to have effect if the road is adopted as public highway, and national highway legislation applies.
Please review speeding issues as well	1	Speed management and traffic calming is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider.
Liberty needs to address parking across KH	1	The Borough Council is looking at all the adopted roads in Kings Hill, but we are starting with the more major routes.
Parking on Fortune caused by restrictions at ASDA and Waitrose makes access and sightlines dangerous	1	Parking in private parking facilities cannot be taken for granted and can be controlled by the owner of that facility. However, this does not mean that safety on the public highway should be compromised.
As soon as possible please!	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Accident blackspot Queen St Fortune Way	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Parking around roundabout Fortune/Alton/Discovery ought to be banned and enforced	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Issue	No. times raised	Response
Removing vehicles will increase speeding and make it less safe for children	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Currently no parking or access issues in Queen St	1	There have been reports of parking problems in Queen Street
How will taxis pick up on Queen St and Fortune Way?	1	Taxis have the facility to allow passengers to board or alight on yellow lines. However, pre-booked services should be arranged for pick-up from safe places.

Informal consultation responses

The response rate to the informal consultation was split between those supporting and those against, though a number of the points against the proposals relate to issues outside of the control of the Borough Council.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals be adjusted to reflect the accesses on Queen Street and to **proceed** to formal consultation.

Road / Area	Braeburn Way, Tower View, Winston Avenue and Melrose Avenue
Plan reference:	DD/586/14

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 98 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
17 (17.3%)	11 (64.7%)	6 (35.3%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
2 (100%)	0 (0%)	0 (0%)

The Parish Council commented in favour of the proposals but made no specific comments.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
20	14 (70%)	6 (30%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
Complete waste of money/there is no parking problem in Braeburn Way!	1	The proposals are aimed at addressing the current parking concerns and also addressing any future parking issues, by reflecting the requirements of the Highway Code
There should be a seating area for the elderly	1	This would be outside the remit of the parking review
In favour but should have been addressed when planning consent was given	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour as very difficult to get out onto Tower View because of parked vehicles	3	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Extend yellow lines in Winston Avenue near chicane	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Developers should provide wider roads and more parking bays	1	It is not possible to create more parking places within the constraints of the public highway. The properties have

Issue	No. times raised	Response
		been designed with a set amount of private parking provision and residents should use this wherever possible.
Changes proposed will displace parking/therefore make matters worse	4	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour but only to road crossing points in Braeburn and extend further from Tower View down Winston	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Contravention of the covenant - displacement of parking will interfere with the peaceful enjoyment and cause congestion in Monarch Terrace	1	Any covenants relating to parking on the road cease to have effect if the road is adopted as public highway, and national highway legislation applies. The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour - long overdue - could be taken further where there are houses with garages and driveway parking	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour - but please can you make cyclists use the cycle lane on Tower View and not the pavement	1	It would be for the Police to manage cycling issues
In favour - parked cars on Discovery might now park on Braeburn Way	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour - Garages, driveways and parking bays not being utilised in many instances	1	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Parking restrictions in Melrose Avenue impact on Monarch Terrace	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Informal consultation responses

The response to the informal consultation indicated the majority of respondents in favour of the proposed changes.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals **proceed** to formal consultation.

Road / Area	DD (Winston Ave to Melrose Ave area)
Plan reference:	DD/586/15

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 28 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
11 (39.3%)	7 (63.6%)	4 (36.4%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
1 (50%)	1 (50%)	0 (0%)

The Parish Council commented in favour of the proposals but made no specific comments.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
14	9 (64.3%)	5 (35.7%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
In favour, but cannot see reason for leaving 'gaps' as it will constrict traffic flow	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Ensure new developments have sufficient parking	3	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Act on illegal parking, ensure all cars are legal -people follow the Highway Code	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Parked cars act as a road calming measure	2	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Changes proposed will displace parking/therefore make matters worse	4	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour, but would want double yellow lines all along this stretch of Discovery	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Issue	No. times raised	Response
In favour, but not on both sides of road between 97 and 107 Discovery - one side is enough to deter speeding	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Yellow lines outside 95 - 105 will force them to cross the road to their houses (after parking!)	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
No places for visitors or workmen to park	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Road is not busy enough for this amount of double yellows	1	The proposals are aimed at addressing the current parking concerns and also addressing any future parking issues, by reflecting the requirements of the Highway Code
Can it be single yellows with time limits to avoid rush hours	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Lay back' bus stop slightly to be opposite no 91	1	Any alterations to the road layout are outside the remit of the Borough Council and would be for Kent County Council as the Highway Authority to consider
Garages and parking bays poorly designed so as not to be accessible and insufficient parking overall	1	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
In favour - but double yellows opposite bus stop between Melrose and Winston please	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour - but new restrictions will need to be enforced	1	Any new restrictions would be accompanied by increased enforcement.
In favour - but can restrictions be lifted for Easter, Christmas and bank holidays	1	Double yellow line restrictions emphasise the requirements of the Highway Code, and this means that they should apply at all times.
Double yellows will lead to speeding like on Tower Drive`	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Informal consultation responses

The response to the informal consultation showed the majority of respondents in favour of the proposed changes.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals **proceed** to formal consultation.

Road / Area	Discovery Drive (Rougemont to Bovarde)
Plan reference:	DD/586/16

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

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

Response rate	In favour	Against	Don't Know
8 (20%)	6 (75%)	2 (25%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
3 (100%)	0 (0%)	0 (0%)

The Parish Council commented in favour of the proposals but would like to extend the double yellow lines from Braeburn up Discovery Drive to just past Rougemont.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
12	10 (83.3%)	2 (16.7%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
Bus route - proposals will improve safety for all concerned	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour - would appreciate extending in front of No 4 Discovery Drive - for safety reasons	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Increase double yellow lines on section opposite Nos 115 - 123 to increase safety and improve traffic flow	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
If double yellow lines not consistent all along this section of Discovery Drive -then double yellows in adjacent roads such as Bovarde will increase congestion on Discovery Drive	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Parking restrictions need to be enforced (if implemented)	1	Any new restrictions would be accompanied by increased enforcement.

In favour, would suggest extending into Rougemont	2	Rougemont is not adopted as public highway, so any issues would need to be addressed by the landowner or manager for that area.
In favour, would welcome double yellows in Bancroft Lane up to and including mini roundabout	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour but would like double yellow lines opposite access to Rougemont	2	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Concerned parking restrictions will increase parking on Rougemont	1	Rougemont is not adopted as public highway, so any issues would need to be addressed by the landowner or manager for that area.
How will the scheme be policed?	1	Any new restrictions would be accompanied by increased enforcement.
Action to remove commercial vehicles as per the covenants	1	Any covenants relating to parking on the road cease to have effect if the road is adopted as public highway, and national highway legislation applies.
Discovery Drive is a bus route should be free from all car parking and the current plan will involve buses weaving from side to side - dangerous to all	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Concerns over safety and security where parking zones are going to be created by the proposals	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Parking restrictions opposite 119 Discovery Drive better than outside 119 as sight lines affected by bend	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Informal consultation responses

The response to the informal consultation showed the majority of respondents in favour of the proposed changes.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals **proceed** to formal consultation.

