

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

26 February 2021

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, 8th March, 2021 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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| 1. | Apologies for absence | 5 - 6 |
| 2. | Declarations of interest | 7 - 8 |
| 3. | Minutes | 9 - 12 |

To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 21 September 2020

Matters for recommendation to the Borough Cabinet

4. Changes to On-Street Parking Fees and Charges 13 - 74

This report updates Members on the outcome of the recent formal consultation on changes to the Traffic Regulation Order with regard to on-street parking fees and charges and makes recommendations to the Borough Council's Cabinet.

5. Parking Action Plan - Phase 12 75 - 138

The Borough Council has for many years divided requests for new and revised parking restrictions into separate phases of the "Parking Action Plan". This report covers the investigation and informal consultation stage of the parking restriction proposals contained in Phase 12 of the Parking Action Plan, and seeks approval to proceed to formal consultation.

Due to its large size Annex 5 (Formal Consultation Responses – redacted) will be published as a supplement to the main agenda.

6. Parking Action Plan - Access Group 3 and Access Group 4 139 - 184

This report covers the formal consultation on proposals in Access Group 3 & Access Group 4 – subsets of the Parking Action Plan where the Council has applied a streamlined process for the consideration and promotion of minor changes to the Traffic Regulation Order.

Matters for Decision

7. Larkfield - Proposed Speed Limit Changes to various roads in the District of Tonbridge and Malling 185 - 208

This report provides details of the consultation that took place on the proposed reduction in current speed limits to various roads in Larkfield and is being promoted by Trudy Dean (County Member for Malling Central). The report recommends the proposals are taken forward to detailed design and implementation in a phased approach.

8. Kent Improvement Scheme 209 - 220

This report provides an update on outline design options being developed to improve the road and junction alignment at Kent Street, Mereworth. A recommendation is sought to endorse the proposals for Officers to develop an affordable option that is also supported by the landowner.

Matters submitted for Information

9. Coldharbour Roundabout and A20 London Road Verbal Report

A verbal update on this project will be provided by KCC officers

10. Highways Forward Work Programme 2021/22 221 - 244

This report updates Members on the identified schemes approved for construction

11. Urgent Items 245 - 246

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

Matters for consideration in Private

12. Exclusion of Press and Public 247 - 248

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

PART 2 - PRIVATE

13. 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

Apologies for absence

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Declarations of interest

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TONBRIDGE AND MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

Monday, 21st September, 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, G C Bridge, C Brown, A E Clark, M A Coffin, N J Heslop, P M Hickmott, M A J Hood, F A Hoskins, S A Hudson, K King, P J Montague, Mrs A S Oakley, M R Rhodes, R V Roud, 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 20/14 DECLARATIONS OF INTEREST

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

JTB 20/15 MINUTES

RESOLVED: That the Minutes of the meeting of the Joint Transportation Board held on 8 June 2020 be approved as a correct record and signed by the Chairman.

JTB 20/16 ON-STREET PARKING UPDATE

The joint report of the Director of Street Scene, Leisure and Technical Services and the Director of Finance and Transformation provided an update on the proposed timescale for the implementation of the changes to on-street parking charges. Attention was drawn to the impact of the Covid-19 pandemic on user patterns in relation to parking and to temporary amendments to Traffic Regulation Orders to address Covid-19 restrictions. Updates on Phases 11 and 12 of the Parking Action Plan and the larger parking reviews, including those at Kings Hill, Hadlow and Hildenborough, were also provided.

RESOLVED: That

- (1) the consultation for the proposed on-street parking fees and charges be progressed as outlined in the report and the outcome be reported to the meeting of the Joint Transportation Board to be held on 8 March 2021;

- (2) the outcome of the Phase 12 Parking Action Plan informal consultation be reported to the next meeting of the Joint Transportation Board; and
- (3) subject to the informal consultation responses (Annex 2) with minor alterations to proposals on Queen Street, Discovery Drive and Regent Way, the Kings Hill Parking Review be progressed to formal consultation.

JTB 20/17 QUARRY RISE, TONBRIDGE - INFORMAL ONE WAY CONSULTATION

The report of KCC Highways, Transportation and Waste summarised the outcome of a recent informal consultation undertaken with residents of Quarry Rise, Tonbridge who had raised concerns that the road was being used as a 'rat run' to avoid Quarry Hill Road. The informal consultation related to a proposal to make Quarry Rise one way running from north to south, away from the town centre. The Board noted the level and type of responses to the informal consultation and

RESOLVED: That a further letter be sent to those households who had not responded to the informal consultation and a report on a proposal to make Quarry Rise one way running be submitted to the next meeting of the Joint Transportation Board.

MATTERS SUBMITTED FOR INFORMATION

JTB 20/18 TONBRIDGE TOWN WIDE 20MPH ZONE

The report of the Head of Transportation, KCC provided an update of the trial town-wide 20mph limit scheme which had been implemented under the first tranche of the Government's Emergency Active Travel Fund. The Board was reminded that the aim of an Active Travel scheme was to make roadspace safer and more accommodating for pedestrians and cyclists as the UK emerges from lockdown. The scheme was being introduced under an Experimental Traffic Order which allowed changes to the highway to be implemented quickly and for the public to be consulted throughout the trial period (31 July 2020 to 1 February 2021). The Programme Manager, Schemes Planning and Delivery Team, advised that following completion of the trial period any decision on whether to make the trial permanent would be informed by feedback on the consultation as well as monitoring changes in behaviour, pedestrian and cycle counts and comparisons with pre/post average speeds. KCC Cabinet Member M Payne encouraged residents to make their views known via the consultation www.kent.gov.uk/tonbridge20mph and/or their local Councillors. The Chairman recorded his thanks to the KCC Highways officer team for progressing this so quickly.

RESOLVED: That the report be received and noted.

JTB 20/19 HIGHWAY FORWARD WORKS PROGRAMME - 2020/21 ONWARDS

The report of KCC Highways, Transportation and Waste summarised schemes programmed for delivery in 2020/21 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). It was noted that the programme was subject to regular review.

With regard to the Active Travel Funded Scheme at A26/Quarry Hill Road relating to the addition of a cycle facility from the boundary with Tonbridge Wells to Pembury Road junction with Quarry Hill Road (Appendix E), the KCC Cabinet Member advised that, following two road traffic incidents involving cyclists, he had issued instructions that the trial be stopped on safety grounds with immediate effect.

The Highway Manager Mid Kent offered to respond direct to Members on a number of matters identified at the meeting. In response to an issue raised regarding Parish Council Highway Improvement Plans, the Schemes Programme Manager offered to submit a report on the process to the next meeting of the Joint Transportation Board.

RESOLVED: That the report be received and noted.

MATTERS FOR CONSIDERATION IN PRIVATE**JTB 20/20 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

812 March 2018

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

Part 1- Public

Matters For Decision Recommendation to Borough Cabinet – Key Decision

1 CHANGES TO ON-STREET PARKING FEES AND CHARGES

Summary

This report updates Members on the outcome of the recent formal consultation on changes to the Traffic Regulation Order with regard to on-street parking fees and charges and makes recommendations to the Borough Council's Cabinet.

1.1 Introduction

- 1.1.1 At the November 2019 meeting of the Street Scene and Environment Services Advisory Board Members considered and approved a number of proposals to alter parking fees and charges.
- 1.1.2 To enable the charges to be introduced a new on-street Traffic Regulation Order amendment is required.
- 1.1.3 The Covid-19 Pandemic has led to a year's delay in the progression of this tariff change which is normally undertaken on a two yearly cycle.
- 1.1.4 The proposed changes are detailed in Annex 1.
- 1.1.5 The statutory processes for making a Traffic Regulation Order requires that the Borough Council undertakes a formal consultation on the proposed changes. The consultation was carried out between 27th November and 21st December 2020.

1.2 Changes to fees and charges – Formal Consultation

- 1.2.1 As part of the consultation process, the following actions were progressed, inviting comments or objection;
 - Notices were placed in each on-street Pay & Display area by each pay and display machine
 - Adverts were placed in the local media
 - Letters were send to each Member of the Borough Council

- Letters were sent to all statutory consultees (Police, Fire, Bus operators etc.)

1.2.2 Consultation information was also placed on the Borough Council's website .

1.3 Consultation responses

1.3.1 Consultations on changes to the Traffic Regulation Orders that govern parking tariffs normally generate a relatively low level of response. However, on this occasion we have received 238 separate online responses.

1.3.2 Of those 238 responses, 6 were duplicates, where responders have commented twice. Their comments have been combined in to one response, so we have received 232 discrete responses.

1.3.3 The proposals covered two elements;

- increases to the on-street Pay & Display parking charges (T1.1, T2 & T3 in Annex 1) collected through ticket machines and the phone payment system, and
- variations to the on-street parking permit charges (T7.1, 7.3, 7.4, 7.5 & 7.6 in Annex 1).

1.3.4 There were no comments received relating to the variation of the on-street Pay & Display charges. All the comments received related to the variation of permit charges.

1.3.5 Of those permit charge responses;

- 77 supported the proposal
- 135 objected to the proposal

However, the responses bear further analysis. A significant number of the "objection" responses were actually requests for additional Council services or for new parking permit schemes.

Analysis of who responded

Of those 162 responses from residents that are currently in a permit parking scheme

- 61 in favour of the proposal (38%)
- 101 not in favour (62%)

Of those 56 responses that are not currently in a permit parking scheme

19 in favour (34%)

37 not in favour (66%)

1.4 Next Steps – Implementation

1.4.1 Should the Board agree to set aside the objections, the proposed changes would be implemented at the start of April 2021.

1.5 Next review

1.5.1 The Council normally reviews its charges every two years, but there has been an additional year's delay due to the Covid-19 pandemic. We will look to return to the normal programme and review charges again in 2022.

1.6 Legal Implications

1.6.1 The proposals have followed and exceeded the requirements of the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996

1.7 Equality Impact Assessment

1.7.1 See 'Screening for equality impacts' table at end of report

1.8 Recommendations

1.8.1 It is RECOMMENDED to Borough Cabinet that-

1.8.2 In relation to the on-street Pay & Display charges, it be noted that there were no objections and agree to make the Traffic Regulation Order to facilitate the change to charges in line with the decision made by the Street Scene and Environment Services Advisory Board in November 2019.

1.8.3 In relation to the on-street permit charges, it be noted that there were a significant number of responses, but to set aside the objections and make the Traffic Regulation Order to facilitate the change to charges, in line with the decision made by the Street Scene and Environment Services Advisory Board in November 2019.

Background papers:

Annex 1 – TRO Advertisement

Annex 2 – Points raised during consultation

Annex 3 – Redacted consultation responses

contact: Andy Bracey
Parking Manager

Robert Styles

Director of Street Scene, Leisure & Technical Services

Screening for equality impacts:		
Question	Answer	Explanation of impacts
a. Does the decision being made or recommended through this paper have potential to cause adverse impact or discriminate against different groups in the community?	No	The proposals echo primary legislation on the public highway and are intended to improve access.
b. Does the decision being made or recommended through this paper make a positive contribution to promoting equality?	Yes	The proposals include changes to disabled parking facilities, which should improve parking issues for those with mobility-related issues.
c. What steps are you taking to mitigate, reduce, avoid or minimise the impacts identified above?		

In submitting this report, the Chief Officer doing so is confirming that they have given due regard to the equality impacts of the decision being considered, as noted in the table above.

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING) (WAITING
RESTRICTIONS AND ON-STREET PARKING PLACES)
(AMENDMENT 32) ORDER 2021**



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 the Statement of Reasons for proposing to make the Order may be inspected on an "appointment only" basis due to Covid-19 restrictions (call 01732 844522 for more details) during normal working hours at the offices of Tonbridge and Malling Council Offices,

Kings Hill, West Malling, or at Tonbridge Castle and also 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 **21st December 2020** to;

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

or by email, quoting the name of the Order to;

parking.office@tmbc.gov.uk

Dated 27th November 2020

Simon Jones
Director of Highways, Transportation and
Waste
Kent County Council,
County Hall,
Maidstone, Kent ME14 1XQ

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

Annex 2 On-Street Parking Tariff Change – Formal Consultation Responses – Points raised

Points raised	Tally	Response
Support the principle of escalating charges	37	Escalating charges may help households who use a larger proportion of the roadspace than others to recognise the impact they have on their neighbourhood.
Residents of Medway Wharf Road, Walters Farm Road and Botany new developments would like to join the neighbouring permit parking scheme	35	It is not possible for the new developments to join exiting permit parking schemes - the properties are not resident (or near) the permit parking roads. Other options to address this issue including the potential of a season ticket for residents are being explored.
It is an extra expense that people cannot afford in the current financial climate	20	The price increase was considered appropriate by the Council taking into account comparisons with other local authorities and to cover the costs of the Parking Service and the higher maintenance and patrolling requirements of permit parking areas. The proposed increase was scheduled for last year, but has been set back by 12 months due to the Covid-19 pandemic.
Increased charges should apply to the second car onwards, not the third.	18	Comments noted, but felt proposal maintains a balanced approach to parking permit provision.
Escalating prices penalise those households with more people living in them and more cars	16	Escalating charges may help households who use a larger proportion of the roadspace than others to recognise the impact they have on their neighbourhood.
Parking pressures have increased but parking opportunities have reduced	13	Car ownership is increasing across the country, but parking opportunities in residential areas cannot keep pace - this means that parking is becoming more of a premium.
The price of permits has already increased by £10 with the removal of free visitor permits	12	Free visitor parking permits are offered with new applications, but three years ago it was decided to remove the offer of free permits with renewals.
Residents area restrictions should be extended or 24/7 due to parking pressures	12	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Objection because Ashby's Point and surrounding developments are not allowed permits	12	It is not possible for the new developments to join exiting permit parking schemes - the properties are not resident (or near) the permit parking roads. Other options to address this issue including the potential of a season ticket for residents are being explored.
Residents ought to be allowed reduced rate car park season tickets	10	This is currently being explored.

Points raised	Tally	Response
Increased patrols needed	9	We aim to cover as much area as possible with the resources available, and the online permit system enables better enforcement.
Business permits in residential areas should be restricted or cost more	8	The number of business permits in residential areas is low, but we have to recognize that there are some businesses that are established in commercial properties that are sited in residential streets - many have been at their premises for some time and provide a benefit to the community - and that they may rely on vehicles for the effective operation of their businesses.
Prices for second and third cars should be higher	8	Comments noted.
Comparing parking charges against others leads to a constant upward spiral - TMBC should be considered independently	7	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
The price increase is too much / I object to having to pay more / I see no reason to increase the permit prices - it is not warranted	7	The price increase was considered appropriate by the Council to cover the costs of the Parking Service and the higher maintenance and patrolling requirements of permit parking areas. The proposed increase was scheduled for last year, but has been set back by 12 months due to the Covid-19 pandemic. Resident permit prices have not increased in the last 5 years.
It is unfair that commercial vehicles pay the same as cars, even though they take more space	7	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Support for reduction in price for carers	6	It is recognized that carers provide a valuable support to residents.
TMBC should not raise prices to match other areas.	5	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
It is unfair to charge for on-street parking at all	5	There are additional costs to the Council for running permit parking schemes - more lining, more signs, a higher level of patrolling and back-office systems that all need to be funded.
Prices should not rise whilst there are already difficulties in finding a space	4	Parking pressures in residential areas are an indication that some form of parking control is needed.
This just another way of the Council raising money	4	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.

Points raised	Tally	Response
Commercial vehicles should not be allowed to park in on-street residents parking bays	4	There needs to be recognition of the way people live and work - if someone brings a work van home at the end to a work day it may be replacing the need for another vehicle for travel to work. However, we recognise that this may not be the case in all situations. Unfortunately it is difficult to "filter-out" some types of commercial vehicle as they are legally the equivalent of cars.
There are too many cars and vans parking on-street	4	There needs to be recognition of the way people live and work - if someone brings a work van home at the end to a work day it may be replacing the need for another vehicle for travel to work. However, we recognise that this may not be the case in all situations. Unfortunately it is difficult to "filter-out" some types of commercial vehicle as they are legally the equivalent of cars.
Permits should be limited to 2 per household	4	We are not looking to impose limits on how many permits a household can have, but to make the households themselves recognize the impact they are having on their neighbourhood, and to consider alternative arrangements.
Permit parking restriction times should be all day	3	Initially the consultations that preceded the main permit parking schemes proposed longer time restrictions, but the consultation responses led to shorter restrictions to reduce residents and visitor needs for permits. However, there are a number of requests to extend permit parking restrictions to cover longer periods and where this has been done the schemes seem to operate more effectively.
The charge for the first car should remain unchanged	3	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
When there is no guarantee of a space it seems unreasonable to increase permit prices	3	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
The restrictions in Griggs Way are new, and to raise the price so soon is unfair.	3	The price of resident parking permits is set across the Borough. The price change was originally to be proposed before the restrictions in Griggs Way were introduced, but the price change was delayed by 12 months due to the Covid-19 pandemic.
There should be restrictions on the number of permits given out	2	Parking permits have never been intended to ration parking, so there is no upper limit on the number of permits a resident can buy, nor are there limits on the number of cars a resident can own - but the escalating permit price may introduce pressure on those with multiple cars to recognize the impact they have on their neighbourhood and prevent further proliferation.

Points raised	Tally	Response
Charging for parking permits penalises those without driveways	2	This is already a factor of property prices as properties with off-street parking facilities tend to be priced higher than similar properties without parking.
Car park season ticket prices should be lowered for residents	2	This is currently being explored.
KCC have wasted money on alterations to Quarry Hill Road and bike routes	2	This would be an issue to raise with KCC as the Highway Authority rather than the Borough Council as this would be their remit.
KCC have refused to improve road safety	2	This would be an issue to raise with KCC as the Highway Authority rather than the Borough Council as this would be their remit.
Discounts for low emission vehicles / Higher rates for higher emissions	2	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Meadow Lawn roads should be residents parking only	2	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Permit parking areas should cover more of the town	2	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Parking bays should be divided in to individual bays	2	Whilst it may seem practical, subdividing bays in to spaces actually reduces parking capacity, as spaces have to be provided to cater for larger cars rather than the average size.
The proposed charges seem proportionate and fair	2	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
Don't allow more properties to be built in areas without adequate parking	2	The Council's Planning Team look at all planning applications and follow the national planning requirements.
General unstated objection	2	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
The last price hike was unannounced, as was the withdrawal of free visitor permits	1	All previous changes have been through the same public consultation processes. The last permit price rise was five years ago and the withdrawal of free visitor permits with renewals was three years ago.
There should be checks on businesses that are running from residential properties	1	Business permit applications include checks on their location. However, where there are breaches of planning conditions associated with property classifications, they are reported to the Planning Enforcement team.
Some visitor permits should be included	1	Free visitor parking permits are offered with new applications, but three years ago it was decided to remove the offer of free permits with renewals.

Points raised	Tally	Response
TMBC have not responded well to the virus - the offices are closed, but Tesco stayed open This makes it difficult to renew permits	1	In line with the Council's Digital Agenda, we have an online system that allows residents to manage and renew parking permits and season tickets from home, at any time rather than have to make journeys in to Council offices. This is particularly relevant in the current Covid-19 pandemic.
Residents should be able to buy visitor permits from the Castle	1	In line with the Council's Digital Agenda, we have an online system that allows residents to manage and renew parking permits and season tickets from home, at any time rather than have to make journeys in to Council offices. This is particularly relevant in the current Covid-19 pandemic.
Zone M should have a second restriction time in the afternoon	1	Initially the consultations that preceded the main permit parking schemes proposed longer time restrictions, but the consultation responses led to shorter restrictions to reduce residents and visitor needs for permits. However, there are a number of requests to extend permit parking restrictions to cover longer periods and where this has been done the schemes seem to operate more effectively.
Parking in Barden Road is more difficult due to the station bike storage works and recent fire	1	It is hoped that the parking arrangements in Barden Road can become more stable as the situation resolves.
Parking should be allocated to particular houses	1	Parking on the public highway cannot be allocated in this way.
Parking charges should be abolished as there is nowhere to park where I live	1	Parking pressures in residential areas are an indication that some form of parking control is needed.
Prevent pavement parking	1	Pavement parking (where there are no restrictions in place) is currently only enforceable by the Police, though this is under review at a national level.
Each permit area should be considered separately	1	Permit prices are set uniformly across the Borough.
An escalating price is unfair to those who have more cars but only park one on-street, though vary which vehicle it is	1	Permits can be swapped between vehicles by changing which vehicle is "active" on the online system.
Charge non-residents who park in the roads	1	Some permit parking schemes have elements of limited waiting or uncontrolled parking periods to allow non-resident parking - this was requested when the schemes were set-up as residents wished for easy access for their visitors.
The prices are too high - other parts of Tonbridge park for free	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for at least three years. The Council feels that the increase is proportionate and appropriate.

Points raised	Tally	Response
Money from permits is not well used as there are potholes in my road	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for at least three years. The Council feels that the increase is proportionate and appropriate. Highway maintenance issues such as potholes are the responsibility of Kent County Council as they are the Highway Authority, rather than the Borough Council.
No improvement in service for the increase	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
We had a large increase in price last year	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
The %age price rise for residents is a higher rate than for businesses which is unfair	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
An 11% increase is too big and is just being used as a cash-cow for the Council	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
Permit charges are too low - they should be a deterrent	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
If permits are to stop commuters you should not have to pay where you live	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
There is no proposed increase in service level	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
Work vehicles (commercial vehicles) should be given dispensations to park in public car parks as its free to park after 6pm anyway	1	The facility to park overnight at no charge is already available in the car parks but few choose to do so, favouring the convenience of nearby on-street parking.
Swan Street (West Malling) should be residents only	1	The parking arrangements in Swan Street in West Malling were reviewed approximately 4 years ago and there was a wish to maintain some short-stay parking for the local businesses.

Points raised	Tally	Response
Money from permits should go to green travel initiatives, electric charging points and improvements to bus services	1	The price increase was considered appropriate by the Council to cover the costs of the Parking Service and the higher maintenance and patrolling requirements of permit parking areas. The proposed increase was scheduled for last year, but has been set back by 12 months due to the Covid-19 pandemic.
Parking in the West Malling business car park (Ryarsh Lane) should be available to residents as well until businesses go back to work	1	The Ryarsh Lane car park is a permit holder car park and we have pressure to increase the number of permits issued.
Less restrictions on Saturdays	1	The timing of permit restrictions is difficult and it is likely that we will not be able to please everyone as we have conflicting requests for longer restriction times with more enforcement, and calls for restrictions to be less invasive.
The rate for businesses needs to be controlled when they have been through so much this year	1	There have been a number of calls for business parking permit prices to increase or the permits to be removed altogether. We recognise the need to have some facility for local businesses and are retaining the permits but at an increased price.
Issue 10 free visitor permits with each permit	1	These are still offered with new permits, but the Council decided to withdraw free visitor permits with renewals three years ago.
School families should be within walking distance of the local schools	1	This is a matter outside the Borough Council's remit as it is linked to KCC as the Education Authority and the schools respective admission policies.
Slade residents should be allowed to park in the cars parks for free	1	This is not a facility that we can extend to residents.
You (KCC) will not install a speed camera to enforce the 20mph limit	1	This would be an issue to raise with KCC as the Highway Authority rather than the Borough Council as this would be their remit.
Prices should be on the amount of space vehicles take, not per household	1	Unfortunately this is not practical to administer as we do not have vehicle lengths available.
Visitor permits should be available online	1	Visitor permits are already available to residents online.
Overnight parking on double yellow lines is an issue	1	We aim to carry out as much enforcement as our patrolling resources allow.
Vehicles should display where the owner lives in relation to the vehicle	1	We are unable to do this as it would present a number of concerns about personal safety and security.
Concessions should apply to residents in older properties without any allocated parking	1	We cannot offer this, however this is already a factor of property prices as properties with off-street parking facilities tend to be priced higher than similar properties without parking.

Points raised	Tally	Response
Larger properties with off-street parking should pay more	1	We cannot provide this, however larger properties tend to be accompanied by off-street parking provision, with smaller properties less well catered for and have to rely on on-road parking.
Parking spaces should not be under trees	1	We have constant calls to provide more parking, and some of the available parking places are under trees. We are not looking to prevent parking where it is safe to do so, or to remove trees to facilitate more parking.
Residents with off street parking should not be allowed permits	1	We hope that the introduction of escalating prices will encourage more use of off-street parking facilities.
There should be incentives to those with hybrid and electric vehicles	1	We will investigate whether this would be feasible as an alteration to the existing arrangements, but parking electric vehicles on-street is problematic as it can require trailing cables for recharging which can cause a hazard.
Zone N should be split in to two zones	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Motorbikes should have cheaper permits	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Zone M should be split in to two zones	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Make more residents parking in Avebury Avenue	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Lansdowne Road should be residents parking only	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Its our right to park outside our houses	1	Whilst many may wish it, there is no right for a resident to park outside their own property on the public highway.
Permit restrictions in Lodge Oak Lane are unnecessary	1	We will investigate whether this would be feasible as an alteration to the existing arrangements.
Business permit price increases are disappointing	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.
First 2 permits should be free and pay more for additional permits	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.

Points raised	Tally	Response
Business permits for people working in resident areas should be the same as resident permit prices	1	The Council has considered the costs needed to maintain its services and that the prices for on-street parking have not changed for five years. The Council feels that the increase is proportionate and appropriate.

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Annex 3 On-Street Parking Tariff Change – Consultation responses (redacted)

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1052	Yes	The permit it still fairly priced and I applaud your attempt to manage demand for the limited parking spaces	Yes	
1053	Yes	I support the principle, but the manner in which this is to be implemented will have little, if any, effect on reducing the parking problem - if that's the aim. I would suggest the following charging scheme for residents: first vehicle = £50/yr; second vehicle=£150yr; three or more £300/yr each. For businesses I would suggest £250/yr where space permits. In my view, this is the only way to effectively manage this. People need to be 'encouraged' to reduce the number of vehicles. I would also add that more council car parks should be available for use with a yearly purchased permit- for example, the car park in Waterloo Road would reduce local on-street parking congestion if residents were able to use this - a significant number of local residents do not have the luxury of a drive or garage. Many thanks for the opportunity to comment.	Yes	
1054	Yes	In support	Yes	
1055	Yes	Object because I think we should pay more! I don't think a £5 increase is going to make any difference to parking on the road. You are proposing £45 a year for a first car, I would happily pay three or four times that amount if it meant we had a smaller parking permit zone and I know others on my road feel the same. Also I feel that the increase should be much higher for a second car. Parking on our road needs to be improved but I think the council could find better ways to tackle it.	No	
1056	Yes	I think it right that people who 2 cars and use up a disproportionately amount of on street parking, making it harder for others to park, should pay more.	Yes	
1057	Yes	I think it's unfair that large vans owned by neighbours pay the same as I do with a hatchback as sometimes they take up 2 or even 3 spaces depending on where they park.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1058	Yes	<p>1. The increasing cost for 3rd/4th cars is a great idea</p> <p>2. Zone M is very big and we suffer from people in the upper reaches driving down to St Mary's Road / Woodfield Road and parking to shorten the journey to the station. Can zone M be divided to ensure parking is for local residents only?</p> <p>3. In an effort to improve environmental issues, can I suggest that discounts are given for low emission vehicles, or, conversely, high rates for high emission vehicles.</p>	Yes	
1059	Yes	I think it is fair for people to pay extra for additional cars as the spaces on the road are limited. The increased fee is also fair.	Yes	
1060	Yes	You state that you have not increased the on-street parking charges since 2016 but the parking permit scheme was not live in my area until this year so I think it is very unfair for us to have an increase to the price so soon after the introduction of the scheme.	No	
1061	Yes	<p>Not strictly true there has been no increase as you have removed the ten free visitors permits, so effectively that's a ten pounds increase.</p> <p>Also my area is I think poorly policed and, on many occasions,, I've been unable to find a space Not just outside my home or in my road but in the Slade area.</p> <p>Who would pay for more for a service that is not delivered, perhaps our area could have free access to the nearby car parks for free.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1062	Yes	<p>I feel the primary purpose of the parking permit scheme had been lost. Being a resident since its inception I know the frustration of commuters from outside the area leaving their cars all day stopping residents parking.</p> <p>In 2006 since I first had to pay for a permit it was £15 to cover the administration. It has since grown quickly, initially justified by including visitors permits, then taking them away.</p> <p>The residents parking permit should be £20 per year and not include visitors permits.</p> <p>The visitors permits are also extortionate, at £12 for 10 that gives an hour each it is the equivalent of parking in a town centre car park.</p> <p>There is an inconsistent approach to the times a permit is required in my zone too, some including Saturdays and some including an afternoon hour.</p> <p>These decisions are being made by people that the permits don't affect and clueless about the impacts of these decisions, as proven by the disgusting, patronising, and condescending response from Andy Edwards to a genuine operational failing of the online visitors permit scheme.</p> <p>It is being treated as an income generator when it should just be for administration.</p>	No	
1063	Yes	<p>I think you could leave it at least another year to increase the prices. Especially after the year everyone has had with Covid-19.</p> <p>People have been out of work and furloughed, maybe not everyone will be able to afford it I know it's only £5 but there are more important bills people have to pay than paying extra for a parking permit and we DON'T even get the free visitors permits now when we re new them.</p>	No	
1064	Yes	<p>Whilst in principle I agree with the charges - in the Barden area, spaces are at a significant premium. To that end I would ask you to consider not allowing any commercial vehicles to park on-street, so as to prioritise families that need spaces. There is ample overnight parking in the council run car parks that could be utilised by commercial vehicles. Families are having to resort to parking on double yellow lines due to a lack of available spaces - removing commercial vehicles from the equation would ease this a little.</p>	Yes	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1065	Yes	<p>The parking charge was introduced to stop the commuters from parking in residential streets in close proximity to the station. This doesn't seem the case now as it has continued to go up year on year and then taking away the visitor permits instead of an increase. If it is just to stop the commuters as first said then all you should have to do is prove where you live not pay extra to live there and as for it going up the more cars you have at your property this is discrimination for having more than 2 cars in your household. I have a car to travel to and from work as does my partner and my daughter who is only 18 and still lives with us has a car too for work and Uni.</p> <p>If you need to earn extra money as a council why not permit the whole of Tonbridge not just those who chose to live close to amenities!! Its just another form of tax!! :(</p> <p>Very unhappy with the proposal!!!</p>	No	
1066	Yes	<p>As all resident parking payments and applications are now online I do not see why fees should be increased as the system will be costing less in administration charges. Instead of increasing costs for car owners it would be helpful if charges were only increased for residents who own large cars, vans, or lorries for which they pay the same as for cars but often take up two parking spaces. Resident parking should be for private cars and not commercial vehicles.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1067	Yes	<p>I strongly object to parking permit increases due to the fact St Mary's Road only has a one hour restriction from 9:30am until 10:30am.</p> <p>This allows non residents to park here after the restriction ends often all day and is causing residents to park nowhere near their houses and on different roads.</p> <p>The main problem is staff from the police station are parking on this road from 12pm and parking here all day until the early hours of the following morning.</p> <p>I believe this is due to the fact that police officers have been moved from Tunbridge wells and Maidstone stations to Tonbridge and they simply do not have enough parking so they choose to park on our road and take up all the free spaces.</p> <p>When St Mary's Road is brought into line with other roads near the town and has a dual restriction then I would be willing to pay a small increase but at this moment in time the permit is not satisfactory for the residents on this road and is just another waste of our money.</p> <p>I also believe it it very unfair to charge residents that only have a morning restriction the same as a road that has a morning and an afternoon restriction.</p> <p>Thank you</p>	No	
1068	Yes	<p>Though I support the idea of higher charges for additional permits within the same household, I feel the decision to do away with a visible sticker to place in the car makes enforcement of parking restrictions more difficult. Without a sticker, it is very easy for non-permit holders to park for long periods, safe in the knowledge that they can't be challenged by local residents and that the chances of getting a ticket are fairly low, so probably worth the risk for them. I have been told that this is to save paper, but the amount of paper required even for the whole borough would be very small in the grand scheme of things.</p>	Yes	
1069	Yes	<p>The increase is ridiculous, you can never park along the road anyway. The lay-bys are always full. The only way you will control the parking is if you change the times to 24 hours a day permit holders only. You would then make more money as Residents would always require visitor permits. Also the increase for a third or fourth car is just an outrage. With the current economic state due to COVID-19 some family members have had to source jobs outside of the area, resulting in requiring more than two vehicles in that household. Surely after the year this has been this is not the time to hit the community with furthermore costs and outgoings.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1070	Yes	The residents of D1 parking zone do not have the choice to park anywhere else but on street, in most cases. Most residents could not afford to move to houses with off street parking, and it is very unfair to target, what is, not an affluent area, just because historically houses were built close to the town centre, by increasing park permit prices. For families with adult children living at home, who can't afford to move elsewhere, they should not have to pay £90 or more per year to park their vehicle on the street. The loss of 10 visitor parking vouchers being included in a residents parking permit has in effect put up the price of annual parking already, so to say parking charges have not increased is not true. For all of these reasons I object to increases in the price of residents parking permits. I do welcome the price increases for commercial parking permits though as they are very cheap at only a few pounds per week for a commercial business.	No	
1071	Yes	I think this seems reasonable given previous charges and the increasing number of multi family cars. I particularly support the reduced permit charges for carers I would note that although you have not increased the parking charges for some time the removal of the visitors permits when purchasing an annual permit is an indirect charge so I do feel you could have made this a more accurate statement	Yes	
1072	Yes	I object to the price being increased, as I now have to pay for visitors permits, which means we have to plan in advance when we have visitors, or not have visitors to the house due to no parking being available when the parking is free. The roads are already too busy with cars parking. The numbers of permits per house should be capped at 2. Most evenings there are no parking spaces available in zone b1 or b2, and therefore people are parking by Haysden when they live near the station. For a woman walking on their own this is not a safe walk. It is also not acceptable to expect residents who have paid for permits to park in sainsburys, and if before 6pm pay to park. There is no off street parking available. I agree with carers passes being reduced in price, as these are also used by the district nurses who provide an amazing service to the community.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1073	Yes	<p>1. There is no 'alternative off street parking' available.</p> <p>2. Our Household comprises of 3 adults who all have to commute to areas where there is no suitable public transport.</p> <p>3. When we first moved to Tonbridge the residents permit was £7 per year it comprised 10 visitor permits and a year long permit, and an annual reminder. The visitor permits were not free, they were part of the cost. The cost has not risen incrementally but in big % rises, with visitor permits being retrospectively being called free and a bonus, they were not, they were part of 'package'. The visitor permits have been removed recently from the package. So the fee has already recently been hiked up.</p> <p>4. We anticipate that our sons will need to live at home for many years to come as they will not be able to afford homes of their own, it is inequitable to charge one fee for car 1 & 2 and then exponentially increase the fee for a 3rd car.</p> <p>5. Does the council wish to push the remaining owners of front gardens in Lavender Hill to dig up the front gardens and squeeze a car onto the insufficient space and thus 'bag' the adjacent 'drop kerb' space. This is just so unsightly and detrimental to preservation of green space in the road.</p> <p>6. This proposal just seems purely a way of squeezing money out of residents who do not own the far more costly properties in the borough with drives and off street parking.</p>	No	
1074	Yes	I broadly support the premise of the suggestion as parking is an issue and should be limited to 2 permanent cars per house (further cars should be charged substantially more) however I feel increasing the first car is not necessary given the economic climate.	Yes	
1075	Yes	I object to the proposal because charging £90 for third vehicle penalises households with grownup children who live at home because they cannot afford to buy or rent a home to move out. Also with this year of Covid money is very scarce and you want to take even more money from our pockets	No	
1076	Yes	The Slade has problem with parking, so any proposal that gets to the root of the issue - that some households have multiple cars - is worth considering. I would very much like though, if monies from parking could be funnelled into getting people out of their cars full stop. Better, safer, cleaner and healthier cycle paths would be key to this in my view.	Yes	
1077	Yes	This will not stop households having 3 cars it is just another way of the council raising money	No	
1078	Yes	No improvement in service. Website over complicated and annoying. Lack of APP	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1079	Yes	We have 2 cars and 1 van supplied by the company for work purposes only. I own a car, our son lives with us and owns a car and my husband has a work van. Why should we have to pay £90 for the 3rd vehicle?	No	
1080	Yes	It maybe a little more difficult to police but for those that do have off-road parking why permit them at all or if you have to why not raise the price more to discourage this. I agree on the tier system for 2+ cars. I would perhaps look at maybe adding more parking spaces especially where not under trees as I spend as much on car washes in the summer as I do my permit! Maybe a slightly bit to advanced but have a system showing where the owner of the permit lives in relation to where they have parked the vehicle, as through no fault of my own I have had to park more than 500 yards from my house due to lack of space.	Yes	
1081	Yes	I feel that the charges for anything more than one car permit per household should be increased substantially. There is not room on Victoria. Streets for more than one car per household. Business permits attached to residential property should also be much higher.	No	
1082	Yes	I have no objection to a small change in price, however I think this needs to be evidenced that it will improve residents ability to park near to their house. My wife and I both work for the NHS and return home late at night to find no parking anywhere on Offham Road - this is a regular occurrence.	Yes	
1083	Yes	We have only had parking permits in place for 2 months, so I do not think it is right or fair to be changing the way the payment system works. I think the current pricing structure already prevents people on our road from parking cars on the road without needing to create tiers. This newly proposed parking system is also unfair for people whose off street parking is limited. It is completely reasonable to have two cars in a household. In other boroughs (Greenwich) households get one free permit and then additional permits come at a cost. This would seem like a more fair system. Also I think that the visitor parking allowance is very poor as you can only have 10 vouchers across the year. This needs to be extended. As someone who has regular childcare support, it is very limiting.	No	
1084	No	Since lockdown and Covid 19 has adversely affected many people's income planning to increase parking charges is an additional and unmerited action. The number of cars regularly parked has decreased (primarily due to reduction in shoppers using our 1+4 hrs bays, meaning pressure on residents parking has reduced by 50% in my visual estimation. Secondly residents who may have travelled for work with a non permitted car are having to park so increasing 2/3rd car penalises these people and multiple person households who generally may be on lower income. If you pursue this policy you should delay it until an assessment can be made at least a year after a return to normal to assess working pattern and not then implemented for 2 yes to allow people adequate time to dispose of or seek alternative arrangements for 2nd or 3rd cars.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1085	Yes	The parking in the meadow lawn area is crazy every weekend. When you don't need a valid permit to park. Instead of increasing the cost of the permits increase the amount of time you need a permit to park. Then you will sell more permits as those who take the car to work every day will have to buy a permit for the weekend. It will also mean more revenue for the local car parks.	No	
1086	Yes	No issue with a £5 increase for the year. Would this also include a sheet of visitors permits, that seem to have not been mentioned, as in previous years?	Yes	
1087	Yes	The price rise for residents permits is proportionally much higher than for business permits which seems unfair and unjustified. I broadly agree with rising tariffs for additional cars but the proposed tariffs for 3rd and 4th cars seems excessive particularly in areas where there is no option but to park on the road. This appears to disproportionately impact on families in denser housing areas with multiple adult families. I agree that carers permits should be reduced in price.	No	
1088	Yes	Whilst the actual permit charge has not changed as stated, the visitor permit costs have increased from zero to £12 whether you use 1 or 10. If you have one visitor in the year the permit actually cost £52.	No	
1089	Yes	I don't object to the proposal but have noticed in past years that the name and car details of someone who lived with me many years ago was still on the system and I was told it was not possible to remove them. I hope this is no longer the case.	Yes	
1090	Yes	Struggle to park as it is as non residents park in street during the day. If you take away that non residents can't park on the street then I won't mind paying an increase.	No	
1091	Yes	We have one off road parking space and are a household of four adults. At the top end of The Drive where we live, there is always space to park. Whilst I agree with a slight price increase, I do not support the price jump for third to fourth car, it is too much.	No	
1092	Yes	You are correct you did not increase charges to permit but you now charge £12 for visitor permits that have always been free we now pay £52 where before the visitor permits were free so the increase was £12. Now you want to add £5 which makes total £17 increase in two years	No	
1093	Yes	A 11 percent increase is a big sum and to me it seems that the on street parking/ residents permits is just being used as a cash cow for the Council.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1094	Yes	The Slade area is very difficult for parking, more often than not when I return home from work I have to park illegally and get up before 7.30am to move into a space. There are so many cars that park during the week and before and after the permit time that aren't here at the weekend. This would lead me to believe they aren't residents, but people who have 'acquired' a permit. I have lived here 3 years and had as many parking tickets. If the slade is to be permitted it should be 24/7, then commuters would have to use the car parks AND therefore increase revenue to the council, negating any need for an increase.	No	
1095	Yes	Multiple car households should be penalized for taking up all the parking spaces. As other residents are struggling to park, me included which is frustrating.	Yes	
1096	Yes	The number of families that clog up the road with 2 or 3 vehicles many of which don't move from one end of a week to another are the problems. I believe one car at £40 and then a jump of £150 for the second car and £300 for a third which is in line with a Sevenoaks permit. Also I believe Meadow Lawn roads should be resident parking only to deter people parking around the restricted times and over the weekends to train it to London.	Yes	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1097	Yes	<p>The Proposed parking increases to parking charges is not in the best interest of residents for parking their cars, the majority of houses at the Vauxhall end of Pembury road do not have anywhere for the “encouraged off road parking” than an the majority of car are parked in the Doctors car park at weekends or in the bottom of Deakin Leas during the week, I for one refuse to be extorted by this increase when:</p> <ul style="list-style-type: none"> • There is an inadequate number of bays in the Vauxhall end of pembury road • KCC have refused to improve the safety of the road and parked cars after twice they have been driven into this year, one causing £4000 in damage to one of our cars • You will not install a speed camera to enforce the 20mph limit • And we are not guaranteed a space in the correct bay zone <p>This is yet another money grabbing scheme to penalise residents after the council and KCC short-sightedly wasted the money back in the summer with alterations to Quarry hill and the bike routes, only to change it back when it didn't work.</p> <p>These changes are basically enforcing residents to pay regardless and with the addition of the new builds and such inadequate off road spaces for them the council are adding to the problem rather than making building companies provide adequate off road spaces for a reasonable number of cars or increasing the road parking to accommodate the increase in houses. I have already tried to get pembury road modified with the help of Frances Hoskins but neither the councillors nor KCC want to know.</p>	No	
1098	Yes	<p>This will not decrease the number of cars people have. We have two cars because we need them, not out of choice. Your suggestion of parting off the street is ludicrous - please let me know where? I would be happy to park somewhere and walk to my house, if fact because people who live in Woodside park in our road I rarely get to park near my house as it is. Just be honest , you need to raise more cash 0-make each permit £50.00 and make it residents only for 8- 10am and 2-4pm - that will create more space as it will stop the off to london for the day and police workers . Issue 10 visitor permits with each resident permit. What you propose will not stop people having cars nobody has a car for the sake of it - ridiculous notion!</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1099	Yes	I feel that increasing the charges isn't fair, particularly as I do not get a guaranteed parking space near my home. There are many times that I have come home from work and had to drive around for as much as half an hour to find a parking space even remotely close to my home. If the increase guaranteed me a parking space close to my home, then I would be happy to pay. We dont have the luxury of off-street parking, and where we live, there are too many cars to fit the number of spaces. It also doesnt help that after 4pm, many cars park along the road, with their drivers going to the train station and catching trains, thus, leaving no parking spaces for the residents. There have been many times where cars have been parked on double yellow lines due to the lack of parking spaces close to their homes, spaces taken up by non residents and commuters without permits. This has become less obvious since the permits in the windscreen have been abolished, however, local residents do know each others cars. If something was done about the non-residents parking their cars and then going to the train station, along with enough parking spaces for the residents, then the increase in the charge would be acceptable.	No	
1100	Yes	I support the permit scheme as a means of deterring non residence (commuters) parking in the street during the day. However I see no reason for the proposed increase of the permit. The permit scheme, although it may address the issue of commuters, does not address residence who have commercial vans parked in the road and who do not purchase any permits whatsoever. This for me is a much bigger issue and is something that should be addressed.	No	
1101	Yes	Having multiple cars on these roads is unfair to others who only have one or two when trying to find parking. I would ask the council to consider putting lines in the bays so that there are actual parking spaces to prevent terrible parking!	Yes	
1102	Yes	Knowing full well the climate we are in, House prices at a all time high, so chance are there are many house holds with the majority of their children still living at home, who own cars, without off road parking, so this is a nice way for you to make so money out of everyone who are already struggling. I doubt you've even looked to see weather you have the infrastructure to accommodate if people are 'encouraged' to go to car parks and be charged a fortune for a season ticket. Let's go over some of the recent changes this Council has made, the High Street, 1st attempt you put the bus stops in the road, so traffic came to a complete standstill every time, so you had to rework that and still is less than ideal with them sticking halfway into the road when stationary, but you have loading bays for lorries that completely move them out the way of traffic, why couldn't you use them also as bus stops as most deliveries are not during rush-hour. Also that mess you made on the A26 by the Shell garage and Waterloo road, what a waste of time and money that was, putting a bus stop in the middle of the road, making it all single lane so again it all came to a standstill. No confidence in this Council or the changes your making, wasting so much money that could have been put to better use.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1103	Yes	<p>Good morning,</p> <p>I have recently moved into the area and do not have a drive so I have to park in the street.</p> <p>I think this increase is not fair as it is penalising everyone who does not have a drive as I have to pay more for my car to be on the road but if someone has two cars but a drive they only pay for one car.</p> <p>I agree with the sliding scale for if you own one or more cars but the price should stay the same for people without drives and the increase to the £45 if you do and then increase the more cars you have.</p> <p>It's a simple right to be able to park outside your house.</p> <p>With elderly neighbours, how do you accept them to pay the increase or if they can not to park somewhere and walk?</p>	No	
1104	Yes	<p>I object to paying more for a space to park when there are too many cars for amount of spaces! Outside our property are three spaces which invariably are used by people going to the pub. The sign says no parking from 9.30 to 11.30 am. So anyone without a permit can park all day and all night without a permit. Everywhere else around us says 9.30 to 11.30 and 4 to 6pm. Why? Is it because it's outside the pub? People without permits use these spaces to visit the park for the day, to walk to the town and not pay for parking ticket. There is even a lady who drives to park her car there and sits and eats her lunch!! People with huge work vans park there at weekends because they don't need a permit. Meanwhile we have to find spaces some distance from our home. If you insist on increasing charges this parking sign needs to be changed so that it is the same as everyone else's!</p>	No	
1105	Yes	<p>Residents with permits on Swan Street already struggle to park as it is as the council allows free short-stay parking on Swan Street for people coming into the village. It seems ludicrous to charge more for those with 1-2 cars when we already have to park in the local car parks after hours to get a space.</p> <p>The council should not be allowing free short-stay parking to non-residents at all. I am also surprised people can get more than 2 permits per household. It should be capped at 2, considering the demand for spaces is so high.</p>	No	
1106	Yes	<p>Whilst I appreciate that parking charges have to increase and that you wish to try and bring into line with those of Tunbridge Wells etc; I would like to point out that East Malling is mainly a residential area and a village. We do not have a large commercial shopping area and I fail to see why we should have our parking permits raised. I agree that multi car households be charged accordingly as this would hopefully result in the decrease of cars on our roads, but being a sole car user the increase is not warranted.</p>	No	