Joint Transportation Board - Kings Hill Review Phase A - Annex 2 – Location Summary

Road / Area	Bovarde Avenue
Plan reference:	DD/586/17

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

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

Response rate	In favour	Against	Don't Know
9 (20.9%)	6 (66.7%)	3 (33.3%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
2 (100%)	0 (0%)	0 (0%)

The Parish Council commented in favour of the proposals but would like to see a bus stop provision between Alfriston Grove and Discovery Drive.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
12	9 (75%)	3 (25%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
In favour for safety and aesthetic reasons	2	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Changes proposed will displace parking/therefore make matters worse	4	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Residents should use their allocated parking spaces	1	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Yellow lines are unsightly	1	It is not unusual to introduce yellow line road markings to the public highway and this should be an expected part of any streetscene.
Covenant precludes parking on the roads - why is it not being enforced?	1	Any covenants relating to parking on the road cease to have effect if the

		road is adopted as public highway, and national highway legislation applies.
In favour, but further parking needed for residents and visitors needs to be created e.g. car parks either side of the cricket field, the community centre car park at the end of Amber Lane - drop kerbs for certain properties to allow more off street parking	1	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
In favour, but extend bus stop clearway to allow for two buses and restrict parking either side to allow buses to access easily	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour on Bovarde Ave especially when school buses are around as parking can get bad	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour, but only if you can ensure parking issue on Bovarde doesn't shift to Alfriston - or restrict parking on Bovarde between 6.00 am and 8.00 pm	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Not been a parking issue in this area for 19 years	1	The proposals are aimed at addressing the current parking concerns and also addressing any future parking issues, by reflecting the requirements of the Highway Code
The restrictions will lead to parking outside our home on the street against the covenants	1	Any covenants relating to parking on the road cease to have effect if the road is adopted as public highway, and national highway legislation applies.
Tower View parking restrictions not being enforced	1	The parking restrictions are being patrolled, but some patrolling is on a reactive basis.
Better to address parking issues on Discovery Drive and Fortune Way	1	The Borough Council is looking at issues across these areas as well.
Bus stop provision between Alfriston Grove and Discovery Drive	1	The provision of new bus stops is for Kent County Council and the bus operating companies to consider.

Informal consultation responses

The response to the informal consultation showed the majority of respondents in favour of the proposed changes.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals **proceed** to formal consultation.

Road / Area	Regent Way (Tower View to Sunrise Way)
Plan reference:	DD/586/18

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 42 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
16 (38.1%)	8 (50%)	8 (50%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
1 (33.3%)	2 (66.7%)	0 (0%)

The Parish Council commented in favour of the proposals but would like to see double yellow lines all the way from Pearl Way to Boverde Avenue.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
20	10 (50%)	10 (50%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
In favour but, make the stretch between Pearl and Regent Way postbox double yellow too.	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Changes proposed will displace parking/therefore make matters worse	7	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
No point unless it is enforced	2	Any new restrictions would be accompanied by increased enforcement.
Houses have very limited parking already and authorities should rethink provision urgently	6	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Allow access to Liberty Trust land on the Cricket ground	1	It is not possible to create more parking places within the constraints of the public highway.
Traffic calming measures would be welcomed	1	The provision of traffic calming is outside of the gift of the Borough Council and would be for Kent County

Issue	No. times raised	Response
		Council (as the Highway Authority) to consider.
Road tax entitles me to park on public roads	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour, People do not use their parking bays - and there are often 3 or more cars per house	2	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
In favour but - restrict parking opposite Kendall Ave and Ruby Walk according to Highway code	1	We can extend the double yellow lines opposite the junctions to ease turning movements.
In favour but please extend 18m between Pearl Way and Sunrise Way to give better sight lines for residents exiting Nos 4, 6 and 8	1	The proposed double yellow lines can be extended, as it also achieves the goal of preventing parking opposite the junction of Ruby Walk.
Visitors won't have anywhere to park	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Provide parking on green space between road and pavement on Regent Way	1	It is not possible to create more parking places within the constraints of the public highway.
Reduce double yellows to one side of Regent Way	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
In favour but, increase length of restriction across no 14 to improve sightlines	1	The proposed double yellow lines extend a sufficient distance to maintain sightlines and extending them further would reduce parking opportunities.
Improvements to parking around Discovery School needed	1	The Borough Council's proposals also cover this area.
Drawing is not representative of the actual build of the road	1	The base mapping for the drawings is provided from the Ordnance Survey and seems a detailed reflection of the road layout.
Allowing parking between Pearl Way and the roundabout will affect the sightlines of those exiting Pearl Way	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Repeatedly asked for vegetation to be cut back around the entrance to Pearl Way	1	Cutting back vegetation is outside the remit of the Borough Council and would be for the landowner or Kent County Council to consider
Unfortunate consequence of poor planning - better parking for residents and visitors must be considered if restrictions are applied	1	It is not possible to create more parking places within the constraints of the public highway. The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.

Issue	No. times raised	Response
Double yellow lines in Regent Way not the answer - ample space to create a parking 'indent'	1	It is not possible to create more parking places within the constraints of the public highway.
Extend double yellow lines between Pearl Way and Bovarde Ave	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible, along with any beneficial traffic calming effect.

Informal consultation responses

There was a split response rate to the informal consultation.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals on Regent Way be extended opposite Kendall Avenue and Ruby Walk, and to **proceed** to formal consultation.

Road / Area	DD (Bovarde Avenue to Quindell Place)
Plan reference:	DD/586/19

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 29 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
13 (44.8%)	5 (38.5%)	8 (61.5%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
3 (100%)	0 (0%)	0 (0%)

The Parish Council commented in favour of the proposals but the parish council would like the proposed double yellow lines to extend along Discovery Drive into the entrance of 125 – 131 Discovery Drive. The Parish Council would also like to extend the double yellow lines into the entrance of 18, 20, 22 Discovery Drive. The Parish Council would also like to take the double yellow lines into Alderwick Grove as far as number 12.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
17	9 (52.9%)	8 (47.1%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
Nowhere for visitors to park	3	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Much safer	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Changes proposed will displace parking/therefore make matters worse	5	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
residents having to park further from their homes	1	Parking on the public highway is not a right, it is tolerated where it does not create a problem, cannot be taken for granted. The purpose of the public highway is to assist travel, and whilst parking directly outside a property may be seen as a

Issue	No. times raised	Response
		benefit, this is secondary to the needs of the travelling public.
Unightly double yellow lines	1	It is not unusual to introduce yellow line road markings to the public highway and this should be an expected part of any streetscene.
In favour for safety reasons	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Looking forward to more parking restrictions on KH - especially large vans	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Parking may be displaced from Discovery into Alderwick Grove - and can it only go to second drain cover!	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Led to house purchaser pulling out	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Most cars parking on Quindell have allocated spaces/driveways/garages	1	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Not representative to send only to specific addresses - consider additional parking, residents permits, parking at specified times	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Makes KH a less desirable place to live	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Greedy developer reduced parking provision	1	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Parking on Discovery Drive acts as a natural traffic calming measure - removing this may lead to speeding	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Extend double yellow lines further into the entrance of 125 - 131 Discovery Drive and 18 -22 Discovery Drive. Also extend as far as No 12 in Alderwick Grove	1	The proposed double yellow lines already cover to the back edge of the public highway, and cannot be extended further into the private areas.
Yellow lines should stop level with the footpath to 12 Alderwick Grove (and the same on the opposite side)	1	Whilst this suggestion would provide more parking, it allows parking closer to the junction than is allowed through the Highway Code, so the suggested alteration would not be taken forward.
Lack of sufficient parking allocations forces residents and	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Issue	No. times raised	Response
visitors to park on streets - this will affect them		

Informal consultation responses

The response to the informal consultation showed a split response from residents, with concerns about where visitors would park.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals **proceed** to formal consultation.