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1107	Yes	<p>Strongly support the tiered charges for multiple car ownership.</p> <p>The people with two or more cars clogging up our narrow streets should be deterred.</p> <p>I would, however, welcome back the voucher system for guests. It only has to be one or two temporary permits per year. I'm sure you can sort out the administration to allow this. It would be extremely helpful for the occasional visitor.</p> <p>I would also welcome less restrictions on a Saturday while fully support the parking restrictions during the week.</p> <p>Kind regards</p>	Yes	
1108	Yes	<p>I don't understand why I should be penalized further for living in an area that has permits. There is not any off road parking in my area so I don't get any choice but to have a permit. As my children get older and choose to drive the costs get more and more for again living in an area without off road parking. Would it not be better to make the whole of Tonbridge a permit zone and increase your income that way.</p> <p>In a household of 4 adults the permits could cost us £315 per year for a situation we have no control over.</p> <p>What about giving each household 1-2 permits for free each year and then charge more for 3 cars or more?</p> <p>Just another form of council tax.</p>	No	

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1109	Yes	I feel it is rather unfair to increase the prices of parking permits especially as parking wardens do not patrol the residential roads in Borough Green, only the Western Road Car Park. I have paid for a permit every year since the permit came into effect in 2007 and the warden has barely been down my road in all those years. I never get parked in my road or surrounding area and always have to park in the car park while those who do not pay for a permit gets to park in the road with no ramification for not paying for a permit or receiving a penalty charge notice for being parked in the road for more than the allocated time on a daily basis. I also see you are basing the price increase in line with that of Tunbridge Wells Borough Council and Sevenoaks District Council. One, both Tunbridge Wells and Sevenoaks are towns and Borough Green is only a village and secondly wardens are continuously walking around patrolling the residential streets and the car parks in both towns every day. It is, therefore, for those reasons I am objecting to the price increase proposal as I do wonder the need for paying for a permit especially when in a couple of years when you review your prices again you will be looking to charge in excess of £50.00 for the privilege.	No	
1110	Yes	I have one car and often find it extremely difficult to find parking on my street. There are many with drives and off road parking who don't use them and park in the street anyway and others with multiple cars oer household taking up parking space for those who really need it. I think in todays world we have to accept that many households have 2 cars so it is right the charge is the same for a second car but above this it is perfectly reasonable to charge extra and try to discourage households from parking more than 3 cars on the street. Multi occupancy households should have provision for parking or planning permission should be denied.	Yes	
1111	Yes	I support but I would like to see more residents parking in Avebury avenue from river lawn rd to Jimmy's cafe either leaving tickets machines but making for residents parking the time I come home and there no where to park in D1 " yes I no we can park in D2 but" and there's no one park from river lawn to where the D1 starts, plus then we have to put up with the ford garage parking in residence spaces.	Yes	
1112	Yes	I do not think that an increase in tariff charges for on street parking is necessary. Especially as those who do pay for on street parking permits are not guaranteed a space near their home at many points during the week anyway, or even at times when the permit restrictions do not apply outside the stated permit restriction times. myself and my partner (both TMBC permit holders) have often found on many occasions that we have to park quite a distance away from our home, so therefore I object to an increase in permit parking charges.	No	

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1113	Yes	<p>I object to the rise of the parking fee. I rarely get a space, due to a number a of cars that just park there without a permit anyway and people who park inconsiderably. I have to park up priory road the majority of the time</p> <p>. With the high price of living around here and contributing through tax etc I believe this rise is out of order.</p>	No	
1114	Yes	I support the sliding scale as a means to control the number of cars per household but I do not support the increase in the basic rate. The cost to residents should be to cover the basic administration as was originally intended when introduced.	No	
1115	Yes	<p>The question "do you object or support the proposal" is too simplistic as I support part of it but object to another part of it. So I have had to put object.</p> <p>Support - the introduction of a higher charge for three or more vehicles. This is a good idea for three cars and over. As many households have two cars I think it is fair to keep the price the same for the second car, please do not increase it for a second car. However for a third car or more I think this is a good idea. Three cars from the same household would take up a significant part of our available street parking, so this should be discouraged.</p> <p>Object - prices being higher elsewhere is not a reason to increase prices in our council area. Prices elsewhere may be higher, lower, the same - the area demographics, average pay, availability of street parking, resources for enforcement will all be different in different areas. This should have no bearing on our prices and should not be the justification. The justification should depend on what is required to run the parking scheme in this area by this council. Since moving to my property I now have to pay to park my car and have my garden waste collected, which were included in my council tax previously. This is additional tax. I object to any increase in the cost, particularly if the sole reason for it is comparison to other areas.</p>	No	
1116	Yes	<p>There are only three cars that pay for this outrages parking fee,my household two permits, 86 one permit. Nobody parks there all day apart from public house drink drivers when it's open, and school parents , its a very unfair charge, kings Rd exempt Tudeley Lane exempt, parts of lodge oak lane exempt, it seems only social housing affected. It wouldn't be so bad if the times were changed and I could park my car at three o'clock to four . Very unfair. Very unjust. This needs to be addressed properly and fairly. Commuters do not park in this area!! If it could be scrapped in Tudeley Lane why not in lodge oak Lane . School traffic is awful they park on double yellow lines on corners why aren't they told not to. Very unfair sort it please. When we can't park and our tyre touches the yellow line we have been given parking tickets? School time free for all.. wheres the justice ?? Rich get richer poor get poorer!!</p>	No	

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1117	Yes	Firstly the on street parking permit scheme was originally introduced to stop commuters taking up parking spaces used by residents, the charges imposed we were told reflected the cost of administrating the scheme, not a money making exercise for the council, as all the parking plans seem to be these days. Secondly , the fact other councils have differing tariffs should have no bearing on Tonbridge, Would the council have reduced the charges if neighbouring councils parking charges were less? I think not. With the expected increase in council tax and the lowering of services supplied I think the council are squeezing enough money from residents and should look at other cost savings, for example the total waste of the pointless exercise on Quarry hill and subsequent reinstatement.	No	
1118	Yes	There are cars in this road that are infrequently used and remain in the same parking spaces for weeks on end. I approve the rising scale to discourage car collectors and enthusiast from acquiring more cars.	Yes	
1119	Yes	Whilst I support the increase in parking charges something needs to be done about how many business permits can be issued. We have limited residents bays in George Street for the 15 houses, but S Tyres on Quarry Hill park at least 2/3 cars/vans in the street every day as well as parking their customer cars too. This stops us residents parking in the street and then we have to find alternative parking elsewhere which is quite often 2/3 streets away. I appreciate business permits are dearer but when the businesses move in they should only be allowed 1 business permit? Can more parking bays in the street be added/reviewed?	Yes	
1120	Yes	Given that people's disposable income is at an all time low given the pandemic this year and the increase in unemployment to come during early 2021, this proposal feels ill timed and outdated. As a Council I believe you should be supporting local residents, particularly ones without private parking, by trying to reduce additional charges such as these. Most residents have a permit because they have to have a car(s) for employment, which then enables the payment of their council tax. This feels like an old fashioned stealth tax, which should not be implemented, particular while private sector workers are seeing a vastly reduced income and often job loss.	No	
1121	Yes	I would like to strongly object to the increase in permit charges. Currently I am paying for a permit for an hour a day only. The road is increasingly busy with NON resident parking, so how you can justify an increase when I can rarely park on my road is beyond me. Until there is an increase in time zones particularly in the afternoon, there is no logical standing how you can put up permit charges. The parking issues up ST Mary's road are horrendous and I doubt you will find any resident up this road supporting this ridiculous idea!	No	