Road / Area	DD Discovery Drive (Clearheart Lane to Tiffen Way)
Plan reference:	DD/586/20

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 42 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
7 (16.7%)	1 (14.3%)	6 (85.7%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
3 (100%)	0 (0%)	0 (0%)

The Parish Council commented in favour of the proposals but would like to see double yellow lines placed opposite McArthur Drive. The Parish Council would also like to see double yellow lines opposite Tiffen Way to ensure clear entry.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
11	5 (45.5%)	6 (54.5%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
Changes proposed will displace parking/therefore make matters worse	6	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Proposal to have double yellow lines on just one side of DD	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Greed on developers part - not enough parking planned for properties	1	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Fully endorse but more parking needed in KH generally	1	It is not possible to create more parking places within the constraints of the public highway.
Very few issues currently	2	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Unightly yellow lines	1	It is not unusual to introduce yellow line road markings to the public highway and

Issue	No. times raised	Response
		this should be an expected part of any streetscene.
Stop people converting garages and force them to use the spaces they already have	1	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Removing vehicles from Discovery Drive may increase speeding as parked cars slow traffic	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Eden Way is a narrow cul-de sac - already has overspill from Discovery Drive residents and visitors	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Use money to implement further speed reinforcement and traffic calming measures	1	The provision of traffic calming is outside of the gift of the Borough Council and would be for Kent County Council (as the Highway Authority) to consider.
Fully support - especially if covenant relating to commercial vehicles is adhered to	1	Whilst not desirable, there is an increase in the use of commercial vans, and provided they are legal to be on the public highway they are as entitled to use the road space as any other road user. Any covenants relating to parking on the road cease to have effect if the road is adopted as public highway, and national highway legislation applies.
Cars parked inconsiderately cause poor sight lines for drivers and safety issues for parents and children from school	2	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Extend double yellows opposite McArthur Drive access and Tiffin Way access	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible, and to retain a positive traffic calming effect

Informal consultation responses

The response to the informal consultation showed a split view amongst residents, with concerns about parking displacement, though the proposals are intended to address the parking issues as part of a cohesive package of measures.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals **proceed** to formal consultation.

Road / Area	DD Discovery Drive (Tiffen Way to Holly Way)
Plan reference:	DD/586/21

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 4th October to 17th November 2019.

As part of the informal consultation we wrote to 48 properties, asking frontagers for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
11 (22.9%)	7 (63.6%)	4 (36.4%)	0 (0%)

We also received responses from residents of other parts of the Kings Hill development who chose to comment on this proposal.

In favour	Against	Don't Know
2 (66.7%)	1 (33.3%)	0 (0%)

The Parish Council commented in favour of the proposals. The parish council would like to urge adoption of Tiffen Way and Victory Drive and see double yellow lines between the zig zags outside Discovery School.

Overall the response was as follows

Response rate	In favour	Against	Don't Know
15	10 (66.7%)	5 (33.3%)	0 (0%)

Issues raised during the consultation

Issue	No. times raised	Response
Not all allocated parking bays/garages are used - all properties have a known amount of parking space	1	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Safety of residents should come first	3	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Developers should have planned for more parking spaces	1	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
Changes proposed will displace parking/therefore make matters worse	4	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Arguments and tactical parking will increase	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Issue	No. times raised	Response
Parking restrictions around roundabouts are welcomed	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Will parking restrictions be 'policed'?	1	The Borough Council's Parking Enforcement team would arrange patrolling by our Civil Enforcement Officers.
In favour but, don't want parking allowed outside our flat (193 DD) on single yellow line	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Proposed single yellows outside school will not stop school drop off/pick up	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
No provision for school traffic has been made	2	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
Commercial vehicles parked here and elsewhere on KH	1	Whilst not desirable, there is an increase in the use of commercial vans, and provided they are legal to be on the public highway they are as entitled to use the road space as any other road user. Any covenants relating to parking on the road cease to have effect if the road is adopted as public highway, and national highway legislation applies.
Audience should have been wider than just frontagers	1	If the proposals are to be taken forward, the next round of consultation would be open to all to comment
Garages not big enough to fit a standard size car	2	The properties have been designed with a set amount of private parking provision and residents should use this wherever possible.
No provision made for commercial vehicles and visitors to properties affected	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.
What is the total cost of the works and ongoing enforcement?	1	The cost of any works associated with these proposals has not yet been considered.
Has the school got a Walking Bus?	1	Schools in Kent are encouraged to develop green travel plans and to explore alternatives to car use
Is the car park near the cricket ground used for school parking?	1	The car park by the cricket ground is not part of the public highway, so The Borough Council cannot comment on its availability for use – it would be an issue for the estate management company.
Will improve safety for school children	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Issue	No. times raised	Response
Adopt Tiffin Way and Victory Drive	1	The adoption of private roads to public highway is an issue for the landowner and the Highway Authority to consider
Double yellow lines between zig-zags outside Discovery School	1	The proposals echo the requirements of the Highway Code, but to retain as much safe parking as possible.

Informal consultation responses

The response to the informal consultation showed the majority of respondents in favour of the proposed changes.

Recommendation after informal consultation

In light of the comments received, it is recommended that the proposals **proceed** to formal consultation.

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Kings Hill Parish Council response to Parking Review

Plan	Location	Name	comment
7	Gibson Drive and "Silver Ball" roundabout	Kings Hill Parish Council	In favour but would like the bus stop clearway outside the Borough Council offices.
8	Crispin Way and Alexander Grove (near Kings Hill School)	Kings Hill Parish Council	In favour but would like to extend the double yellow lines from Discovery Drive to 45 Alexander Grove.
9	Alexander Grove, Discovery Drive and Alton Way	Kings Hill Parish Council	No comments made
10	Discovery Drive (east of Alexander Grove)	Kings Hill Parish Council	In favour but would like to see the double yellow lines meet up at the entrance just past Rubin Place.
11	Discovery Drive, Fortune Way and Milton Lane	Kings Hill Parish Council	In favour but would like to see continuous double yellow lines on both sides of Fortune Way.
12 & 13	Fortune Way, Richmond Avenue, Anisa Close, Queen Street and Milton Lane	Kings Hill Parish Council	In favour with no further comments. Please refer to earlier comment regarding Fortune Way.
14	Braeburn Way, Winston Avenue, Melrose Avenue and Tower View	Kings Hill Parish Council	No comments made
15	Discovery Drive (Winston Avenue to Melrose Avenue)	Kings Hill Parish Council	No comments made

Plan	Location	Name	comment
16	Discovery Drive (Rougemont to Bovarde Avenue)	Kings Hill Parish Council	In favour but would like to extend the double yellow lines from Braeburn up Discovery Drive to just past Rougemont.
17	Bovarde Avenue and Alfriston Grove	Kings Hill Parish Council	In favour but would like to see a bus stop provision between Alfriston Grove and Discovery Drive.
18	Regent Way (Tower View to Sunrise Way)	Kings Hill Parish Council	In favour but would like to see double yellow lines all the way from Pearl Way to Bovarde Avenue.
19	Discovery Drive (Bovarde Avenue to Quindell Place)	Kings Hill Parish Council	In favour but would like the proposed double yellow lines to extend along Discovery Drive into the entrance of 125 – 131 Discovery Drive. Would also like to extend the double yellow lines into the entrance of 18, 20, 22 Discovery Drive. The Parish Council would also like to take the double yellow lines into Alderwick Grove as far as number 12.
20	Discovery Drive (Clearheart Lane to Tiffen Way)	Kings Hill Parish Council	In favour but would like to see double yellow lines placed opposite McArthur Drive. Would also like to see double yellow lines opposite Tiffen Way to ensure clear entry.
21	Discovery Drive (Tiffen Way to Holly Way)	Kings Hill Parish Council	In favour and would like to urge adoption of Tiffen Way and Victory Drive and see double yellow lines between the zig zags outside Discovery School.