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1122	Yes	I would also like to see the current 09:30 - 10:30 extended across the working day or at least another hour added to the afternoon e.g. 17:30 - 18:30 to prevent non-permit holders - e.g. those who travel by train later in the day - parking in the street making it impossible for residents to park in the early evening.	Yes	
1123	Yes	There are 4 adults living at this address - we all work in places where we are unable to get to by public transport or have commitments needing a car. We live in a terraced house with no parking available so all our cars have to be parked on the street- we have no choice and your proposed permit charges are unreasonable. The original scheme was brought in to be non profit making and to deter rail commuters from parking on the surrounding roads NOT to be punitive to residents. I am opposed to these charges	No	
1124	Yes	While there was not a resident's permit increase in 2018, the 10 visitors permits which used to be included were withdrawn, effectively increasing the cost of the permit by £10.	No	
1125	Yes	I counter propose £40 for the first car and £50 for the second car to try to encourage less cars per household. Then any subsequent cars as per your proposal. If a household needs two cars, perhaps for work reasons, they would pay the same as in your proposal (£45+£45). I just want to put this forward, in case it is a viable option. Also 2020 has been a really tough year with many people losing income.	No	
1126	Yes	The increased rate is, in this current time, a ridiculous thing to do. I live in a busy street, where most days I struggle to find a parking near my house. There are so many commercial vans parking in our road overnight which take up more space so why should I be asked to pay more when I can't park outside my home and commercial vans taking up more space pay the same rate as me. I really am most annoyed by this proposal.	No	
1127	Yes	We think for £45 a 'few' visitors permits should be included and that the price for a second car should be higher than the price for the first car – at least in our area (Slade) where parking is at a premium and the roads are very narrow thus multiple-car ownership should be discouraged.	Yes	
1128	Yes	I think increased charges should apply for the second car onwards, not just from the third. Also while the West Malling Business car park sits empty as most users are working from home now, local residents (many working from home now too) can't find any parking spaces! It's a ridiculous situation, the parking restrictions in this car park should be revised to include local residents until such time as local businesses go back to working in office.	Yes	
1129	Yes	The parking along our road has been basically inaccessible all year due to the new station bike storage works and now due to a recent fire the road is closed off, further reducing parking. For these reasons I feel a rise in parking fees is unfair. I do however support the rising fees for more than 2 cars per household, being near the station it is becoming increasingly difficult to park at all, let alone near my house.	No	

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1130	Yes	I agree on the plan to discourage multiple car ownership especially where on-road parking is the only option and in short supply.	Yes	
1131	Yes	I live on a road where there is a lot of inconsiderate parking at all times by parents collecting their children from the Grammar School. An increase in the number of street patrols would be welcome.	Yes	
1132	Yes	I have recently reduced to 1 car which my wife and i share. My concern about the new plan is that i have 3 children who will soon be at driving age and will probably all want to get cars. It seems targeted at households with older children who due to circumstances are not ready willing or able to leave home.	No	
1133	Yes	I hope you are referring to all vehicles and not just cars. There are many work vans as well as motorbikes parked in my road. We also had a mobility scooter that was not being used parked here last year too. In my road, we only park one side of the road which means there are not enough spaces even if each house only had one vehicle. Would it be possible for work vehicles to be given some kind of dispensation to park in public car parks as it's free parking there after 6o'clock anyway.	No	
1134	Yes	Although It is understandable that fees have to increase, I would comment that the last price hike was unannounced and the withdrawal of a certain number of permits for guests was also withdrawn. It seems that the innocent motorist who does not have a drive is being penalised again. If the cost has to go up £5.00 that is bearable but the parking for visitors is not !	No	
1135	Yes	The recent proposals put forth go against what we initially proposed when the first round of consultations occurred. It is ridiculous to expect households to have to pay double or more when it reaches 3+ vehicles per household. Unfortunately I live in a household where we all work in different places and each require our own vehicle in order to get to our place of employment. There is also no penalty for commercial vehicles parking on a residential street. They take up multiple spaces in the road and often prohibit non-commercial vehicles from parking anywhere near their own homes. Our original suggestion was to have a tiered system in which ordinary cars paid one fee and commercial vehicles paid a higher fee as they take up more room in the road.	No	
1136	Yes	Our family income is now substantially less than it was last year so I think you'll understand that I cannot support the increase in the charge for our single car. However, any scheme that discourages those who have drives and continue to park on the road unnecessarily is a good move. I would support adding a second restricted parking period in Woodside Road, Tonbridge, to help discourage this (i.e 14.30-15.30 as well as existing 9.30-10.30).	No	

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1137	Yes	You are charging to park where I live . There is no where to park where I live and you know it. So how do you have the audacity to put up charges. You don't even supply us parking , what it exactly are these charges for, for you to administer it? This is very wrong. Parking should be abolished. It's crippling business . This should be taken to parliament.	No	
1138	Yes	I frankly find it discussing that I have to pay to park out side my own house as it stands. Comparing Tonbridge residents to other more affluent areas is also completely in fair. You state that the charge has not gone up but in real terms it has as we no longer receive the £10 visitors permits. With council taxes already on the rise I view this as just another money grabbing scheme and I strongly object.	No	
1139	Yes	I do not mind the charges going up but when you say that they did not go up before it is not altogether the truth. The actual permit did not go up but there were no free visitor permits so we had to buy them so the cost did increase.	Yes	
1140	Yes	At this time due to the pandemic I cannot see how you can expect people to pay more when many are losing their jobs shame on you {	No	
1141	Yes	We feel we are being unfairly penalised in regards to parking charges. Parking on our road and in our local area is very tricky and it is often hard to get a parking spot after 6pm. There are multiple households on our street with more than one car and would like to suggest that the charge for second vehicles is higher than you have proposed. Due to the climate crisis there should be higher tariffs for households with two or more vehicles and the money should perhaps be used to spend on green initiatives in the local area, or electric charging points. Whilst train services are very good we would like to suggest improvements to bus services and timetables to encourage more public transport use.	No	
1142	Yes	The increase is not justifiable considering the lack of parking available for the area. Barden Road is one of the busiest with part of the road being designated to visitors/short stay anyway. The reason Sevenoaks and Tunbridge Wells Is more expensive is because the average household income is higher and that is why it reflects in their parking charges.	No	1
1143	Yes	I strongly feel that the time restrictions should be reviewed and changed from 1 hour per day 10 hours per day.	Yes	
1144	Yes	I would request that permits be limited to a max of 2 per household and business permits for residential areas be restricted, especially where the business already has off street parking within their demise.	Yes	
1145	Yes	Request that permits be limited to 2 per household and that business permits in residential areas should be greatly restricted, especially where the business has available parking within their own demise. Although we have permits, we are often unable to park as many of the spaces are being used by the businesses or their visitors.	Yes	1

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1146	Yes	<p>When there is no guarantee of being able to park near my house it seems unreasonable to add to the price of permits. There will be some people who are hard up due to Covid so an increase is unfair.</p> <p>There should be 24/7 permit requirements so that people don't just park in these streets when residents have to pay £40-45 a year for the pleasure. And this should then be monitored closely.</p> <p>If you give certain bays to certain houses then an increase in charge would be ok.</p>	No	
1147	Yes	<p>I don't feel it's fair for us residents to pay more money towards having a permit for a area that isn't even being patrolled. We still get non residents parking on street throughout the permit time taking what would be the residents spaces. They also park inconsiderately leaving us residents no choice but to park else where or over hanging yellow lines! Why should we even pay for the permit if we can't even park on the street we've paid for! In all fairness, Residents of the street shouldn't have to pay for it full stop, due to the amount of council tax we pay it should be included. In my opinion.</p> <p>I also find it hard to understand, how a scheme that has barely been running 3 months on this road is subject to a price review already, when it was you that originally set the price at the first consultation.</p>	No	
1148	Yes	<p>The proposals seem reasonable and I would like to publicly support both the proposed reduction for care workers and the increased charges for more than two cars.</p> <p>I would hope, however, that the online system will be substantially improved. The current system is bizarre and abysmally documented. For example if I log into my account it provides details about the visitor parking permits I have purchased but no details at all of my parking permit.</p>	Yes	
1149	Yes		Yes	
1150	Yes	<p>Whilst an increase of £5 is not all that much when consideration is given to what that amounts to spread across a year, I feel that the plan to increase any parking costs during a global pandemic is somewhat inconsiderate. There are families who may be struggling with basic household bills, putting food on the table etc as it is. £5 may not sound like a lot, but to some that could be significant. I feel these kind of decision when costing anything should be left until COVID is behind us.</p>	No	
1151	Yes		Yes	

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1152	Yes	<p>I support the proposals to charge more for extra cars after the second. I do think more needs to be done about those who have driveways and don't use them, or put more cars on the road because they can. E.g. they could have 2 car drive way (no charge) then 2 more cars on the road for the basic fee.</p> <p>Additionally, more needs to be done regarding businesses that have residential addresses (ie, running a business from home) who then capitalise by using a residents permit rather than a business permit. A basic check could be completed to see whether a business is registered to the address before granting the permit to ensure that the permit is correct and you are receiving the correct dues.</p> <p>I am of the opinion that zone N should also be split into two zones as it covers quite a wide area especially in comparison to some other zones.</p>	Yes	
1153	Yes	I think the proposal of paying more for each additional car is a good one as parking is becoming more and more difficult. I would ask though that the visitors permits be available to buy from the castle as before as the online system is difficult to navigate, especially for some of the older residents.	Yes	
1154	Yes	<p>I appreciate the fact that other boroughs charge more, but it seems that the parking around the area I live in, doesn't warrant the increase. If I leave my house with my car after 6pm, and don't return before 8/9pm I am unlikely to find a space within 2-3 roads from here. I'm not willing to pay more when I can't park on my own road that I live on. Also, when other cars can't be bothered to try to find parking elsewhere and park on the double yellows at the end of the bays making it impossible to turn down this road, or hit our cars because they are too lazy to find a space, i'm not willing to pay more for that.</p> <p>As there are no set parking bays and houses can have as many cars as they like, it's near on impossible to guarantee a space. On occasions i've had to park near Barden Park road because there are no spaces and then you also restrict where D2 parking is, so either you lift the restrictions so that we have half a chance of parking somewhere and increase the charges, or you don't increase the charges at all. Or bay all the parking spaces to at least provides cars with some guidance on how to park, because it takes a car to park directly outside of their house to put out all the parking down the road, or one car to park to far away from another car but not leaving enough space for a car to park. Or a moped to take up a space? I think it needs to be considered more before suggesting increasing the permit costs.</p>	No	
1155	Yes	When the permit was first introduced it was supposed to benefit residents, cost £5 and this , it was stated, was to cover administration costs. It is now apparent that the permit is no longer to benefit residents but, it would seem, just another way to provide revenue for the council.	No	

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1156	Yes	<p>My objection is centred around the second vehicle charge - it is too low!!!</p> <p>There are is a large proportion of terraced houses, including mine, in the streets that are covered by the parking charges.</p> <p>Each house is only 1 vehicle wide at best, not to mention the areas of the roads where there are additional restrictions (yellow lines, junctions etc.)</p> <p>If every house had only one car with a parking permit, there would not be enough space for them all to park, so I don't see why a second permit should not also attract an increased charge.</p> <p>I suggest £65 for a second permit would be appropriate.</p>	No	
1157	Yes	<p>The residents of Griggs way have had restricted parking in place just for the past few months. To raise the tariff after such a short amount of time is unfair.</p> <p>Also considering the past 12 months where thousands of people have lost their jobs and livelihoods due to covid 19 , it is highly inappropriate to consider, let alone asking for residents to pay more money to park outside their own homes . Shocking I believe is the appropriate word and at christmas too!</p>	No	
1158	Yes	<p>Good idea. I would actually favour a price differential between 1st and 2nd permits too. For example, rather than £45, £45, £90, £135 go to £30, £60, £90, £135. (Currently we have 3 permits at our property....but we do have 2 spaces on drive)</p> <p>It would also be a big help if you could buy visitors permits on line for a 24 hour period.</p>	Yes	
1159	Yes	<p>The increase is broadly inline with inflation over 5 years so I do not object but I would not support similar further increases in the near future. However, you omit that visitors' permits are no longer given free, effectively being a £10 increase in this period - I was very disappointed with the illogical response I got from you at the time and the lack of further responses.</p> <p>I support the increased charges for 3+ cars.</p>	Yes	
1160	Yes	<p>I object to the increase in charges. The cost of the permit has technically increased by £10 recently with the removal of the 10 visitor permits.</p> <p>I would suggest that business permits increase if they still insist in parking in all areas of D1 and D2, so that residents are not penalised.</p>	No	

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1161	Yes	<p>There are far too many household with more than one or two cars in the roads and not enough spaces to fill them.</p> <p>It is highly annoying when you have heavy shopping and you can't park outside your own house. For a small increase of charge this may help to reduce it.</p> <p>Charging people who don't live in the road and park up to go shopping down the high street may also be a good idea, although we note the restrictions have increased to a Saturday which is a start.</p>	Yes	
1162	Yes	I object to an increase if there is no control on the number of permits given out. Parking is getting ridiculous in the Meadow Lawn area.	No	
1163	No		Yes	
1164	Yes	I support the principle of escalating charges depending on how many vehicles a house hold parks on the road and the £5 increase for residents first vehicle seems modest. However I would request that the council considers a lower charge for motorcycles as at the moment I pay the same charge for a small motorbike for on road parking as I would for a large 4X4 car. A cheaper motorcycle / scooter permit would reflect the much smaller amount of parking space taken up by bikes / scooters and might encourage folk to get onto two wheels, thus reducing traffic congestion. It would also be in line with how most car park charging works. It would also be really helpful if the council could try to ensure there were dedicated motorbike / scooter parking spaces in the residents parking areas. The latter would help prevent bikes / scooters from being knocked over by cars whilst parked.	Yes	
1165	Yes	<p>I object to the raise in cost of 1 permit as we are not getting anything in return! We are not paying for a parking space and the permit is not stopping non-residents from parking here.</p> <p>Parking is terrible up here and as a single woman I'm afraid to go out in case I end up having to park streets away to walk home in the dark.</p> <p>Paying for a permit in this road is like forking our for an expensive waterproof coat with holes in it.</p> <p>I do agree however with the increase for multiple cars, I also think larger 4x4's and vans should be charged more as they're taking up more space.</p>	No	
1166	Yes	The permits are to stop people who don't live in Sussex Road parking there. Therefore if you live there I don't see/think why we should have to pay for a permit. Surely the revenue from fines should pay any necessary running costs? Also make the permit parking 24hrs a day that way only residents can park there. For example if I get home during school drop off times I can't park in my own road even though I the pleasure of paying £40 per year to do so!!!!!!!	No	