To: Tonbridge and Malling Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 3rd September 2020
Subject: Quarry Rise, Tonbridge - Informal One Way Consultation
Classification: For Decision

Summary: This report informs Members on the outcome of a recent informal consultation with residents of Quarry Rise, Tonbridge

1. Introduction

Following concerns raised by residents of Quarry Rise Tonbridge, regarding the road being used as a rat run when Quarry Hill Road is solid traffic, the KCC Cabinet Member Mr Michael Payne asked the KCC Schemes Planning and Delivery team to carry out an informal consultation with Quarry Rise residents. This consultation related to the proposal to make Quarry Rise one way running from north to south, away from the town centre.

Such a move would only adversely impact residents and visitors to Quarry Rise, so a consultation letter was sent to all 22 households in Quarry Rise. A copy of the letter is shown below.

Initially there were 11 responses to the letter, so it was re-sent to the 11 households that had not responded. This resulted in a further 3 responses being received.

Therefore of 22 households 15 have responded to the informal consultation. Of those, 9 have supported the proposed plan and 6 have objected.

Following further consultation with the KCC Cabinet Member this report is duly submitted to the Joint Transportation Board for a decision on supporting the proposal to make Quarry Rise one way running from north to south.

Should the board be minded to support this change KCC will proceed with a formal Traffic Regulation Order and go to formal consultation on the Traffic Regulation Order (TRO). It is highly likely that the formal consultation will receive at least the same number of objections as those provided to the informal consultation. Should this be the case then a further report will be submitted to the JTB asking the board to affirm or refuse its approval for this scheme to go ahead.

If the board choose not to support such a proposal, at this stage, then no further action will be taken.

2. Copy of Consultation Letter

From:

Kent County Council

Regarding:

Proposed changes to
Quarry Rise, Tonbridge

**Highway Schemes Planning and
Delivery Team**

Highway Depot
4 Javelin Way
ASHFORD
Kent TN24 8AD

Phone:

Ask for:

Email: ian.grigor@kent.gov.uk

Date: 20th February 2020

Ref: Quarry Rise

Dear Resident

I am informed that several residents have been concerned by the issue of rat running in Quarry Rise, Tonbridge.

A view has been expressed at the way some drivers speed along Quarry Rise and that it is only a matter of time before there is a serious accident.

Consequently Michael Payne, Cabinet Member for Highways and Transport and a KCC Member for Tonbridge, has asked me to investigate.

I am of the view that rat running is likely to be more of an issue in the morning, than the afternoon, and so am proposing making Quarry Rise one way, from north to south, in order to prevent this issue.

This would mean that vehicles heading into Tonbridge town centre, from the A21 and Southborough direction, will not be able to use Quarry Rise as a short cut.

I would be very grateful if you could please contact me, in writing, to let me know your view on implementing such a scheme?

Yours sincerely

Ian Grigor

Schemes Project Manager

ian.grigor@kent.gov.uk

Conclusion

1. This report is for a Member decision.

Contact Officer:

The following officer can be contacted on **03000 418181**

Ian Grigor

Schemes Project Manager

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Tonbridge Town wide 20mph zone

To: Tonbridge Joint Transportation Board, 21 September 2020

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

Classification: Unrestricted

Summary

This paper provides an update on the DfT's Emergency Active Travel Fund relating specifically to the Tonbridge Town wide 20mph limit.

This report is for information only.

1.0 Background

1.1 On 9 May 2020 the Secretary of State for Transport announced that the Government would be providing funding to enable Local Highway Authorities to implement Active Travel schemes to make roadspace safer and more accommodating for pedestrians and cyclists as the UK emerges from lockdown. The funding announcement on 27 May indicated that Kent could be allocated a total of up to £8.1million.

1.2 On 28 May, KCC officers were advised this funding would be allocated in two 'tranches' and would require the submission of a pro-forma. DfT also advised all Authorities that they must submit a proforma for the first tranche (£1.6m for KCC) within 6 working days by Friday 5 June. Only upon the success of this bid would the tranche 1 funds be allocated.

1.3 On Friday 26 June the DfT advised that KCC had been successful in our submission and were to receive the full £1.6m of funding with the objectives of the fund; to facilitate active travel in light of the pandemic and to 'lock in' the benefits of the increased active travel we have seen.

1.4 DfT informed KCC that works must be started within 4 weeks and then completed within 8 weeks (18 September).

2.0 The Report

2.1 KCC Officers needed to respond very quickly to this allocation, to ensure compliance and strengthen our position regarding the opportunities for the remaining £6.4million. With the DfT requirements in mind Tonbridge was

chosen as a trial town-wide 20mph scheme as it had long been an aspiration for KCC Members and Tonbridge and Malling Borough Council Councillors representing Tonbridge Town.

- 2.2 There are studies that show 20mph schemes encourage healthier transport choices such as walking and cycling, and they increase levels of walking and cycling by about a fifth. The County Council is also anticipating more people will be travelling to work and to school by bike or on foot so is hopeful the change will make this safer and easier for the people of Tonbridge.
- 2.3 The scheme is being introduced through an Experimental Traffic Order initially for 6 months but can be extended to 18 months if required. This allows for changes to the highway to be implemented quickly and consulted on throughout the trial whilst the public are experiencing the change. It also means KCC can test the impact and monitor to see how it performs.
- 2.4 The consultation started on 31 July 2020 and will run until 1 February 2021. The consultation can be viewed at: www.kent.gov.uk/tonbridge20mph. On completion of the trial period a decision will be made on whether to make the trial permanent. This decision will be informed via feedback on the consultation as well as monitoring changes in behaviour, pedestrian and cycle counts and comparisons with pre/post average speeds. Crash collision data takes typically 3 years before any pre/post patterns can be determined.
- 2.5 Implementation of the scheme will focus on road signs, gateways and lining. Signs alone have little power to influence positive behaviour change. Without the knowledge of why the 20mph limit has been introduced, there will be minimal acceptance and compliance. This is achieved by raising awareness, increasing knowledge and influencing positive behaviour change. Therefore, engaging and consistent communication is key to achieving a positive outcome for this scheme.
- 2.6 A communications campaign will take place with the objective to raise awareness, educate, engage with the community and encourage behaviour change. This will be measured by attitudinal surveys (pre, mid and post implementation) and the monitoring of numbers of people walking and cycling via counts pre and post implementation.
- 2.7 The key message will focus on creating a healthier, safer, cleaner town for everyone with the branding shown in appendix A – newsletter (delivered 24, 25 and 26 August town wide), believed to be an important element that will help contribute to the success of the scheme. This branding is to be used for future town-wide 20mph schemes, but in particular Faversham which is the other town-wide 20mph limit being trialled in tranche 1 of the DfT Active Travel Fund.
- 2.8 The implementation of the trial started mid-August and is due to be completed by 18 September.

3.0 Recommendation(s)

3.1 The Joint Transportation Board is asked to note the content of the report.

Contact Officer:	Jamie Watson, Programme Manager, Schemes Planning and Delivery Team, Kent County Council 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council 03000 418181

Appendices

Appendix A – Branding - copy of newsletter

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Healthier
Safer
Cleaner



Healthier
Safer
Cleaner



Tonbridge

Southeastern cycle hub

Cyclists will soon benefit from a new cycle hub in Barden Road next to Tonbridge railway station. The project, led by Southeastern, is nearing completion and will provide secure spaces for 270 bikes.

An artist's impression of what the new cycle hub will look like.

Picture: The Trevor Patrick Partnership.



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Town-wide 20mph on its way!

Work has started in Tonbridge this month on a new town-wide 20mph speed limit trial as part of plans to increase walking and cycling in the wake of the coronavirus pandemic.

Since lockdown on 23 March cycling has increased nationally by 300% and the government has pledged to support a 'cycling and walking revolution'.

Kent County Council has been awarded £1.6 million from the Department for Transport's Emergency Active Travel Fund to invest in walking and cycling initiatives across the county.

We are using some of this money to deliver 20mph town-wide trials in Tonbridge and Faversham. Tonbridge has been chosen because quite a large area of the town has already experienced a 20mph zone. There is an increasing demand across the county for town-wide 20mph schemes. With East and West Kent trials we want to make sure that these schemes work for large scale areas before further schemes are undertaken.



Working together for a healthier, safer and cleaner Tonbridge

We are working with Tonbridge and Malling Borough Council to raise awareness of the new limit and promote walking and cycling in the town.

SCHEME GOES LIVE 18 SEPTEMBER

The scheme is being introduced as a trial, which means we can test the impact of the change and see how it performs.



Do you want to learn to ride?

Or improve your skills and confidence on a bicycle? Check out our range of affordable courses at different sites across Kent at www.kentcycletraining.co.uk



Visit Kentconnected.org or download the free app to plan your journey and to find local walking and cycling routes near you.

New and improved cycle facilities on Quarry Hill Road

As part the Emergency Active Travel Fund we will also be carrying out works on the A26 Pembury Road to Brook Street.

We will be installing posts along the edge of the existing cycle lane and widening some of the footpath using bolt-down kerbs. The left turn off from the A26 roundabout onto Brook Street will be removed. In its place, we will be placing red and white barriers from Waterloo Road to the Pembury Road roundabout. Parking bays between 38 Quarry Hill Road and Aycliffe Dentistry will also be removed.

If you require this leaflet in an alternative format or language, 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.

Find out more at:
kent.gov.uk/tonbridge20mph



We want to hear your views

Your views will be vital in helping us to measure the success of the trial, to inform any future improvements and to help us decide whether to make the scheme permanent. The Experimental Traffic Regulation Order, which will make the new speed limit legal is available to view and give your response at kent.gov.uk/tonbridge20mph until Monday 1 February 2021.



Healthier
Safer
Cleaner



What are we planning to do?

The changes around town will include 20mph road markings and signs as well as signed 20mph 'gateways' as you drive in. These gateways will have either a buff or red surface to highlight the start of the new speed limit.

There will be no other traffic calming measures in the first phase. However, throughout the trial period we will be monitoring the effectiveness of the scheme and there may be a need for further measures to ensure that the road design encourages motorists to keep to the 20mph limit. Further measures could be introduced to improve pedestrian crossings and pavements as well as provide dedicated cycle lanes and paths for cyclists.



How will the new speed limit be enforced?

While it's the role of the police to enforce speed limits, the success of this scheme will rely heavily on drivers choosing to observe the 20mph zone and play their part in making Tonbridge a healthier, safer, cleaner place.

We will be working with Kent Police in the coming months to promote the scheme and encourage all road users to support its aims.

There are currently no plans to install new speed cameras.

Please do your bit and keep your speed within the 20mph limit and encourage others to do the same.



What are the benefits of a town-wide 20mph limit?

Studies show that 20mph schemes encourage more walking and cycling because people feel safer.

More walking and cycling can help:

- improve health
- save money
- reduce traffic congestion
- increase levels of physical activity
- improve air quality.

Lower speeds give drivers and others more time to react. Pedestrians are five times more likely to survive if hit at 20mph than at 30mph. A 1mph reduction in speed reduces casualties by an average of 6%.

Even driving at 20mph can pose a danger to cyclists and pedestrians. Whether you are driving, walking or cycling around the town, read safety information for all road users at kentroadsafety.info.

Key to plan

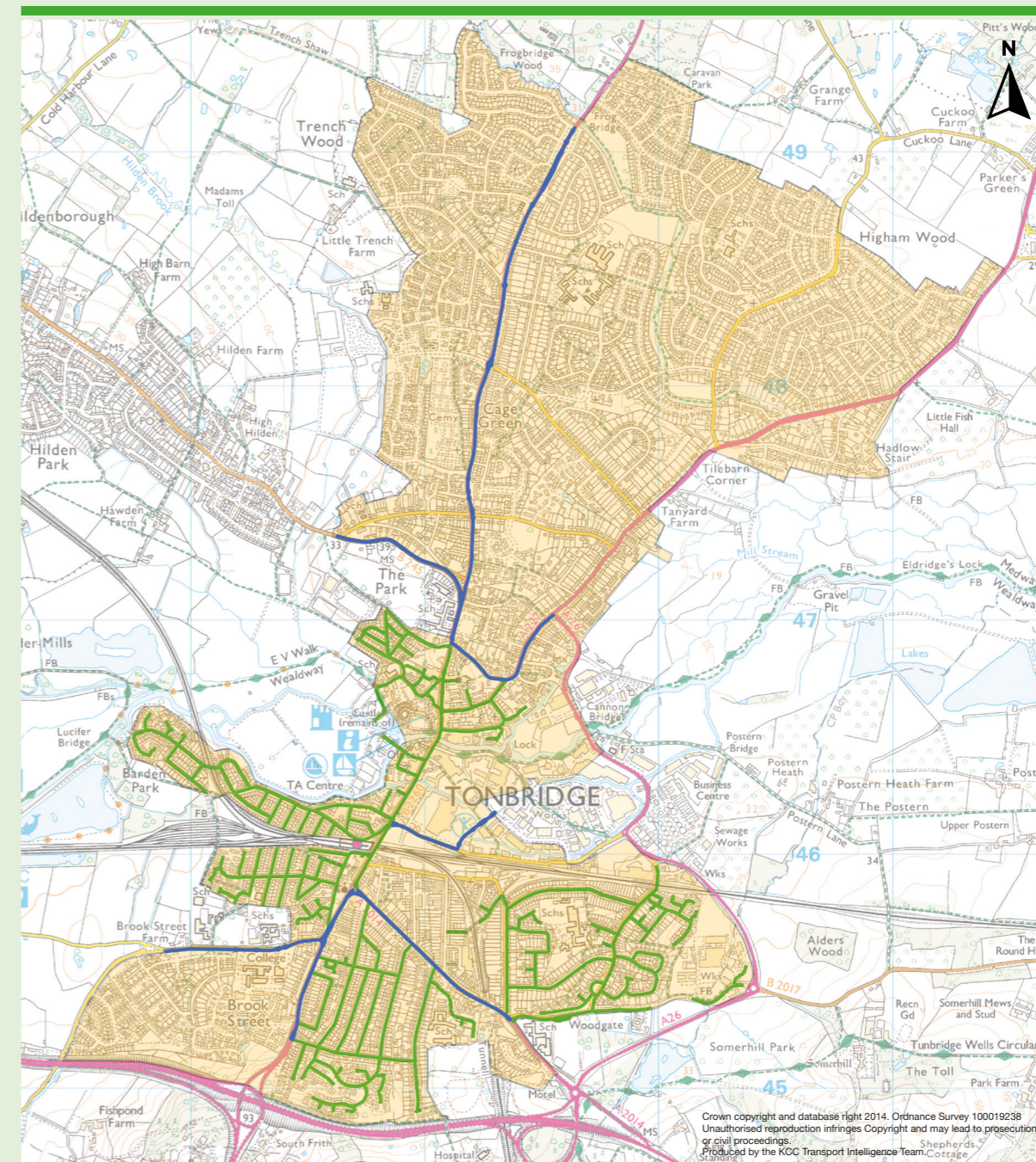
- Extent of 20mph zone on arterial routes
- Existing 20mph
- New 20mph zone

Good reasons to drive at



- Driving slower and keeping the engine revs down means using less fuel and spending less money.
- Driving slower gives you more time to see and anticipate pedestrians, cyclists and the unexpected car door about to open.
- 20mph limits save money because there are fewer collisions and those that do happen are less costly to the NHS, emergency services and the insurance companies, which we all have to pay for either through tax or insurance premiums.
- Driving slower and within the 20mph limit reduces driver stress and fatigue.