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1167	Yes	Considering the small amount of parking available in specifically Woodside Road it would have been good to have a considerably higher permit payment for a second vehicle in this road, and possibly a ban on large commercial vans being parked here overnight by some residents that take up at least 2 places. It is good to see regular visits by traffic wardens to penalise non permit holders when those who do hold permits often find it difficult to park.	Yes	
1168	Yes	I think this is a good idea - i also think it would be a good idea to review the visitors parking permits!	Yes	
1169	Yes	I agree strongly to the increased rate after two cars per family at the standard rate .	Yes	
1170	Yes	With there effectively only one space in front of each house, I will be pleased to see higher fees for additional vehicles per house. While I appreciate that families increasingly have a car each, those cars are taking road space that can make it very difficult for those of us with one car to park in our own road. I would like you to go even further, with the second car at a higher rate, and anything over 2 cars being at the daily permit rate. Thank you for asking our opinion on this.	Yes	
1171	Yes	<p>1. Comparing parking charges with others just leads to a constant upward spiral.</p> <p>2. TMBC have not responded well to the virus, as the Kings Hill office has been closed, (Tesco have stayed open!), making it more difficult to renew - and the current permit system does not issue reminders.</p> <p>3. Penalising multi-car households with the proposed tiered approach seems wrong as does suggesting people should park off-road - other comments elsewhere suggest that more loss of front gardens to parking is not a good thing.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1172	Yes	<p>This change inadvertently penalise people who can not afford the luxury of off street parking, which is especially limited in my postcode.</p> <p>There are no proposed increases in service levels, or the amount of time the parking restrictions will be monitored. So I do question what benefit the customer gets out of these price increases, considering the councils costs will likely be the same plus inflation.</p> <p>The council appears to just be increasing the price, because their neighbours in Sevenoaks & Tunbridge Wells happen to charge more. This is not a valid argument to change rates, nearly a comparison with what residents of those areas were prepared to pay when they decided to live there. The council has not presented an evidence based argument to increase prices, but more a 'what can we get away with considering what other councils are doing'.</p> <p>If you're going to blindly penalise those without off street parking because space is an issue, you should also blindly penalise those with larger properties who benefit from the luxury of off street parking and lower insurance costs for their vehicles.</p> <p>If this public service is operating at a deficit I would support you increasing the standard rates with an uplift equal to CPI from this year in order for the council to not be out of pocket over their operating costs for parking monitoring. I'm strongly opposed to any other change if no proportionally equal levy is placed on those residents with larger properties benefiting from off street parking.</p>	No	
1173	Yes	<p>1. I do not see how a "one-size-fits-all" policy can work for Tonbridge. Every street is different and they should be divided into sensible categories. Parking spaces are at a premium in Lavender Hill. It is often not possible to find a free space, and the situation will presumably worsen after the planned redevelopment in Drayton Road (currently this serves as an overflow when there are no spaces in Lavender Hill).</p> <p>2. The Council should be ambitious in its efforts to improve the environment. Incentives should be given to those with hybrid/electric vehicles, and no one should be permitted more than two permits for petrol/diesel vehicles. Businesses with more than two vehicles should be forced to park them elsewhere.</p> <p>3. It does not seem fair to price permits by comparison with Sevenoaks and Tunbridge Wells. Both areas are surely more affluent than Tonbridge.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1174	Yes	Please also look at introducing a second chargeable period each day in zone M as there are an increasing number of cars parking at lunchtime/early afternoon that do not leave until the evening, thereby making resident parking more difficult. This situation is likely to deteriorate further once the residential development at the Pembury Road end of St Mary's Road is completed. Thank you.	Yes	
1175	Yes	I support the increase in cost for multiple vehicles but this should begin at two vehicles. This also won't change the overparking in our zone if the parking restrictions are still only for an hour a day. Many vehicles parked in the road do not have a permit because if you move the vehicle before half nine, you don't need one.	Yes	
1176	Yes	I work as a nursery nurse. I am classed as a key worker and have worked through the pandemic. In order to park outside my workplace I have to pay for a business parking permit out of my own money. Knowing that the price of the permit may go up to £175, in these difficult times, is disappointing. Also I have noticed that you are reducing the carers parking permit by £25, which doesn't seem fair to myself or others in my position who are also caring for members of our society.	No	
1177	Yes	I object to having to pay more in parking charges. Since the scheme started, I have been paying more to park but with less on-street parking availability. When permits were introduced, parking availability was deliberately reduced by adding yellow lines where previously they were not deemed necessary. Every new build and every property which converts their front garden into a drive (or widens it) reduces on-street parking still more which unfairly affects residents in older properties. Given that all new builds include allocated parking (amount depending upon property size etc), I think a similar rule or concession should apply for residents who live in older properties without any parking allocated.	No	
1178	Yes	I actually think you should go further and increase the second and third car prices more. From an environmental perspective, we should be looking to reduce car use and incentivising people to use public transport more. But related to that you ALSO need to be improving public transport and reducing its price to make it a viable option so people don't need extra cars.	Yes	
1179	Yes		Yes	
1180	Yes	I agree to a £5 increase	Yes	
1181	Yes	Parking around Baltic and Woodland Road has been a daily challenge, even vans and cars parking on double yellow lines about 9pm knowing they will leave at 6am the next day is an issue. Anything to support parking restrictions a bit more would definitely help.	Yes	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1182	Yes	<p>The visitors permits cannot carry an expiry date. It is not fair in respect that you have to buy them visitors and maintenance such as boiler service or emergency call out. If you don't use them we are just making an unsolicited payment to the council pockets.</p> <p>The permit scheme doesn't even work correctly when using the parking website you find you have to telephone in to receive technical advice to go to another website!</p> <p>Now you're asking for more money to keep in line with other council areas. Has it been considered that they should be coming in line with T&M and they are changing too much. Also the price should reflect the size of the vehicle.</p> <p>Now the council wan</p>	No	
1183	Yes	I think it is grossly unfair that you charge for on street parking at all, and charge for visitor permits. This is a rise in Council Tax by stealth.	No	
1184	No	<p>I support the price increase, however, I have a request:</p> <p>Please add the apartments in Waterside Reach (Sovereign Way) to Zone N. Residents do not have any residential parking options. Our only option is to pay £1,000+ for a season ticket, which is an incredibly high price for those simply living on sovereign way - not commuters. Alternatively, you could offer discounted season tickets to residents, discounted to the equivalent price of the residents permit. There is plenty of parking availability in the sovereign way car parks (mid and north), so there would be no impact on parking for the town centre.</p>	Yes	
1185	No	I live in the flats on Sovereign Way. We have no other option but to buy a season ticket for the Sovereign Way car parks. This costs approx £1000 a year - Nothing like the £40 you are quoting for other residents parking elsewhere in Town. please look into allowing our residents discounted season tickets for those car parks	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1186	No	Since I moved in to newly built apartment I'm paying outrageous amount of parking money as builder did not have us the parking and the reason was council did not allowed to have everyone a parking space. So, I am paying £1200/ year. Which is totally unacceptable compared with other residents who only pays £40/year. Why can't we added to the same parking zone and charge the same amount and not the business rate? I'm a resident of Tonbridge and pay high amount of council tax despite having only 1 bed apartment. This is so unfair with the new build apartments. I would request council to include us in the parking zone and provide the permit which is affordable to us. I'm on the verge of loosing my job and cannot keep up with the outrageous charges for parking my car and that t far away from the apartment. Please consider us for the permit which we can afford.	No	
1187	No	I feel that residents should be entitled to reduced rates. I am paying for an off peak permit (I am a nurse at the nhs hospital) and sometimes I get annual leave and have to pay for a full day of parking. It is a lot of money per year especially when the underground parking is so high. I've had my car hit on many occasions which is also adding on money.	Yes	
1188	No	Request waterside reach buildings are added to Zone N, or a discounted season ticket is provided to residents on sovereign way equal to that of resident permits in Zone N (£40/£45).	Yes	
1189	No	I am requesting our buildings (Sovereign Way) are added to Zone N, or a discounted season ticket is provided to residents on sovereign way equal to that of resident permits in Zone N (£40/£45). As a local resident of Tonbridge it seems both vital and fair to ensure those living here aren't expected to pay excessive four-figure parking fees.	No	
1190	No	I am requesting our buildings (Sovereign Way) are added to Zone N, or a discounted season ticket is provided to residents on sovereign way equal to that of resident permits in Zone N (£40/£45). As a local resident of Tonbridge it seems both vital and fair to ensure those living here aren't expected to pay excessive four-figure parking fees.	No	
1191	Yes	With many people struggling this is not the time to increase fees. There are too many work vans with permits, especially in D1&2 who take up the space of 1.5/2 cars - instead of increasing the standard permit please consider introducing a size scale ie cars and vans which would take into account the spaces used. Please also consider increasing the. Business permit not the residents - a business can park in the public car parks leaving spaces for residents and any increase in their fees are part of their expenses and does not eat into their income.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1192	No	I'd like Sovereign Way added to Zone N! Paying £1000+ for the right to park near my home is extortionate.	Yes	
1193	No	Residents of Sovereign Way (Blue Bell Court, Azure Court, Cornflower Court and Orchid Court) to be entitled to Zone N parking permits.	Yes	
1194	No	Hi I'm a resident of ashby point we are unable to use our allocated space at the moment and have to find alternative parking, If residents would be able to get the resident permits for the sovereign way car park that would help us out so much, it would make parking so much easier and not just for our building other building around us would also benefit from this.	Yes	
1195	No	I'd like the parking for our area to be updated to zone N. Or a discounted rate for residents of sovereign way. There is little parking in the area and it's expensive. It would be good to standardize the parking for the local residents	Yes	
1196	No	Residents of Sovereign away (Blue Bell Court, Azure Court, Orchid Court, Cornflower Court) to have permits for Zone N.	Yes	1
1197	No	Hi I live in Ashby Point Walter's farm road we have a allocated space that we are unable to park in at the moment, we are having to find alternative parking, if we were moved into zone N then it would make a massive difference to our building parking but also the buildings around us making it easier for us.	Yes	1
1198	No	<p>I live in Ashbys point, and have no options for on street or affordable parking. I only have 2 choices which is to pay TCHG or the council around £1000 a year for a parking permit. I feel this is very unfair, and would like to have my property added to Zone N or have an option for a discounted parking permit for Sovereign Way car parks at a cost to match that of the street parking scheme.</p> <p>I do think the cost increase are reasonable, and support the change, but would like to have the same options as other local properties.</p> <p>The Sovereign Way car parks are never even half full, and during the lockdown season earlier in the year when we were able to park there, and also using TCHG's discounted scheme to use the same carparks, there was never a lack of spaces, and shows there would be no loss in revenue to offer this service to us.</p>	Yes	
1199	No	I support the proposal only on the proviso that Ashbys Point is included in zone N	Yes	
1200	Yes	I strongly support this proposal to reduce the number of vehicles parking on the road. However, I think the cost should increase even for a second car. The parking on Danvers Road is abysmal so anything to reduce the number of cars would be appreciated. The houses aren't huge so I doubt many people need regular access to 2 cars on the road!	Yes	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1201	No	I object as residents of Walter's farm road and Ashbys Point are not included in the Zone N parking permit. There is a clear lack of parking available in this area. Whether this be addressed by including us in zone N or making use of the grossly underused Sovereign Way car parks but not at the cost of £1000+ per year. You run schemes elsewhere for residents to have permits in car parks that do not cost that amount and it is grossly unfair that every other road around here can apply for a permit for £40. The clear lack of parking available to residents here needs to be dealt with.	No	
1202	Yes	Business not residents should pay more. We do not need to follow other councils, we should be independent. Cgg he argue for the size of transport and the discs they take - cars and vans and commercial vehicles. Not per household.	No	
1203	No	I live in Ashby's point and think the carpark charge from tchg is extortionate especially for shared ownership. It would be a huge help to all that live in Ashby's point and sounding buildings if we could park in zone N.	Yes	
1204	Yes	I think its a brilliant plan to ease parking congestion and reduce car pollution by encouraging people to catch public transport and not own multiple cars. As a teacher I work long hours and at least 2 nights a week we cannot park on our own street and have to drag marking, shopping and other stuff to the house from far away while people leave their second and third cars in our street and don't move them for weeks at a time. We have had vans and cars parked outside our house that have been left for over 4 weeks without being moved and that was before coronavirus! There are very few houses in the area that actually need more than 2 cars and if they really do they should be willing to pay a bit extra for it. In conclusion, this is a brilliant initiative which will encourage people not to have 'spare cars', will ease parking for people who work long hours and will encourage people to catch public transport.	Yes	
1205	Yes	Having been a resident of Barden Road for over 25 years, I feel we pay enough for the parking permits already. It is extremely hard to find a parking space in our road as it is, so I find it unfair to be charged for a permit which doesn't guarantee a space. Due to Covid, many families are struggling financially, I feel this is not the right time to be raising prices just because you haven't done it for a while!	No	
1206	No	Object, as Ashby's Point is not included in Zone N. I can see Sovereign Way car park from my flat and it is under-utilised. It is never full, and I would say only a handful of people pay for a season ticket. If Ashby's Point is included it would create an extra income as many of us would pay for a permit for £40/£45 a year.	No	
1207	No	This does not allow residents of Ashbys Point to apply for a permit.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1208	No	I am a resident that uses the sovereign way car parks. The price difference between a residents permit at £40 and the permit i have to pay for at near £1000 is crazy. I am only renting my flat so to have to pay an extra £1000 a year for my permit is very unfair towards myself and other residents in this situation. To add to this, I cannot use the closest car park next to waitrose, I have to park further away as this car park does not allow long stays, which is ridiculous as the car park is never full anyways. A huge reduction is needed in the price for residents, not necessarily to £40 but much closer to that number than £1000. It would also be great if the carpark for waitrose could allow long stay for residents, as it would give this car park much more use.	Yes	
1209	No	I strongly object as zone N does not include Ashby's Points or surrounding flats.	No	
1210	Yes	There are not enough spaces per vehicles at the moment. Instead of putting up the cost for the current residents, perhaps look at extending the permit times and do not have any more properties built in the area without adequate parking. Us residents are captive to the costs of parking permits and will pay whatever the charge through necessity, permits are not a luxury! It is unfair that we are penalised. I appreciate that perhaps putting up the cost for those with more than two vehicles could be beneficial but otherwise this is opportunism to a captive client base. It feels very unfair, especially during a time of unprecedented social and economic upheaval. I object to this.	No	
1211	No	<p>Why are residents of waterside reach not entitled to apply for a SINGLE permit yet there is a scheme where by a house hold can park more than one car on the road ? This is an unfair system.</p> <p>The council approved the development of these flats without enough provisions in the first place for residents parking.</p> <p>The residents of the flats pay a substantial fee in council tax yet have very few of the benefits that other households across Tonbridge benefit from - parking being one and recycling being the other.</p> <p>There is ample parking available in the botany carpark (waitrose) consistently so would the council please give us the same parking consideration that it does to other residents across Tonbridge.</p> <p>A season ticket for a resident in order to park costs over £1000 in comparison to a £40 charge.</p> <p>future developments in Tonbridge MUST must have a parking space for each unit created, it is ESSENTIAL and should be part of planning permission.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1212	Yes	<p>I support the change for higher charges for any additional cars after the first, but I feel the permit for the first car should remain at 40 GBP at this time, particularly in light of the ongoing covid related economic hardships.</p> <p>Any changes should not penalise 1 car permit households in my opinion. I fully support the reduction for carers.</p>	Yes	
1213	Yes	<p>I have lived here since 2015. Since then on Nelson Avenue you have removed some parking and restricted us from parking elsewhere yet D1 can park on our road. On top of this we now do not get 10 free parking tickets when we pay for £40 so it has already increased by £10. So why should you put it up more. There are many other issues regarding parking that is not relevant to this consultation but is necessary to discuss.</p>	No	
1214	No	<p>Outrageous to increase charges to park outside your own dwelling and also to increase charges for additional cars.</p>	No	
1215	No	<p>We have lived in bluebell court for over 2 years. When buying our flat we where told we could park locally for free.</p> <p>Just a few weeks ago they made the only free parking available to us, pay and display. As our work situation has changed we have been in able to afford to park and have to park over a mile away.</p> <p>We also live in affordable housing and since there is no reduction for local residents makes it impossible for us to afford .</p> <p>I would like to request a reduction to local residents or be brought into local zone to allow is to park locally.</p> <p>Thank you</p>	No	
1216	Yes	<p>Why the increase at such bad timing</p> <p>We keep being put up but yet no wardens to check those who don't abide by rules and regulations</p> <p>Our parking is a nightmare in Barden with business permits</p> <p>The online system is a nightmare</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1217	Yes	My husband can never park along our road, let alone outside our house. Local schools use the area to collect their children from school and local businesses and people use the street to park rather than town. So there are less spaces for residents. I have epilepsy and my parents have to care for me at times and the payment for visitors is high for us and at times they can not park safely to help me. I feel the money does not get used well as we have 5 reported pot holes in the road and we are being penalised for living along this road to have to pay for somewhere where we can not park anyway!!	No	
1218	No	On the basis that Waterside Reach residents without allocated parking are ineligible for on street permits at the prices one can obtain within zone N in other parts of the town.	No	
1219	No	Currently, residents on our street are having to pay up to £1000 for a parking permit, which is ridiculous. We would like to be put under Zone N, or pay residential parking costs like other areas.	Yes	
1220	No	Because the extent of the consultation does not allow Ashby's point residence to apply for one. I believe it is very unfair on residents, such as myself who are very limited to park at our homes.	No	
1221	No	I dont support this!	No	
1222	No	I live in Bluebell Court, Tonbridge. I do not have a parking space and it was not an option for me to have a space when we purchased the property. I used to go into work Monday to Friday which meant I could rely on the off peak parking permit for waitrose carpark. Due to covid 19 I am now working from home and it is likely to be indefinitely. I therefore have relied on the free parking spaces near the Halfords car repair shop. These spaces have recently been changed to zone n meaning that I no longer have an option for parking that doesn't cost a fortune. I know about the parking permit in waitrose but it costs almost £1000 pa which means it's unrealistic/ unaffordable. I have no options for parking and I have been refused to be added into zone n, despite receiving support from our MP Tom Tugendhat. I am having to park in business car parks as I simply don't have anywhere to park my car. Again, I stress that I only have 1 car and no parking space underneath Bluebell Court. The parking in Tonbridge has become impossible. This is my home and I should be able to park my car within a reasonable distance from my home. This is possible but TMBC are not allowing this to happen.	No	
1223	No	I feel the cost of parking for residents in Sovereign Way is already excessive. We're charged a far higher amount for parking than other zones within Tonbridge. We should have charges lowered rather than increased.	No	
1224	No	I object to this because the extent of the consultation does not allow Ashbys Point residents to apply for such permits.	No	
1225	Yes		No	1
1226	No	We have a huge issue with the parking, with not enough parking space allotted for the development it is very expensive to park near the flats almost 1000£	Yes	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1227	Yes	<p>With the year we have had so far & many people struggling financially & the government supporting households & businesses I think its unfair to increase the parking charges at all.</p> <p>Yes the fee has remained the same but we no longer get a free sheet of visitors & the cost of the sheets have done up so we are theoretically paying more.</p>	No	
1228	No	The plan does not include addressing the parking for residents of Ashby's Point, where although there is allocated parking, the landlord charges £960 per year which is totally unaffordable and unexplainable in an "affordable housing" development. Lack of affordable parking for these residents has directly led to parking chaos on Medway Wharf Road. Residents of this development should be allowed a residents permit for zone N.	No	
1229	No	Please can we be put into a zone or resident parking	No	
1230	Yes	<p>PLEASE stop penalising the people who live in South Tonbridge. The prices go up and up. We have two cars and it's too much money to find already. Others who live in Tonbridge Park for free. It's only us few near the station and it's not fair.</p> <p>To say it hasn't been increased is absolutely not true.</p> <p>You stopped us receiving free visitor permits. That was a massive increase in one hit. How would you feel if you couldn't let someone park outside your house without driving to the council and spending £12 on a sheet of parking vouchers?</p> <p>Just stop and think.. You are picking on a few postcodes to get more funds.</p>	No	
1231	No	Objecting on the bases that Ashbys point is not included in zone N	No	
1232	No	I think paying over £950 a year for parking is too much for a resident, we should have a parking permit like other residents for £40 and be included in a parking zone	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1233	No	I think residents in waterside reach should be added to zone N and pay a normal charge of £45 a year for parking. £950 is too much for a resident	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1234	Yes	<p>Strongly object.</p> <p>The parking costs have risen already and we have now also lost access to free parking permits that used to be part of the cost so that shouldn't cost more, particularly as they used to be used to justify the cost going up that specific year.... the service has gone online which shouldn't cost us more particularly as the council used to make such a massive deal about lost paper permits and getting your permit from the office because it took up time and resources.....we are not Tunbridge Wells or any other local area, we are Tonbridge and everything else in our town reflects that including lower housing prices, a degrading town, and economical status of most residences, therefore comparing it with other area price rises is ridiculous and opportunistic in an attempt to make back parking fines for during the first lockdown. If nothing else it is downright nasty to introduce higher prices when people have lost jobs, finances, business's, and people they love. I think the idea to introduce different tariffs for numerous cars makes sense as does higher prices for vehicles over a certain size as in the case of our "replacement" parking bay which barely holds two smaller cars but allowed you to sell off a bay for financial gain under the guise of "right of access" which if your truly honest with yourself we can all agree is a term thrown around depending on whether it benefits you or not. I propose a freeze on the current tarrif whilst we are still in a pandemic and global crisis (if you needed a better reason I'm really not sure what that could be) and then this time next year depending on the current situation to re visit this idea then.</p> <p>I have seen some small honest acts from the council to enhance our town but as a whole the continuous road mess ups and "innovative" design to our town which has created constant traffic, ridiculous shop rent prices which forced our town to be empty even before the pandemic and a list as long as your arm of other things suggests those who make these decisions either are completely dillusional, only motivated by their yearly appraisal box ticking exercise to receive their bonus or don't live here so are clueless of what Tonbridge is and needs. It saddens me greatly .</p> <p>I will await the outcome of this propersition in the hopes our voices can actually make a difference when money is involved.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1235	No	To have to pay so much for parking in your own home is just theft. I would like to request that our buildings on sovereign way are added to zone N, or a discounted season ticket is available to residents equal to that of residents in zone N. (£40/£45).	No	
1236	No	<p>Dear sir/madam,</p> <p>Hope you're well and thanks for reading,</p> <p>I currently live in azure court and have the sovereign way complex parking permit, at a cost of nearly 1k a year,</p> <p>Would it be possible to raise a discussion in the department of allowing a residential permit in these areas, I appreciate the car parks are for public and business use too, but I find the sovereign way car parks usually very empty, and from my own observations may not impinge on public business access due to Sainsbury's and Waitrose having there own parking systems.</p> <p>The disparity between amount paid for residents in our development compared to other areas where residential parking permits are available is substantial, especially considering parking in some of the zone N areas to be in high demand and short supply.</p> <p>Please feel free to contact me if there's a wish to discuss, and thanks again for taking the time to read my comment,</p> <p>Kind Regards and Many Thanks, [REDACTED NAME] [REDACTED NUMBER]</p>	No	
1237	No	<p>Since working from Home in 2020 I cannot afford to keep my car in a carpark paying over £6 a day so have had to leave it with a relative and have not had my freedom to travel. Usually I would be at work from 8am-6pm but due to the COVID-19 pandemic this has not been possible.</p> <p>I would like to request that our buildings on sovereign way are added to Zone N, or a discounted season ticket is available to residents equal to that of residents in Zone N (£40/£45).</p> <p>If there was a cheaper alternative for residents this would have a massive impact on me and my partner and I wouldn't not have to rely on her when not working as a carer to drive me where I need to go</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1238	Yes	We have just one car, why don't you increase the tariff for the second car upwards. Also, you could encourage people with a drive to actually park on it! £40 p.a. is enough to pay with the amount of cars that park on our road.	No	
1239	No	Very disappointed to see that the council have let residents of Ashby's Point down again with this proposal. It is deeply unfair that we are left to the mercy of our greedy, cowboy led housing association and their developer mates for our parking. If residents of Ashby's Point can't be included in Zone N, can an equivalently priced ticket for the Sovereign Way Car Parks be an option?	No	
1240	No	Objecting on the basis that Waterside Reach residents without allocated parking are ineligible for on street permits at this price.	No	
1241	Yes	Firstly I do not believe that any resident that falls in an area that is permitted and has access to off street parking is going to choose to purchase a permit rather than use their own free parking. You are simply going to penalise residents that do not have off street parking that require more than one vehicle. Also, if a resident has off street parking they are not going to choose to park in the road from an insurance premium perspective. Secondly in the argument for the increase the council has looked at Sevenoaks and Tunbridge Wells, however there has not been a consideration of an area such as Maidstone that has considerably lower permit costs. Is the cost even justified if another council has a permit that is almost half the cost. Thirdly there are a number of principles that the council must take into account including the sufficient availability of parking. I do not feel this is the case for the St Marys Road area of Tonbridge. I feel that resources would be better used aligning restrictions across the town so that local roads are not used by commuters and so stop residents being able to park. This is an issue at the moment and has been brought to the councils attention. I would be happy for an increase in the permit if I was able to park in my own street and not have to battle with commuters for space.	No	
1242	No	Our buildings should be able to join Zone N	Yes	
1243	Yes	There are far too many cars especially large cars and vans taking up the roadway.	Yes	
1244	Yes	Completely unfair, people have to park their work vans ect. Just another way for you to take money off residents. People are struggling to buy food and pay for everyday expenses , just seems ill timed and greedy	No	1