20mph might still be too fast in some areas, especially near schools during drop-off and pick-up times. Be prepared for pedestrians, cyclists and vulnerable road users.



To: Tonbridge and Malling Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 21st September 2020
Subject: Highway Forward Works Programme – 2020/21 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 2020/21.

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 (2020/21 and 2021/22) and Year Three to Five (2022/23 to 2024/25) 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 2020/21, 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 several 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	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

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
Comp Lane	Platt	From Long Mill Lane to Windmill Hill	Programmed for 23 rd September 2020 for 3 days
Forest Grove	Tonbridge	Whole Road	This scheme was programmed for March 2020. However, the road is very narrow and the works will require 'hand laying'. Works are intended to be complete on the second tranche 21 st – 30 th September 2020.
Stocks Green Road	Hildenborough	From Leigh Road to 30mph Markers	Programmed for 22 nd September 2020 for 2 days
Three Elm Lane	Hadlow	A26 junction to 540 metres east	Programmed for 28 th September 2020 for 2 days
Tonbridge Road	East Peckham	Hartlake Road to 340 Tonbridge Road	Completed
Yardley Park Road	Tonbridge	Throughout	Programmed for 29 th September 2020 for 3 days
A227 Shipbourne Road	Tonbridge	From Higham Lane Hildenborough Road	Completed
Plover Road	Larkfield	From Swallow Road to Plover Road	Completed
Common Road (Back Lane)	Ightham	From A25 to A227 (included Bank Lane)	Due to the scale of these works and disruption to the

			programme earlier in the year, it will now not be possible to complete the works this season. Therefore, the scheme is being carried over to the 2021/22 season.
Hadlow Road (Service Road East)	Tonbridge	From Main A26 to Main A26	Completed
Ashes Lane	Hadlow	From A26 Hadlow Road to Higham Lane	Completed
Surface Dressing			
Road Name	Parish	Extent of Works	Current Status
Three Elm Lane	Hadlow	540 metres east of A26 to Hartlake Road	Completed
Plough Hill (The Street)	Plaxtol	From Crowhurst Lane to Claygate Cross	Completed
Vigo Road	Stanstead	From Fairseat Lane to A227 Gravesend Road	Completed
Vines Lane	Hildenborough	Whole Road (Mill Lane to Riding Lane)	Completed
Retread (Road Recycling)			
Old Church Road	East Peckham	From A228 to A228 (Whole Crescent)	Completed
Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A20 London Road	East Malling	Castle Way to New Hythe Lane	Programmed 19 th November 2020

A228 Malling Road	Mereworth	Between A26 roundabout and Ashton Way roundabout	Programmed 30 th October 2020
Leybourne Way	Larkfield	A228 to New Hythe Lane	Completed
A228 Castle Way	Leybourne	Between Leybourne Way and M20 Junction 4	Completed
A229 Bluebell Hill	Aylesford	Between Lord Lees Roundabout to Medway County Council Border	Programmed 13 th October 2020
A26 Vale Rise (Roundabout)	Tonbridge	Roundabout and approaches	To be delivered between Jan-Mar 2021
High Street & Shipbourne Road	Tonbridge	Between River Walk and Dry Hill Park Road	To be delivered between Jan-Mar 2021
White Horse Road	Birling	Between Holly Hill and Harvel Road	To be delivered between Jan-Mar 2021
Footway Improvements – Contact Officer Mr Neil Tree			
Western Road	Borough Green	From the A25 Maidstone Road to the High Street on the North side only. (Footway Reconstruction)	Completed
High Street	Wrotham	From the junction of Bull Lane to Kemsing Road. (Footway Reconstruction)	Works on-going and commenced on 17 th August 2020.
Trottscliffe Road	Addington	From the junction with Park Road / Milkhouse Lane to its junction with the A20. (Footway Protection)	Completed
Old Barn Road, (Including Broadoak & Evergreen Close)	Leybourne	Entire Length (Footway Protection)	Completed

Harvest Ridge	Leybourne	Entire Length (Footway Protection)	Completed
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Appendix B - Drainage

Drainage Repairs & Improvements - Contact Officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
London Road	Aylesford	Flooding Issues for A20 outside of Quarry Wood Industrial Estate	Ongoing - Drainage Improvements are to be incorporated into the proposed roundabout scheme.
Lucks Hill	West Malling	Drainage improvements near More Park School. Investigations have determined existing drainage system has been severed and needs replacement.	Ongoing - With schemes engineer to develop options for replacement
Lakeside	Snodland	Investigations for works to alleviate flooding in heavy rainfall events	Waterman's consultant engineers developing options to mitigate flooding
Brook Lane	Snodland	Flooding outside pub, also affected Lakeside. CCTV survey install cast in place pipe lining repairs now complete. Another collapsed section of pipework is being replaced.	Job passed to contractor to replace collapsed pipe in order to complete the works
Lower Haysden Lane	Tonbridge	Replacing 32m section of collapsed pipework from Catchpit to ditch headwall outside Old Orchard	Works Completed Further works required to clean up debris taken out of ditch awaiting programme date
Three Elm Lane	Golden Green	Replacing 20m section of collapsed pipework from gully to ditch headwall opposite junction with Blackmans Lane	Works Completed
Teston Road	Offham	Replacing 2 sections of collapsed pipework on junction with Church Road	Job passed to contractor
Riding Lane	Hildenborough	Piping 20m of ditch with 450mm perforated pipe and installing new precast concrete gully and chamber, together with new brick-built headwall opposite Lyndenbrook	Works Completed
London Road	Ditton	Replacing 2m section of collapsed pipework junction with New Road	Job passed to contractor
Old Road	East Peckham	Install 2 new precast concrete gullies (one in footway and one in carriageway and install pipework)	Works Completed (04/06/2020)

The Rocks Road	East Malling	Dredge pond and dispose of any waste taken out, pond approx 35m long and 4m wide, dig 6 grips from carriageway into pond. Chestnut fencing to be reinstalled between carriageway and pond	Works Completed (27/07/2020)
Tonbridge Road	East Peckham	Dig out and re-grade 20m of ditch	Works Completed (29/05/2020)
Victoria Road	Golden Green, Tonbridge	Dig out and re-grade 15m of ditch	Works Completed (29/05/2020)
New Road	East Malling	Remove 49m of 250mm Concrete pipe to tip and replace with 300mm pipework	Works Completed (31/07/2020)
Riding Lane	Hildenborough	Catchpit and a hidden gully require locating and replacement covers and frames fitting, together with pipework repairs and outside Laragh Burn and outside No.1 Brownway Cottages.	Works Completed (06/08/2020)
Church Walk	East Malling	Install Precast concrete chamber in verge where there is a collapsed section of pipework	Works Completed (10/07/2020)
Bell Lane	Ditton	Patch lining works	Job passed to contractor
Vigo Road	Fairseat	Patch lining works	Job passed to contractor
High Street	Tonbridge	Works to replace footway gullies, repair damaged pipework and partial reconstruction of a buried manhole.	Job passed to contractor, works start on 03/08/2020
London Road	Larkfield, Aylesford	Replace 3 sections of collapsed pipework	Works programmed; Works start on 11/08/2020