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1245	No	I think this is a really good idea. Although it would be better to introduce a higher charge from the second car (so £45 first car, £60 second, £90 third etc). I'd also suggest increasing it to cover a wider part of town. So many people park in residential roads where there isn't space and cause problems. Start charging them. And fine them for parking on the pavements, too.	Yes	
1246	No	These charges seem proportionate and fair. Many people I have spoken to are in favour.	Yes	
1247	No	I feel it is wrong that I should pay to park where I live. We should have permit parking like all other residents in the town of Tonbridge! I request that we can be added to to zone N permit scheme. There is ample parking spaces to provide this for residents with no excuse.	No	
1248	Yes	I think it fair that those parking more than two cars on the street should pay more for subsequent vehicles. Although, in effect by not giving permit holders visitor permits, the price has gone up recently I can see that the Council needs our support. I do think that the rate for businesses needs to be controlled when they have been through so much this year.	Yes	
1249	Yes		Yes	
1250	No	I am a resident at Bluebell Court, and I find it unacceptable that as a resident I have to pay to park on a daily basis such outrageous costs . Other residents are given permits from here to Tunbridge wells, it seems that as residents of this development we are treated extremely unfairly. I am politely requesting that we be added to Zone N. Thank you	No	
1251	Yes	.	Yes	
1252	No		No	
1253	Yes	I think these are fair.	Yes	
1254	Yes	I think this is quite outrageous. Having to pay to park outside your own house is bad enough, let alone having to pay £135 for being the fourth member of your family to own and park a car. As a family of four, plus partners making a family of 6, this is appalling. We are having to remain in one family unit while we are trying to save for houses. After this year, people are struggling financially, including people in my household so increasing the price of permits will just make this worse for so many people. We have just signed a three year tenancy agreement which we have to honour so this is a huge kick in the teeth and a total abuse of power because you know people have to pay whatever you make the price.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1255	Yes	<p>Just because other councils charge higher parking permit fees is not a justifiable reason to increase them.</p> <p>Sliding scale will not deter those wanting to park multiple vehicles - providing only 1 or 2 permits per household is the only way to do this.</p> <p>Or charge based on vehicle emissions per household as LB Haringey did.</p> <p>Penalising those (by increased costs) who live on a permit road by increasing fees is not justifiable - where is the transparency on how much it costs to administer the scheme - if this was shown, a more considered view can be given - it appears this scheme is looking to justify increases fees just because other councils (in more affluent areas!) have.</p> <p>What is even more galling is having paid for one resident's parking permit for the 18 years I have lived in the same house - it must be on one hand I can count the times vehicles with no permit have been ticketed (this is pre-electronic permits) - so why have the scheme when this is not backed by the penalties for those that do not comply?</p>	No	
1256	No	<p>Since the covid-19 situation I am now working from home much more than previously. Prior to this I was able to use the off-peak permit and park in the botany carpark and paid around £270 for the year. Since working from home I have now had to pay for a full time parking permit which costs around £1000 per year. As a resident I feel that we should be eligible for a more reasonable price to park close to where we live.</p>	No	
1257	Yes	<p>Tired of the motorist always being punished. Quarry Hill Road and Rock Road in Borough Green where we reside has a majority of houses with no driveways or off-street parking available. We have no choice but to park in the 'residents parking areas' on the road. We feel yet again that we are just the easy target to prise yet more money out of our pockets especially after a year when most people (my wife and myself included) have been on reduced wages and lost contract work meaning more income lost. You should be ashamed for even contemplating such and idea after one of the worst years mankind has had since the 2nd world war. You disgust me.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1258	No	<p>I am a resident of Azure Court and pay nearly £1000 per year to park my car near to where I live. I would like to raise a discussion in the department of allowing a residential permit in the Sovereign Way public car parks. I have found that these car parks are very quiet and usually mostly empty due to the proximity to Waitrose and Sainsbury's car parks and from my own observation would not impinge on public business access because of this.</p> <p>The disparity between the amount residents in our complex pay compared to other residential parking areas is substantial, particularly as the parking in Zone N areas is in high demand and short supply.</p> <p>Many thanks for taking the time to read my comments.</p> <p>Kind regards [REDACTED NAME]</p>	No	
1259	No	On the basis that Waterside Reach residents without allocated parking are ineligible for on street permits at this price.	No	
1260	No	I work at Hilden Oaks School in Dry Hill Park. There is no effective public transport available from my home in Platt to Tonbridge so I have to drive. As there are only a few off-street parking spaces available on the school premises and no long-stay public car parks within walking distance, I have to park on the road. Whilst I would be prepared to pay £40/45 per annum for a parking permit (the same as residents) I don't agree with TMBC discriminating against people trying to do an honest days work (rather than claim benefits) by charging an extortionate £175 per individual business parking permit or risking daily parking fines!! Contrary to what you may think, people who work for Educational Trusts only earn similar salaries to their counterparts in state schools - which isn't much!!!	No	
1261	No	Increasing charges to park outside people's own homes is silly. We already pay enough through council tax... after the year we've had, people may not be able to afford these changes.	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1262	Yes	<p>Blue Bell Hill Village was being used as a commuter car park with cars parked anywhere and everywhere which is why the parking permits were introduced. It is better than it was but the scheme is not being managed on a regular basis and we still get commuter parking which makes it unfair to residents paying for a parking permit. We have had several abandoned vehicles (ones that did not look delapidated dented etc.) and pre Covid that have sat in the same place for months and did not receive one ticket. Therefore for the above reasons we feel we need to object to the proposed rise in charges. If the scheme was managed on a regular basis to deter commuter parking then we would support the proposed change.</p> <p>We pay for two parking permits but only one vehicle is actually on the road at any one time. We wonder if this could be the case for households with three vehicles where they may only have two vehicles on the road at any given time but would need to pay a premium for the third vehicle.</p>	No	
1263	No	Our development at Waterside Reach is not currently eligible for reduced rate on-street parking. We request that it be include in these arrangements.	No	
1264	Yes	Good to see that more than 2 cars per property will now cost more and that the price for carers has been reduced.	Yes	
1265	Yes	<p>We live in a terraced house. We have nowhere to park other than the road, parking on a drive would be nice. My wife needs a car as do I and because of the price of housing my children are still living at home. My eldest drives to work and is on basic living wage, she is not in a position to pay the increased charge that is proposed.</p> <p>As it is we have difficulty parking in the road or anywhere close to the house. A rise in the cost of a permit is understandable but not by the tiered charges proposed. £40 is more than enough for a car but I feel a higher rate should be charged for commercial vehicles taking up two spaces or more on occasions.</p> <p>We work shifts and often find that during school drop off and collection times there are no spaces in or around Sussex Road at all. Amending the restriction times would be more beneficial (e.g. morning 8am to 10am and afternoon 2.30 pm to 4.30pm). All school families should be within walking distance of the local schools.</p>	No	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1266	Yes	We had a large increase in cost last year and the removal of the 10 visitor permits. You have reduced your costs through not having to send any paper documents and having everything online. The scheme is designed to support local residents to be able to park near their own homes and protect areas where non-residents could take up all the spaces e.g near the railway station and shopping centres. There should be an absolutely minimal charge for this. We are residents of these roads and should not have to pay these ever increasing costs in order to park our cars. I strongly object to any further increases.	No	
1267	Yes	<p>We are a village with limited amenities and not akin to a town like Sevenoaks or Tunbridge Wells with a vast array of shops and restaurants, therefore not warranting an increase.</p> <p>Wardens are never seen doing rounds to enforce the parking charges, the price of permits keep going up whilst there are residents who don't bother to pay for a permit and never face any repercussions so they are laughing at people who keep paying for yearly permits. This makes a mockery of the paid permit system.</p> <p>Most residents can't actually park outside their own properties and have to rely on the safety of a car park which is not very safe or secure.</p> <p>It's an extra expense that most people can ill afford to pay in the current financial climate.</p>	No	
1268	Yes	I think the scaling cost is a great idea. Parking on Lavender Hill is always really difficult, there are almost never any spaces at peak parking times, and this might encourage people to park elsewhere. I also love the cost change for carers, I think that's so important. Thank you for showing support!	Yes	

Response ID	Resides in permit area	Comment (redacted)	Approve?	Duplicate response?
1269	Yes	<p>So you no longer give us a permit, and you no longer give us visitor permits and yet you want us to pay more?!</p> <p>Saying that you want to charge us more because Tunbridge Wells charges more is not a good enough excuse, its reminiscent of when you tell a child if all your friends jumped off a cliff would you!</p> <p>As I have to pay for this stupid permit to park anywhere near where I live, even though my car is normally at work during the permit requiring hours I refuse to pay more for that.</p> <p>If all the money this scheme raised actually went towards enforcing the restrictions, and we had a warden come round every day during the permitted hours then I maybe more inclined to understand the rise in charges but as we don't see a warden round here with any regular frequency, asking for more money is ludicrous!</p>	No	

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TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

08 March 2021

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

Part 1- Public

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

1 PARKING ACTION PLAN, PHASE 12

Summary

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

This report covers the investigation and informal consultation stage of the parking restriction proposals contained in Phase 12 of the Parking Action Plan, and seeks approval to proceed to formal consultation.

1.1 Introduction

1.1.1 Following the September 2020 meeting of the Joint Transportation Board, investigations into proposed parking changes have been undertaken at 19 sites across the Borough.

1.2 Phase 12 - Informal Consultation

1.2.1 Informal consultation was carried out on the 19 locations from 20th October to 15th November 2020 and letters were sent directly to the frontagers affected.

1.2.2 A list of all the locations, the issues raised and a recommendation for each is included in **Annex 1**.

1.2.3 **Annex 2** contains each location summary, with more detail as to the response rate, analysis and recommendation.

1.2.4 **Annex 3** contains plans of the Phase 12 proposals that were circulated for as part of the consultation.

1.2.5 **Annex 4** contains revised plans of the Phase 12 proposals, reflecting the recommendations set out in Annexes 1 & 2

- 1.2.6 **Annex 5** contains a redacted copy of all the consultation responses relating to the Phase 12 proposals that have been received within the consultation period.

2 LEGAL IMPLICATIONS

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

3 FINANCIAL AND VALUE FOR MONEY CONSIDERATIONS

- 3.1.1 Funding to implement works associated with the Parking Action Plan Phase 12 is provided within existing revenue budgets.

4 RISK ASSESSMENT

- 4.1.1 The assessment and consultation process applied to parking management should provide the assurance that the Borough Council has the will and ability to adapt the Parking Plans, in the light of comment and circumstances, and to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that we can correctly and effectively manage on-street parking in these areas as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.

- 4.1.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals through informal consultation before any formal stage of consultation is reached. There is also care given to ensuring that schemes are adjusted and adapted in the light of comments and observations received from the local community, without compromising safety or the Council's commitment to deal appropriately with identified safety concerns.

5 EQUALITY IMPACT ASSESSMENT

- 5.1.1 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.

6 POLICY CONSIDERATIONS

- 6.1.1 Asset Management
- 6.1.2 Communications
- 6.1.3 Community
- 6.1.4 Customer Contact

7 **RECOMMENDATIONS**

It is RECOMMENDED that the recommendations for each location for Phase 12 shown in **Annex 1** to the reports be adopted and where appropriate the proposals be taken forward to formal consultation.

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

Background papers:

contact: Andy Bracey
Parking Manager

Phase 12

Annex 1 – List of locations and recommendations

Annex 2 – Location summaries

Annex 3 – Informal consultation - Plans of proposals

Annex 4 – Revised plans (reflecting recommendations)

Annex 5 – Redacted informal consultation responses

Robert Styles

Director of Street Scene, Leisure and Technical Services

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Parking Action Plan – Annex 1 Locations and Recommendations

Town	Location	Issue	Location ref	Date requested	Plan ref DD/590/	Requested by	Detail	Summary	Recommendation
Borough Green	Dark Hill Road	Obstructive parking	Phase 12-01	27/03/2019	01	Parish Council	Would like DYL to prevent lorries parking for the Celcon factory	New double yellow lines	The proposals be abandoned
Borough Green	Station Road	Obstructive parking	Phase 12-02	03/01/2019	02	Local property owner	Parking bays are in front of steps to No.17 and the owner would prefer a gap to ease access to the steps.	New double yellow lines	Proceed to formal
Purham	Bell Lane	Obstructive parking	Phase 12-03	14/11/2018	03	Phoenix Medical Practice	Parking opposite the disabled bays causes problems - consider restrictions to prevent obstructive parking	New double yellow lines	Revise proposals and proceed to formal
Ditton	St Peters Road / Cherry Orchard / Kiln Barn Road	Obstructive parking	Phase 12-04	13/11/2018	04	Parish Council and local residents	Would like double yellow lines to prevent obstruction and ease traffic movements	New double yellow lines	Revise proposals and proceed to formal

Parking Action Plan – Annex 1 Locations and Recommendations

Town	Location	Issue	Location ref	Date requested	Plan ref DD/590/	Requested by	Detail	Summary	Recommendation
Larkfield	Laburnum Drive / Hornbeam Close / The Ferns	Junction protection	Phase 12-05	26/11/2018	05	Cllr Anita Oakley	Parking at junctions and on footways causes obstruction and visibility problems	New double yellow lines	Revise proposals and proceed to formal
Larkfield	Swallow Road / Oriole Way	Junction protection	Phase 12-06	24/03/2019	06	Parish Council	Would like restrictions around the junction	New double yellow lines	Proceed to formal
Snodland	Wyvern Close	Non-resident parking	Phase 12-07	30/01/2017	07	Local residents	Change SYLs to permit parking	Permit parking	Consider responses and proceed or abandon
Tonbridge	Gorham Drive	Non-resident parking	Phase 12-08	10/03/2020	08	Cllr Boughton	Commuter parking - would like to be included in the permit parking scheme (follow on from Phase11)	Permit parking	Consider responses and proceed or abandon
Tonbridge	Hilltop	Non-resident parking	Phase 12-09	21/03/2019	09	Local resident	Commuter parking - would like to be included in the permit parking scheme	Permit parking	The proposals be abandoned

Parking Action Plan – Annex 1 Locations and Recommendations

Town	Location	Issue	Location ref	Date requested	Plan ref DD/590/	Requested by	Detail	Summary	Recommendation
Tonbridge	Lavender Hill	Non-resident parking	Phase 12-10	05/04/2019	10	Local resident	Would like an additional permit parking restriction in the afternoons	Change restriction times	Proceed to formal
Tonbridge	Douglas Road area (Lionel Road)	Non-resident parking	Phase 12-11	14/11/2018	11	Local resident	Would like the Monday-Friday resident parking restrictions to apply to Saturdays as well due to increasing parking pressures.	Change restriction times	The proposals be abandoned
Tonbridge	Lyons Crescent	Non-resident parking		From Phase 11	12	Carried forward from Phase 11	Amendments to parking bays to remove limited waiting and allow more resident parking	Alteration to parking bays and yellow lines	Proceed to formal
Tonbridge	Nelson Avenue	Obstructive parking	Phase 12-12	15/08/2018	13	Local resident	Would like DYL outside No, 83 Nelson Avenue	New double yellow lines	Proceed to formal

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Parking Action Plan – Annex 1 Locations and Recommendations

Town	Location	Issue	Location ref	Date requested	Plan ref DD/590/	Requested by	Detail	Summary	Recommendation
Tonbridge	Old Hadlow Road	Rat-running traffic	Phase 12-13	28/11/2018	14	Local resident	Would like permit parking bays as the road has no footways and parking bays may deter rat-running by speeding traffic in the mornings.	Permit parking	The proposals be abandoned
Tonbridge	Pembury Road	Obstructive parking	Phase 12-14	29/11/2018	15	KCC (Cheryl Rose), KCC Member (Richard Long) and Hillview School	Parking opposite bus stops causes buses to have problems between Tudeley Lane and Vauxhall Gardens	Changed bus stops and new double yellow lines	Handed on to KCC to consider relocation of bus stop
Tonbridge	Shakespeare Road	Non-resident parking	Phase 12-15	29/06/2018	16	Local residents petition	Student parking, request for residents parking scheme	New double yellow lines and permit parking (Deferred from Phase 11)	Proceed to formal

Parking Action Plan – Annex 1 Locations and Recommendations

Town	Location	Issue	Location ref	Date requested	Plan ref DD/590/	Requested by	Detail	Summary	Recommendation
Tonbridge	Shipbourne Road	Obstructive parking	Phase 12-16	09/11/2018	17	Local resident	Would like new parking restrictions near the traffic island near Trench Road as parking near the island is causing access issues.	New double yellow lines	Proceed to formal
Tonbridge	The Slade (o/s 6-14)	Increase parking	Phase 12-17	19/03/2019	18	Cllr Branson	Change the Mon-Fri 8-6 Single Yellow Line to permit parking bays to allow more resident parking.	New permit parking bays	The proposals be abandoned
Tonbridge	Yardley Park Road	Obstructive parking	Phase 12-18	28/11/2018	19	Non-resident member of the public	Would like the parking bays removed to ease traffic movements	Remove resident parking bays	The proposals be abandoned
Walderslade	Hurst Hill	Obstructive parking	Phase 12-19	02/01/2019	20	Local resident	Parking at the cul-de-sac end of Hurst Hill causes concerns for emergency vehicle access	New double yellow lines	The proposals be abandoned

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Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-01
Town	Borough Green
Ward	Borough Green
Road / Area	Dark Hill Road
Requested by	Parish Council
Plan reference:	DD/590/01

Summary

New double yellow lines

Issue

Would like DYL to prevent lorries parking for the Celcon factory

Initial investigation

Double yellow lines would assist in preventing parking on the Dark Hill Road approach to the roundabout, and on the access to the Celcon factory.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

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

Response rate	In favour	Against	Don't Know
Overall 2 (33.3%)	0 (0%)	2 (100%)	(0%)
Online form 0 (0%)			

Informal consultation responses

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

Recommendation after informal consultation

In light of the negative responses, it is recommended that the Joint Transportation Board **abandon** the proposal.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-02
Town	Borough Green
Ward	Borough Green
Road / Area	Station Road
Requested by	Local property owner
Plan reference:	DD/590/02

Summary

New double yellow lines

Issue

Parking bays are in front of steps to No.17 and the owner would prefer a gap to ease access to the steps.

Initial investigation

The parking bays could be removed and new double yellow lines introduced to prevent obstruction of the steps and ease access, but this would be at the loss of one on-street parking space where parking is already at a premium.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 15 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 7 (46.7%)	1 (14.3%)	6 (85.7%)	(0%)
Online form 7 (100%)			

Informal consultation responses

The response rate to the informal consultation was good for this sort of proposal, with the majority of respondents not in favour of the proposed changes.

The comments against the proposal cite the significant parking pressures in the area and the potential loss of parking opportunity. However, this consultation relates to the ease of access for a resident and the problems caused by inconsiderate parking that prevents that lawful and essential pedestrian access to the public highway and whilst the convenience of parking for others is important it should be secondary to the rights of access and egress.

Recommendation after informal consultation

It is recommended that the Joint Transportation Board **note the level of response** against the proposal, but agree that the proposal should **proceed** to formal consultation.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-03
Town	Burham
Ward	Burham & Wouldham
Road / Area	Bell Lane
Requested by	Phoenix Medical Practice
Plan reference:	DD/590/03

Summary

New double yellow lines

Issue

Parking opposite the disabled bays causes problems - consider restrictions to prevent obstructive parking

Initial investigation

New double yellow lines would assist preventing obstructive parking and ease access to the Surgery.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 27 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 12 (44.4%)	6 (50%)	5 (41.7%)	1 (8.3%)
Online form 2 (16.7%)			

Informal consultation responses

The response rate to the informal consultation was good for this sort of proposal, with a small majority of respondents in favour of the proposed changes. There was also a request for a minor extension of restrictions on the west side to protect a vehicle access.

Of the comments against it should be noted that the Medical Centre did not support the changes, mainly on the grounds that it would require patients to walk further, and that the restrictions should be reduced on the east side of the road – however there are already a number of property accesses on the east side that have reported problems with obstructive parking and have welcomed the proposals.

Another objection was from a small business that was operating from a residential property on Bell Lane, who wanted to retain as much on-street parking as possible for their commercial vehicles, as they are reluctant to park in the nearby car park due to security concerns. However, the purpose of the public highway is to facilitate travel, not to act as storage for commercial vehicles, and the increased parking at this location by the business seems to compound the parking issues.

There were also comments that the issues could be resolved by the school staggering its start/finish times or allow parents to park and collect children from the school grounds rather than outside the gates. However, this is outside our remit and would be an issue for KCC as the Education Authority and the School to consider.

Recommendation after informal consultation

It is recommended that the proposals have been **re-drafted** to reflect the comments received, and it is recommended that the Joint Transportation Board that the **revised proposals** (shown in revised plan DD/590/03A) **proceed** to formal consultation.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-04
Town	Ditton
Ward	Ditton
Road / Area	St Peters Road / Cherry Orchard / Kiln Barn Road
Requested by	Parish Council and local residents
Plan reference:	DD/590/04

Summary

New double yellow lines

Issue

Would like double yellow lines to prevent obstruction and ease traffic movements

Initial investigation

New double yellow lines would assist in preventing parking around and between the junctions in line with the Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 93 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 27 (29%)	8 (29.6%)	17 (62.9%)	2 (7.5%)
Online form 7 (25.9%)			

Informal consultation responses

The response rate to the informal consultation was average for this sort of proposal, however, there were a number of responses against the proposals.

The proposals covered a wide area with a number of issues and the responses picked out several areas where the proposals could be adjusted – there was a wish to extend restrictions around the bend in Cherry Orchard, but also to allow some parking closer to the junction, there was a wish to retain some parking on New Road opposite No's 81-87 and there were issues in The Stream where there were concerns over displacement. With these points in mind the proposals have been adjusted.

There were also mixed comments about the proposed restrictions on St Peters Road – some requesting more and some less – however, the proposals already reflect a balance between parking provision, maintaining access and speed management.

Recommendation after informal consultation

In light of the consultation responses, the proposals have been **re-drafted** to reflect the comments received, and it is recommended that the Joint Transportation Board that the **revised proposals** (shown in revised plan DD/590/04A) **proceed** to formal consultation.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-05
Town	Larkfield
Ward	Larkfield (South)
Road / Area	Laburnum Drive / Hornbeam Close / The Ferns
Requested by	Cllr Anita Oakley
Plan reference:	DD/590/05

Summary

New double yellow lines

Issue

Parking at junctions and on footways causes obstruction and visibility problems

Initial investigation

New double yellow lines would assist in preventing parking around the junctions and on the brow of the hill in line with the Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

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

Response rate	In favour	Against	Don't Know
Overall 9 (29.9%)	7 (77.8%)	2 (22.2%)	0 (0%)
Online form 0 (0%)			

Informal consultation responses

The response rate to the informal consultation was average for this sort of proposal, with the majority of respondents in favour of the proposed changes. However, there were a number of comments discussing the extent of the restrictions in both Hornbeam Close and The Ferns, most asking for the proposals to be extended and some reduced.

Recommendation after informal consultation

In light of the broadly supportive consultation responses, the proposals have been **re-drafted** to reflect the comments received, and it is recommended that the Joint Transportation Board that the **revised proposals** (shown in revised plan DD/590/05A) **proceed** to formal consultation.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-06
Town	Larkfield
Ward	Larkfield (North)
Road / Area	Swallow Road / Oriole Way
Requested by	Parish Council
Plan reference:	DD/590/06

Summary

New double yellow lines

Issue

Would like restrictions around the junction

Initial investigation

New double yellow lines would assist in preventing parking around the junction in line with the Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

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

Response rate	In favour	Against	Don't Know
Overall 10 (35.7%)	10 (100%)	0 (0%)	0 (0%)
Online form 1 (10%)			

Informal consultation responses

The response rate to the informal consultation was good for this sort of proposal, with those who responded in favour of the proposed changes.

Recommendation after informal consultation

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

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-07
Town	Snodland
Ward	Snodland East & Ham Hill
Road / Area	Wyvern Close
Requested by	Local residents
Plan reference:	DD/590/07

Summary

Permit parking

Issue

Change single yellow lines to permit parking

Initial investigation

Removing the existing single yellow line and creating a new permit parking area would assist the school-time parking problems as "instant ticket" enforcement would be available, but a permit parking area would require residents to buy parking permits if they (or their visitors) wanted to park in the road.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 15 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 8 (53.3%)	4 (50%)	4 (50%)	0 (0%)
Online form 1 (12.5%)			

Informal consultation responses

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

Analysis

It seems evident that there is a significant difference of opinion between residents, with some tolerant of the needs of the nearby school and parents picking-up and dropping-off, and others who feel less tolerant to the issue.

The proposals would allow "instant ticket" enforcement, which could benefit the residents, but this would be at the cost of requiring residents who wish to park on-street to purchase parking permits every year.

It should be noted that all properties in the road have off-street parking facilities for more than one car.

Recommendation after informal consultation

In light of the mixed nature of the responses, **the views of the local members are sought**, and it is recommended that the Joint Transportation Board consider **either proceeding** with the proposals as drawn or **abandoning** the proposals.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-08
Town	Tonbridge
Ward	Medway
Road / Area	Gorham Drive
Requested by	Cllr Boughton
Plan reference:	DD/590/08

Summary

Permit parking

Issue

Commuter parking - would like to be included in the permit parking scheme (follow on from Phase11)

Initial investigation

The permit parking area could be extended to Gorham Drive, but not all of Gorham Drive is adopted as public highway and could not be covered. Farm Ground Close is also unadopted. Joining a permit parking scheme would require residents to buy parking permits if they (or their visitors) wanted to park in the road.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 65 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 20 (30.7%)	13 (65%)	7 (35%)	0 (0%)
Online form 7 (34.9%)			

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, though there were a significant number against.

Analysis

The proposals would address the non-resident parking issue associated with workers on the nearby industrial estates, but could displace parking to the private roads in the area (Dudley Keen Court, parts of Gorham Drive that are unadopted and to Farm Ground Close) and the Borough Council would have no powers to address parking issues in those areas.

Recommendation after informal consultation

In light of the mixed nature of the responses, **the views of the local members are sought**, and it is recommended that the Joint Transportation Board consider **either proceeding** with the proposals as drawn or **abandoning** the proposals.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-09
Town	Tonbridge
Ward	Vauxhall
Road / Area	Hilltop
Requested by	Local resident
Plan reference:	DD/590/09

Summary

Permit parking

Issue

Commuter parking - would like to be included in the permit parking scheme

Initial investigation

The neighbouring permit parking area could be extended to cover Hilltop, but should also extend in to the first parts of Treetops, Fairview Close and Silver Close to reduce parking displacement. Joining a permit parking scheme would require residents to buy parking permits if they (or their visitors) wanted to park in the road.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 112 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 28 (25%)	7 (25%)	21 (75%)	0 (0%)
Online form 14 (50%)			

Informal consultation responses

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

Recommendation after informal consultation

In light of the negative responses, it is recommended that the Joint Transportation Board **abandon** the proposals.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-10
Town	Tonbridge
Ward	Medway
Road / Area	Lavender Hill
Requested by	Local resident
Plan reference:	DD/590/10

Summary

Change restriction times

Issue

Would like an additional permit parking restriction in the afternoons

Initial investigation

Changing the permit restriction times to include an afternoon period would improve parking for residents, but the longer restrictions may mean some residents who previously have not needed a permit may now need to buy one. Changes should be considered over a wider area than just Lavender Hill to prevent the problem from migrating to neighbouring roads.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 449 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 48 (10.7%)	32 (66.7%)	15 (31.2%)	1 (2.1%)
Online form 21 (43.7%)			

Informal consultation responses

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

Recommendation after informal consultation

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

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-11
Town	Tonbridge
Ward	Judd
Road / Area	Douglas Road area (Lionel Road)
Requested by	Local resident
Plan reference:	DD/590/11

Summary

Change restriction times

Issue

Would like the Monday-Friday resident parking restrictions to apply to Saturdays as well due to increasing parking pressures.

Initial investigation

Changing the permit restriction days to include Saturdays would improve parking for residents, but the longer restrictions may mean some residents who previously have not needed a permit may now need to buy one. Changes should be considered over the whole area to prevent the problem from migrating to neighbouring roads.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 572 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 109 (19%)	42 (38.5%)	64 (58.7%)	3 (2.8%)
Online form 59 (54.1%)			

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 negative responses, it is recommended that the Joint Transportation Board **abandon** the proposals.

Parking Plan – Phase 12 – Location Summary

Location reference	Carried forward from Phase 11
Town	Tonbridge
Ward	Medway
Road / Area	Lyons Crescent
Requested by	Local residents and Cllr Boughton
Plan reference:	DD/590/12

Summary

Change parking bay types

Issue

Would like the existing parking bays to give more opportunities for resident parking

Initial investigation

Changing the limited waiting and permit parking bays to permit holders only would allow more parking opportunity for residents. Changes could also improve disabled parking near the High Street. A new double yellow line restriction could also assist address obstructive parking for a resident.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 211 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 18 (8.5%)	14 (77.8%)	3 (16.7%)	1 (5.5%)
Online form 7 (38.9%)			

Informal consultation responses

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

Recommendation after informal consultation

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

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-12
Town	Tonbridge
Ward	Judd
Road / Area	Nelson Avenue
Requested by	Local resident
Plan reference:	DD/590/13

Summary

Remove double yellow lines

Issue

Would like DYL outside No, 83 Nelson Avenue removed

Initial investigation

Double yellow lines could be removed, but this could have the drawback of allowing obstructive parking with no recourse.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 10 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 2 (20%)	1 (50%)	1 (50%)	0 (0%)
Online form 2 (100%)			

Informal consultation responses

The number of responses was low, though this is indicative of the minor nature of the proposed change. The change was supported by the resident who would be most affected by the change and who had requested the alteration. The response against was that the road would be narrow – though this would be no different than at other locations along the road.

Recommendation after informal consultation

In light of the responses, it is recommended that the Joint Transportation Board agree that the proposals should **proceed** to formal consultation as drawn.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-13
Town	Tonbridge
Ward	Higham
Road / Area	Old Hadlow Road
Requested by	Local resident
Plan reference:	DD/590/14

Summary

Permit parking

Issue

Would like permit parking bays as the road has no footways and parking bays may deter rat-running by speeding traffic in the mornings.

Initial investigation

Residents have reported issues with rat-running traffic and feel that a permit parking scheme may resolve their problems. A permit scheme could be applied to the area that would assist in regulating on-street parking but it would require residents (and their visitors) to buy parking permits, and it is envisaged that take-up is likely to be low as most properties have significant levels off-street parking.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 92 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 76 (82.6%)	8 (10.5%)	66 (86.8%)	2 (2.7%)
Online form 37 (48.7%)			

Informal consultation responses

There was a strong response rate to the informal consultation - with a large majority of respondents in against the proposed changes.

Recommendation after informal consultation

In light of the negative of the responses, it is recommended that the Joint Transportation Board **abandon** the proposal.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-14
Town	Tonbridge
Ward	Medway
Road / Area	Pembury Road
Requested by	KCC (Cheryl Rose), KCC Member (Richard Long) and Hillview School
Plan reference:	DD/590/15

Summary

Changed bus stops and new double yellow lines

Issue

Parking opposite bus stops causes buses to have problems between Tudeley Lane and Vauxhall Gardens

Initial investigation

The issue can be addressed without the need to alter parking arrangements. The bus stop on the south side could be relocated to directly opposite that on the north side and bus stop clearways introduced. This would prevent parking opposite the bus stops and provide a better service and does not require alterations to TROs. This should be taken forward by KCC as a bus stop relocation issue rather than a parking issue.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-15
Town	Tonbridge
Ward	Judd
Road / Area	Shakespeare Road
Requested by	Local residents petition
Plan reference:	DD/590/16

Summary

New double yellow lines and permit parking (Deferred from Phase 11)

Issue

Student parking, request for residents parking scheme

Initial investigation

Permit parking restrictions would assist in deterring non-resident all-day parking, but the timings need to allow the pick-up and drop-off activities for the nearby school.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 121 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 30 (24.8%)	17 (56.7%)	11 (36.6%)	2 (6.7%)
Online form 9 (29.9%)			

Informal consultation responses

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

Recommendation after informal consultation

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

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-16
Town	Tonbridge
Ward	Higham / Trench
Road / Area	Shipbourne Road
Requested by	Local resident
Plan reference:	DD/590/17

Summary

New double yellow lines

Issue

Would like new parking restrictions near the traffic island near Trench Road as parking near the island is causing access issues.

Initial investigation

New double yellow lines would assist traffic movements and visibility.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

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

Response rate	In favour	Against	Don't Know
Overall 2 (3.9%)	2 (100%)	0 (0%)	0 (0%)
Online form 0 (0%)			

Informal consultation responses

The response rate to the informal consultation was low for this sort of proposal, with those who responded in favour of the proposed changes.

Recommendation after informal consultation

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

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-17
Town	Tonbridge
Ward	Castle
Road / Area	The Slade (o/s 6-14)
Requested by	Cllr Branson
Plan reference:	DD/590/18

Summary

New permit parking bays

Issue

Change the Mon-Fri 8-6 Single Yellow Line to permit parking bays to allow more resident parking.

Initial investigation

The existing single yellow line could be changed to permit parking bays to allow more parking, but not on a like-for like basis as there are existing off-street parking facilities that would reduce the permit parking spaces. The proposal reflects the maximum space available once the accesses are considered.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

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

Response rate	In favour	Against	Don't Know
Overall 1 (8.3%)	0 (0%)	1 (100%)	0 (0%)
Online form 0 (0%)			

Informal consultation responses

The response rate to the informal consultation was low for this sort of proposal, with the response against the proposed changes.

Recommendation after informal consultation

In light of the negative response, it is recommended that the Joint Transportation Board **abandon** the proposal.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-18
Town	Tonbridge
Ward	Castle
Road / Area	Yardley Park Road
Requested by	Non-resident member of the public
Plan reference:	DD/590/19

Summary

Remove resident parking bays

Issue

Would like the parking bays removed to ease traffic movements

Initial investigation

The removal of the parking bays would improve traffic flow, though could be at the cost of increased traffic speeds and reduced resident parking facility.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 15 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 8 (53.3%)	1 (12.5%)	7 (87.5%)	0 (0%)
Online form 4 (50%)			

Informal consultation responses

There was a strong response rate to the informal consultation - with a large majority of respondents in against the proposed changes.

Recommendation after informal consultation

In light of the negative of the responses, it is recommended that the Joint Transportation Board **abandon** the proposal.

Parking Plan – Phase 12 – Location Summary

Location reference	Phase 12-19
Town	Walderslade
Ward	Aylesford (North)
Road / Area	Hurst Hill
Requested by	Local resident
Plan reference:	DD/590/20

Summary

New double yellow lines

Issue

Parking in the cul-de-sac end of Hurst Hill causes access problems and residents have raised concerns over emergency vehicle access

Initial investigation

The cul-de-sac has not been designed to support significant levels of on-street parking, though this is occurring. All the properties have access to off-street parking arrangements as part of the design of the development. New double yellow lines would assist in preventing obstructive parking along the road and at the junctions.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 20th October to 15th November 2020.