Appendix C – Street Lighting

Structural testing of KCC owned streetlights 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
New Road JNAJ003	Ditton	Replacement of streetlight (Problems with parked vehicles)	Completion by end of December 2020
Station Road JSDI005	Ditton	Removal of the redundant column	Completion by end of December 2020.
Waveney Road JWAR014	Tonbridge	Removal of the redundant column	Completion by end December 2020
Walderslade Woods Roundabout JWDX501/502/503	Walderslade	Replacement of signs	Completion by end of December 2020
Springwell Road JSCI507	Tonbridge	Replacement of sign	Completion by end of December 2020
Dry Hill Park Road	Tonbridge	Replacement of brackets and lanterns	Special order Completion by end December 2020
Pippin Way, Russet Way, Lambourne Drive,	Kings Hill	Replacement of brackets and lanterns	Completion by end of December 2020
London Road JLBX001	Aylesford	Replacement of streetlight	Completed
Western Road JWBA005	Borough Green	Replacement of streetlight	Completed
Western Road JWBA006	Borough Green	Replacement of streetlight	Completed
Wrotham Road JWCP008	Borough Green	Replacement of streetlight	Completed
London Road JLCB005	Ditton	Replacement of streetlight	Completed
Tonbridge Road JTDB022	Hadlow	Replacement of streetlight	Completed

Cranford Road JCEG001	Higham	Replacement of street light	Completed
Sheldon Way JSBJ003	Larkfield	Replacement of street light	Completed
Lunsford Lane JLDD032	Larkfield	Replacement of street light	Completion by end December 2020
Vale Road JVAC022	Tonbridge	Replacement of street light	Completed
Ashden Walk JABA005	Cage Green	Replacement of street light	Completed
Ashden Walk JABA007	Cage Green	Replacement of street light	Completed
Higham Lane JHBY033	Cage Green	Replacement of street light	Completed
Shipbourne Road JSBO006	Cage Green	Replacement of street light	Completion by end of December 2020
Shipbourne Road JSBO008	Cage Green	Replacement of street light	Completion by end of December 2020
Shipbourne Road JSBO052	Cage Green	Replacement of street light	Completion by end of December 2020
Dry Hill Park Road JDAW301	Castle	Replacement of street light	Completion by end of December 2020
Baltic Road JBAE010	Vauxhall	Replacement of street light	Completed
Hilltop JHDF001	Vauxhall	Replacement of street light	Completed
London Road JLBU005	Vauxhall	Replacement of street light	Completed
London Road JLBU009	Vauxhall	Replacement of street light	Completed
Vale Rise JVAA007	Medway	Replacement of street light	Completed
Morley Road JMCS001	Medway	Replacement of street light	Completed

Morley Road JMCS006	Medway	Replacement of street light	Completed
Vale Road JVAC022	Medway	Replacement of street light	Completed
Rocks Close JRCX002	East Malling	Replacement of street light	Completed
The Rocks Road JTBY001	East Malling	Replacement of street light	Completion by end of December 2020
The Rocks Road JTBY002	East Malling	Replacement of street light	Completion by end of December 2020
Epsom Close JEAP001	West Malling - Leybourne	Replacement of street light	Completed
Epsom Close JEAP002	West Malling - Leybourne	Replacement of street light	Completed
Sandown Road JSAE004	West Malling - Leybourne	Replacement of street light	Completed
Pembury Road JPAT015	Medway	Replacement of street light	Completion by end of December 2020
Borough Green Rd JBCK002	Borough Green	Replacement of street light	Completion by end of December 2020
Borough Green Rd JIAD001	Borough Green	Replacement of street light	Completed
Maidstone Road JMAL019	Borough Green	Replacement of street light	Completed
Maidstone Road JMAL023	Borough Green	Replacement of street light	Completed
Sevenoaks Road JBCI005	Borough Green	Replacement of street light	Completed
Wrotham Road JWCP007	Borough Green	Replacement of street light	Completed
West Street JWAZ011	Wrotham	Replacement of street light	Completed
Mount Pleasant JMDF005	Hildenborough	Replacement of street light	Completed
Mount Pleasant JMDF006	Hildenborough	Replacement of street light	Completed.

Saltings Road JSAD068	Snodland	Replacement of street light	Completion by end of December 2020
St Benedict Road JSER029	Snodland	Replacement of street light	Completion by end of December 2020
Robin Hood Lane JRBB104	Bluebell Hill - Walderslade	Replacement of street light	Completion by end of December 2020
New Road JNAJ008	Ditton	Replacement of street light	Completion by end of December 2020
Cobdown Close	Ditton	Replacement of street light	Completion by end of December 2020
Rocfort Road	Snodland	Replacement of street light	Completion by end of December 2020
Bow Road JBCO001	Wateringbury	Replacement of street light	Completion by end of December 2020
Bow Road JBCO002	Wateringbury	Replacement of street light	Completion by end of December 2020
Bow Road JBCO005	Wateringbury	Replacement of street light	Completion by end of December 2020
Bow Road JBCO006	Wateringbury	Replacement of street light	Completion by end of December 2020
Bow Road JBCO010	Wateringbury	Replacement of street light	Completion by end of December 2020
Bow Road JBCO011	Wateringbury	Replacement of street light	Completion by end of December 2020
Bow Road JBCO014	Wateringbury	Replacement of street light	Completion by end of December 2020
Baywell JBFE022	West Malling – Leybourne	Replacement of street light	Completion by end of December 2020
Oxley Shaw Lane JOBG044	West Malling - Leybourne	Replacement of street light	Completion by end of December 2020
Oxley Shaw Lane JOBG034	West Malling - Leybourne	Replacement of street light	Completion by end of December 2020
Malling Road JMAQ017	Snodland	Replacement of street light	Completion by end of December 2020
Swallow Road JSDU017	Larkfield	Replacement of street light	Completion by end of December 2020
Swallow Road JSDU021	Larkfield	Replacement of street light	Completion by end of December 2020

New Hythe Lane JNAG307	Larkfield	Replacement of street light	Completion by end of December 2020
Hilden Park Road JHCE005	Hildenborough	Replacement of street light	Completion by end of December 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. Current status correct as of 25/08/2020.

Location	Parish	Description of Works	Lead officer	Current Status
Rochester Road / Kits Coty northbound slip off	Aylesford	Re-surface & install grey high friction surfacing on approaches to & through junction / road marking refresh	Paul Leary	In design for delivery in 2020/21 – handover to contractor currently programmed for 28/08/2020
A20 London Road junction with Hawley Drive	Ryarsh	Potential speed limit reduction, potential junction improvement and introduction of pedestrian refuge on the A20	Ian Grigor	In design for delivery in 2020/21
A20 Coldharbour Lane roundabout to M20 slip	Aylesford	Refreshing markings on Coldharbour Lane and traffic calming measures on northern approach to the roundabout	Ian Grigor	In design for delivery in 2020/21
A20 London Road / Teapot Lane / Woodlands Road	Aylesford	Staggered junction ahead warning signs / 'SLOW' road markings on red coloured surfacing / road marking refresh	Paul Leary	In design for delivery in 2020/21 - handover to contractor currently programmed for 28/08/2020
Tonbridge Road	Hadlow	Potential speed limit reductions, improved signing and lining on the bends either side of Faulkners, potential placement of safety cameras	Ian Grigor	In design for delivery in 2020/21

Integrated transport schemes – all other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
Priory Grove / Station Road	Ditton	Footway extension scheme	Paul Leary	In design for delivery 2020/21 - handover to contractor currently programmed for 31/12/2020

Local Growth Fund

Local Growth Fund programme update for the Tonbridge and 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 West Kent 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.	Jamie Watson	Investigations are progressing with providing additional cycle facility from the Boundary with Tunbridge Wells to Tonbridge Station (Bidborough to Tonbridge Station). This is in conjunction with active travel fund tranche 1 schemes.
A228 Holborough Toucan Crossing	Tonbridge	Provision of a Toucan crossing at the junction of Holborough Road with Holborough Lakes roundabout	Helen Cobby	Scheme completed

Developer Funded S106 schemes

Location	Parish	Description of Works	Lead officer	Current Status
A20 junction with New Hythe Lane	Larkfield & Ditton	Installation of a new traffic controlled junction, removal of a bus lane, widening of centre islands and alterations to bus stops and junction at Bell Lane	Jamie Watson	Scheme completed.

Active Travel Funded schemes – Tranche 1

Location	Parish	Description of Works	Lead officer	Current Status
Tonbridge Town	Tonbridge	Town wide 20mph limit	Jamie Watson	The scheme is being implemented through August and will be complete by 18 September.
A26/Quarry Hill Rd	Tonbridge	Addition of cycle facility from the boundary with Tunbridge Wells to Pembury Road junction with Quarry Hill Rd	Chris Koningen	The scheme is being implemented through August and will be complete by 18 September.

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
Judd School Access, Mabledon Road, Tonbridge	TO003426	Tonbridge	Access to rear of Judd School	Undergoing technical Review
Retirement Village, Rear of 237-259 London Road, West Malling	TO003420	West Malling	Access to Retirement Village development	Undergoing technical Review
Aylesford Quarry	TO003339	Aylesford	Access to Aylesford Quarry from Rochester Road	Works substantially complete – awaiting remedials
Centenary Village, Hermitage Lane	TO003338	Aylesford	Access to RBLI development on west side or hermitage lane	Undergoing Technical Review
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	Undergoing technical review
Station Road, Aylesford Phase 1	TO003161	Aylesford	New bellmouth access	Works substantially complete – awaiting remedials
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 technical review
Former Teen & Twenty Site, River Lawn Road, Tonbridge	TO003126	Tonbridge	Construction of new Medical Centre with associated footway works inc. Ambulance bay	Agreement Signed
Co-Op, High Street, Snodland	TO003125	Snodland	Introduction of loading bay outside new Co-Op store	Undergoing technical review

Pelican View, Rochester Road, Rochester	TO003124	Aylesford	Installation of new bellmouth and associated verge works	First certificate issued – site on maintenance
Tonbridge Extra Care, Tudeley lane, Tonbridge	TO003123	Tonbridge	Minor footway alterations including installation of pedestrian crossing point	First certificate issued – site 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	First certificate issued – site on maintenance
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	First certificate issued – site on maintenance
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	1 st Certificate Issued – Site on Maintenance
Cannon Lane Tonbridge	TO003089	Tonbridge	Alteration of entrance to new McDonald site	Awaiting confirmation of S104
Snodland Railway Station Forecourt	TO003079	Snodland	Layout Improvement	Awaiting remedials
Ryarsh Park, Roughetts Road	TO003077	Ryarsh	Entrance Improvement	Awaiting wall removal
Hermitage Lane/London Road, Aylesford	TO003068	Aylesford	New signal controlled junction	Works complete

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 remedials
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

Appendix E – Developer Funded Works (Section 106 Works)

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	<p>A20/New Hythe Lane improvement scheme completed.</p> <p>Works to improve Coldharbour Roundabout and A20/Mills Road/Hall Road to commence early 2021 subject to consultation results which commences in September 2020. (Delays due to Covid-19).</p> <p>Progress with further schemes will be the subject of future reports to JTB.</p>
Tower View and A228	Kings Hill	Improvements to A228/Tower View roundabout	<p>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.</p> <p>Revised scheme drawings and capacity analysis are expected from Prologis (formerly known as Liberty) in due course.</p>
A228 Malling Road	Mereworth	Visibility improvements at A228 / Kent Street junction	<p>Outline design options have been completed and reviewed. Some adjustments are being made following the review and an additional option is being explored. Now that site visits can take place again following the recent Covid 19 lockdown, the design team will be able to finalise the outline designs and provide an estimate of costs. Once this is done, the designs will be reviewed once again, discussion will take place with the landowner and then the options for improvements can be</p>

			considered by Members of the Tonbridge and Malling Borough Council, Joint Transport Board.
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. The more permanent bus solution to be funded by the Peters Village phase 1 and 2 S106 contribution has been subject to a Deed of Variation relating to the service detail. This has been agreed with all parties and is all but formalised with the new service due to start in May but has since been delayed owing to the impact of the Covid Pandemic.
Various	Various	Traffic calming in Ryarsh and surrounding villages	Scheme to change of priority at the Roughetts Road / Woodgate Road junction is substantially complete with some small areas of resurfacing outstanding.
Various	Various	Enhancement of Ryarsh bus services	The Rural Bus Scheme Pilot in West Malling, the 58 Feeder Service, commenced operation on 15 th July 2019. The pilot has now been extended for a further year to allow further assessment of performance given the Covid Pandemic. The extension has been funded through a successful bid to DfT as part of their rural mobility funding announced in February 2020. For more information on the pilot bus service please contact ruralbusschemepilots

Appendix F – Bridge Works

Bridge Works – Contact Officer David Aspinall			
Road Name	Parish	Description of Works	Current Status
Strawberry Vale	Tonbridge	Botany Footbridge No.3460 Deck Replacement and abutment repairs.	Construction phase completed. Outstanding work programmed for completion.
Old Hadlow Road	Tonbridge	Stair No.212 3T weight restriction signing erected Strengthening to be undertaken in conjunction with traffic calming measures and drainage investigations. Road closure required	Traffic calming consultation still to be concluded. Construction phase programmed for 2020.
East of Mill Lane	Tonbridge	Mill Cottage No.3125 3T weight restriction signing erected Deck replacement	To be Priced by Amey Highways for construction. Construction phase programmed for 2020.

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
Hadlow Road near Yardley Park Road	Upgrading existing Pelican crossing to Puffin type	Proposed November 2020
Station Road near Medway Court	Upgrading existing Pelican crossing to Puffin type	Proposed March 2021

Appendix H - Combined Member Grant programme update

Member Highway Fund programme update for the Tonbridge and Malling District.

The following schemes are those, which 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
- Recently completed on site.

The list is up to date as of 25/08/2020.

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.

More information on the schemes listed below can be found by contacting the District Manager for the Tonbridge and Malling District, Mark Simmons.

Michael Payne and Richard Long

Details of Scheme	Lead Officer	Status
Three Elm Lane, Tonbridge Consultation on speed limit reduction to 30 mph	Paul Leary	Informal consultation on proposals finished 20/04/2020 (overwhelming majority in support). Supporting traffic speed survey & formal TRO consultation currently on hold due to Covid-19. To be reviewed mid-September 2020.
Quarry Rise, Tonbridge Consultation on one-way restriction	Ian Grigor	Residents of Quarry Rise have engaged with Michael and Richard, as the local county members, to discuss measures to reduce the amount of rat running and through traffic along

		<p>Quarry Rise. An initial informal consultation has taken place with residents to request their views on whether a one-way system would be suitable to stop the road from being used to bypass the A26 Quarry Hill Road, which is being referred to as the phase 1 consultation. Many residents did not reply so a chase-up of the informal consultation (Phase 2) has been completed.</p>
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Sarah Hohler

Details of Scheme	Lead Officer	Status
<p>Teston Road, Offham, approximately 450 m west of junction with Aldon Lane.</p> <p>New bend ahead / slippery road surface warning signs on both approaches / 'SLOW' road markings / centre warning line road marking refresh</p>	<p>Paul Leary</p>	<p>This scheme is now being funded out of the Schemes Planning & Delivery small works budget. Works order passed to contractor on 22 June 2020.</p>
<p>Teston Road, Offham</p> <p>Prevention of overnight HGV parking in layby</p>	<p>Paul Leary</p>	<p>Feasibility study completed early July 2020. No further action.</p>

Peter Homewood

Details of Scheme	Lead Officer	Status
Hurst Hill, Aylesford Kerb realignment to prevent verge overrun	Paul Leary	Initial outline design complete. To be reviewed late September / early October 2020.

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: Kirstie Williams/ Mark Simmons 03000 418181

Agenda Item 8

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 9

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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