As part of the informal consultation, we wrote to 75 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 48 (64%)	12 (25%)	35 (72.9%)	1 (2.1%)
Online form 18 (37.5%)			

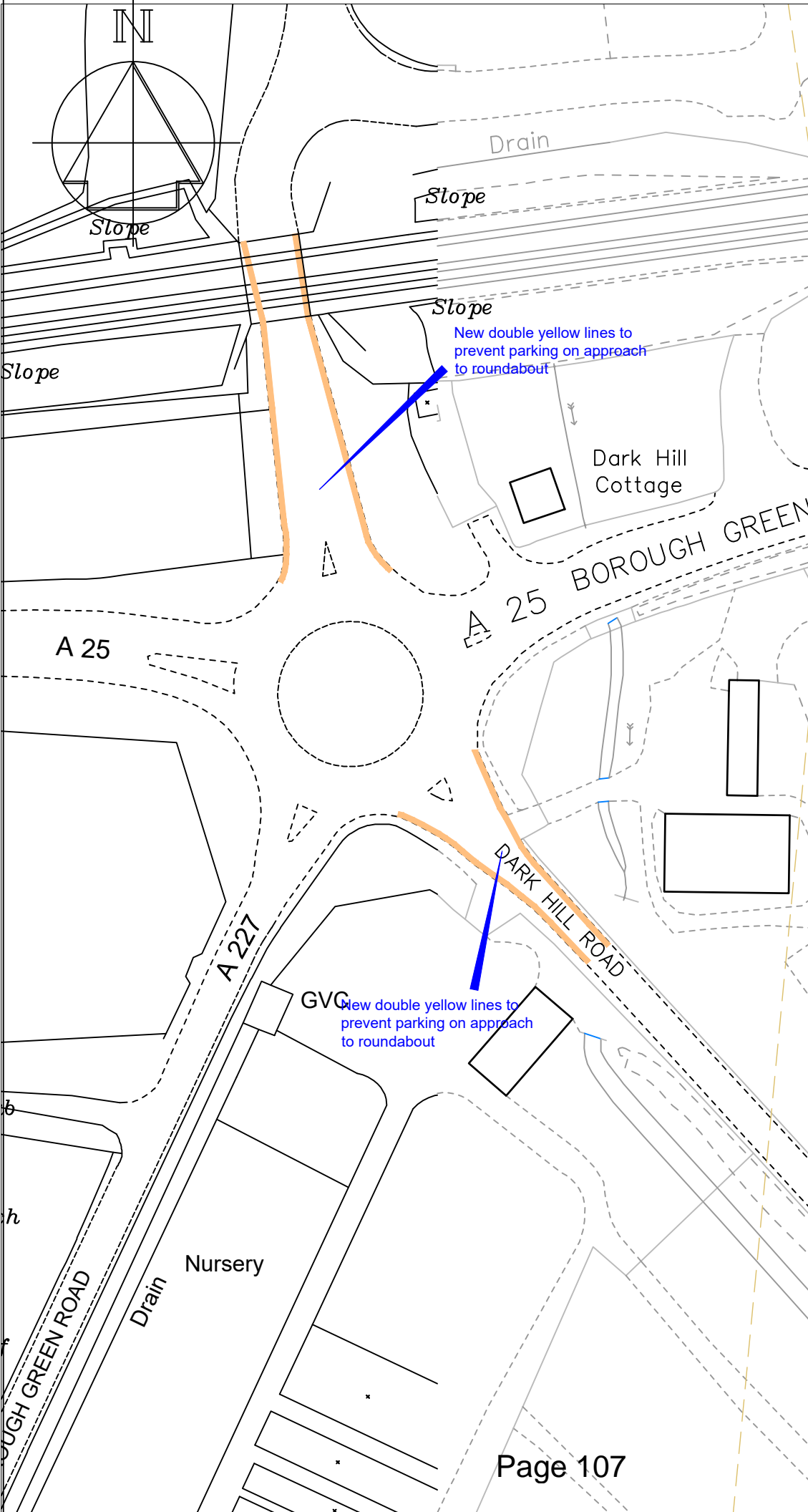
Informal consultation responses

There was a strong response rate to the informal consultation - with a large majority of respondents in against the proposed changes.

Recommendation after informal consultation

In light of the negative of the responses, it is recommended that the Joint Transportation Board **abandon** the proposal.

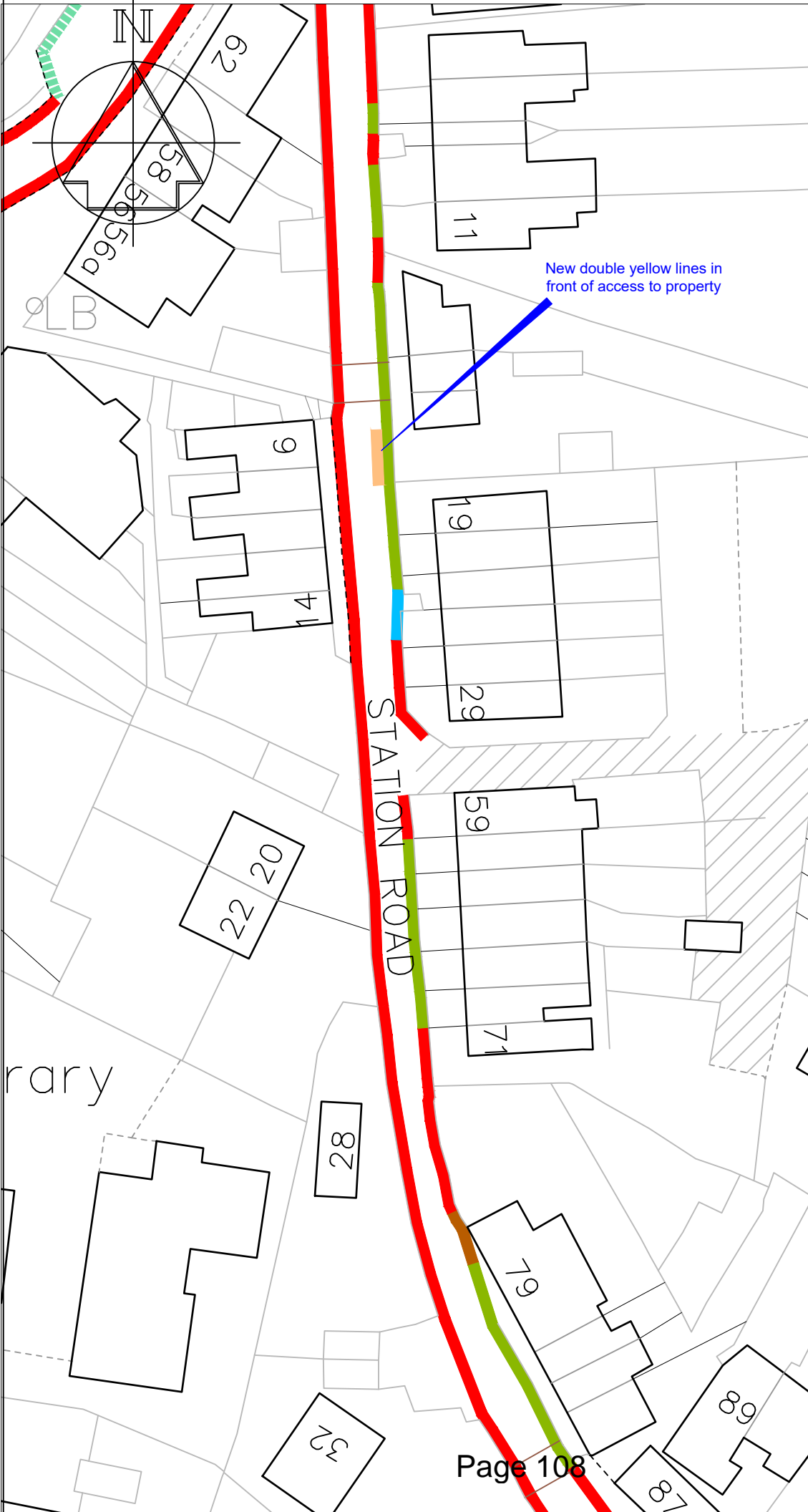
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Key

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

-	-
Revision	Date
	
STREETSCENE, LEISURE & TECHNICAL SERVICES	
Transportation Team Gibson Building Gibson Drive Kings Hill West Malling Kent ME19 4LZ Tel: 01732 844522 Fax: 01732 876317	
Project Title Parking Action Plan Phase 12 Informal consultation	
Drawing Title Borough Green Dark Hill Road	
Drawn ACB	Checked AE Date 7/2020
Scale 1 : 1000 @ A4	
Drawing No. DD/590/01	Rev -



Key

- Existing "No waiting at any time" (double yellow lines)
- Existing limited waiting and permit parking bay
- Existing disabled parking bay
- Proposed "No waiting at any time" (double yellow lines)

Revision	Date
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STREETSCENE,
LEISURE &
TECHNICAL SERVICES

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

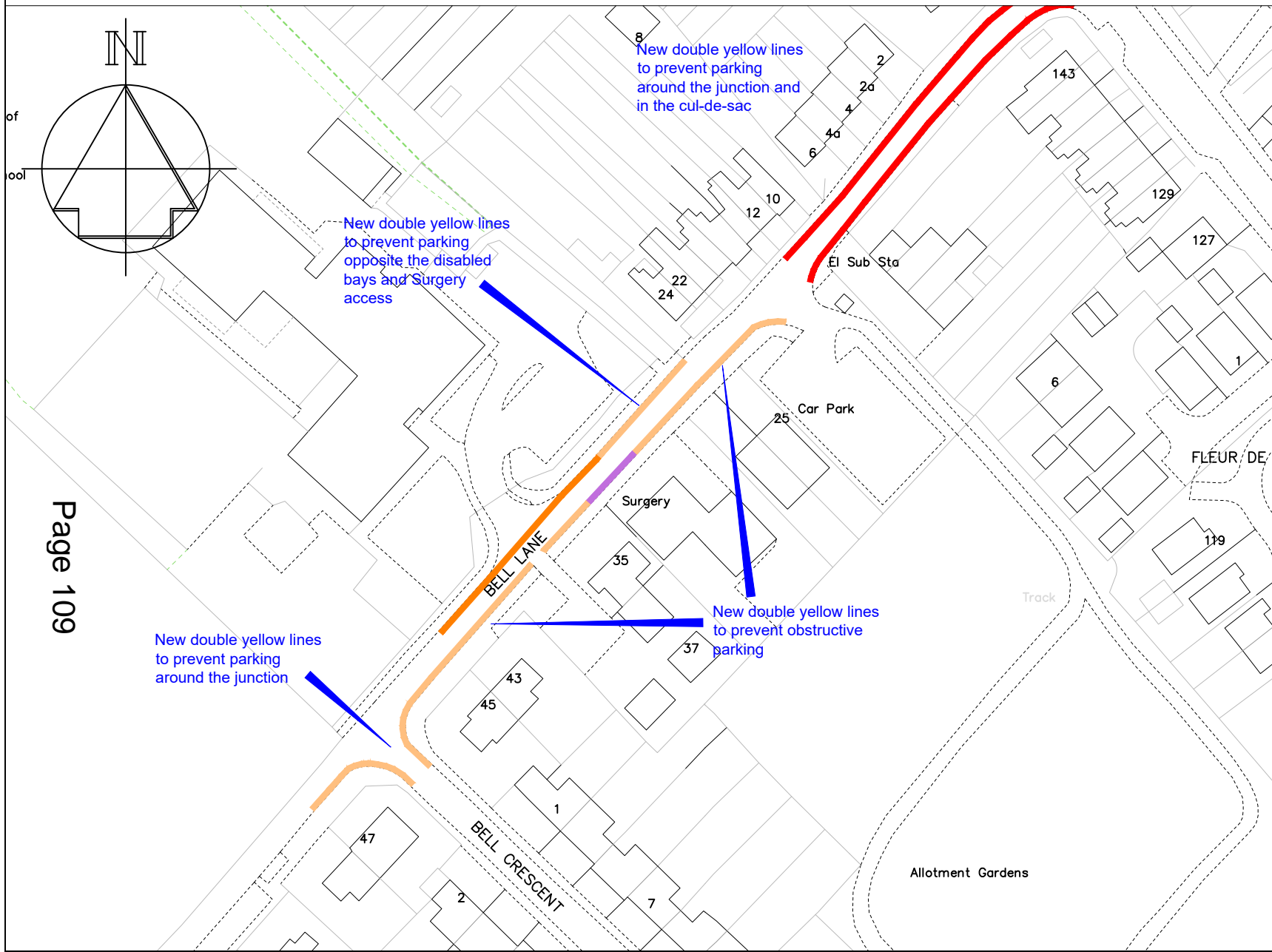
Project Title
**Parking Action Plan
Phase 12
Informal consultation**

Drawing Title
**Borough Green
Station Road**

Drawn ACB | Checked AE | Date 7/2020

Scale 1 : 1000 @ A4

Drawing No. DD/590/02	Rev -
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Key	
	Existing 'No waiting at any time' (double yellow lines)
	Existing School Keep Clear, Mon-Fri, 8:30am-3:30pm (Yellow zig-zags)
	Existing disabled parking bay (2 cars)
	Proposed 'No waiting at any time' (double yellow lines)

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

Project Title
Parking Action Plan - Phase 12
 Informal consultation

Drawing Title
Burham Bell Lane

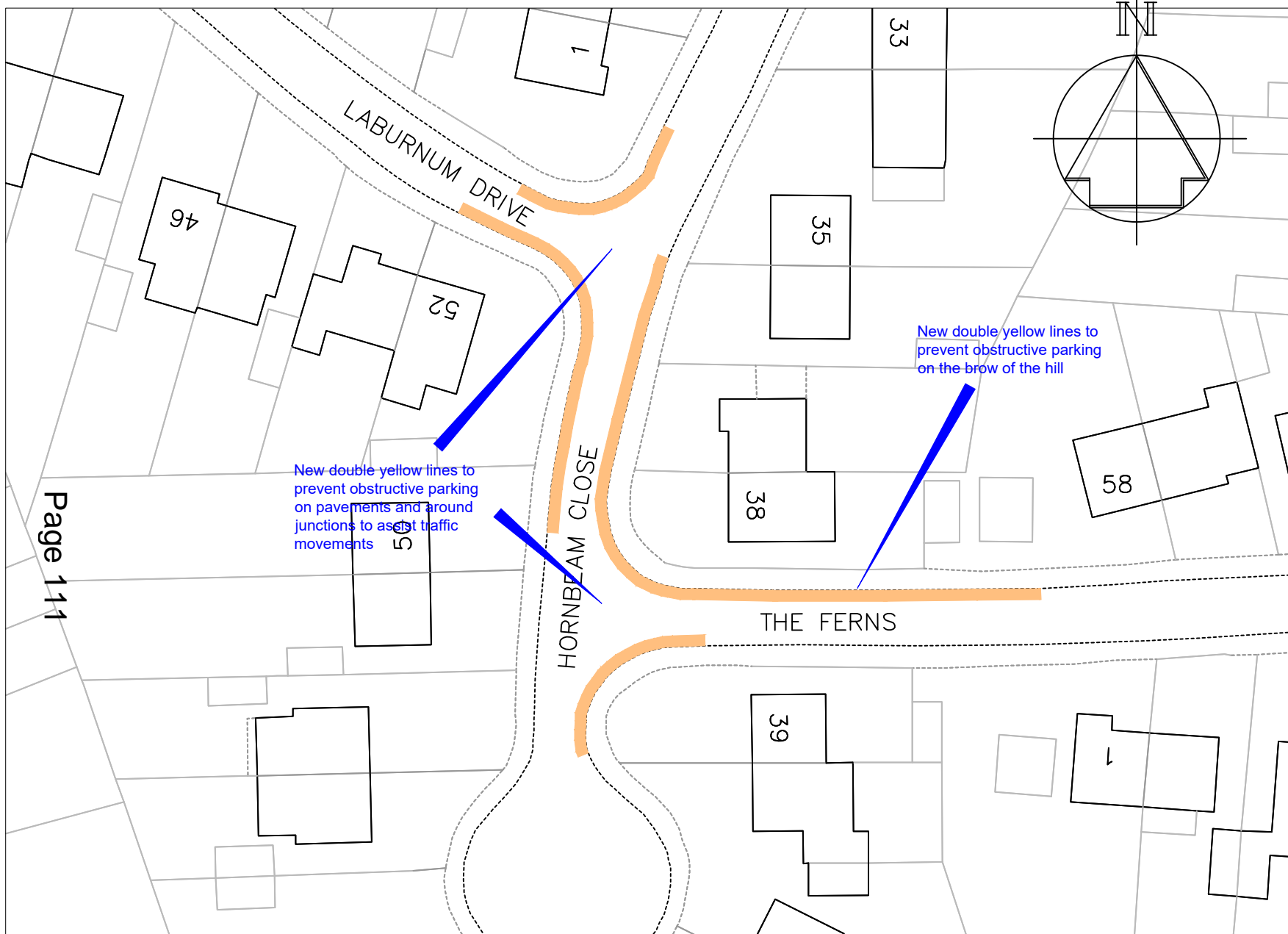
Revision		Date
Drawn ACB	Checked AE	Date 7/2020
Scale 1:1000 @ A4		
Drawing No. DD/590/03		Rev -

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing "School Keep Clear" (yellow zig-zag lines)

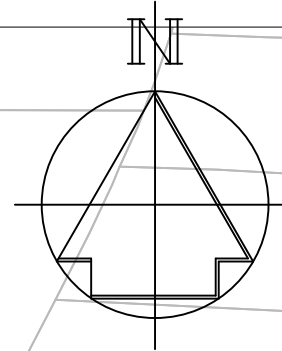
New double yellow lines to prevent obstructive parking in front of access and at entrance to parking areas, on bends and at junctions, and to prevent pavement parking

Revision		Date
		PLANNING, HOUSING & ENVIRONMENTAL HEALTH
Transportation Team Gibson Building Gibson Drive Kings Hill West Malling Kent ME19 4LZ Tel: 01732 844522 Fax: 01732 876317		
Project Title Parking Action Plan Phase 12 Informal consultation		
Drawing Title Ditton New Road, Kiln Barn Road, St Peters Road & Cherry Orchard		
Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 1000 @ A4		
Drawing No. DD/590/04	Rev -	



Key

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



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

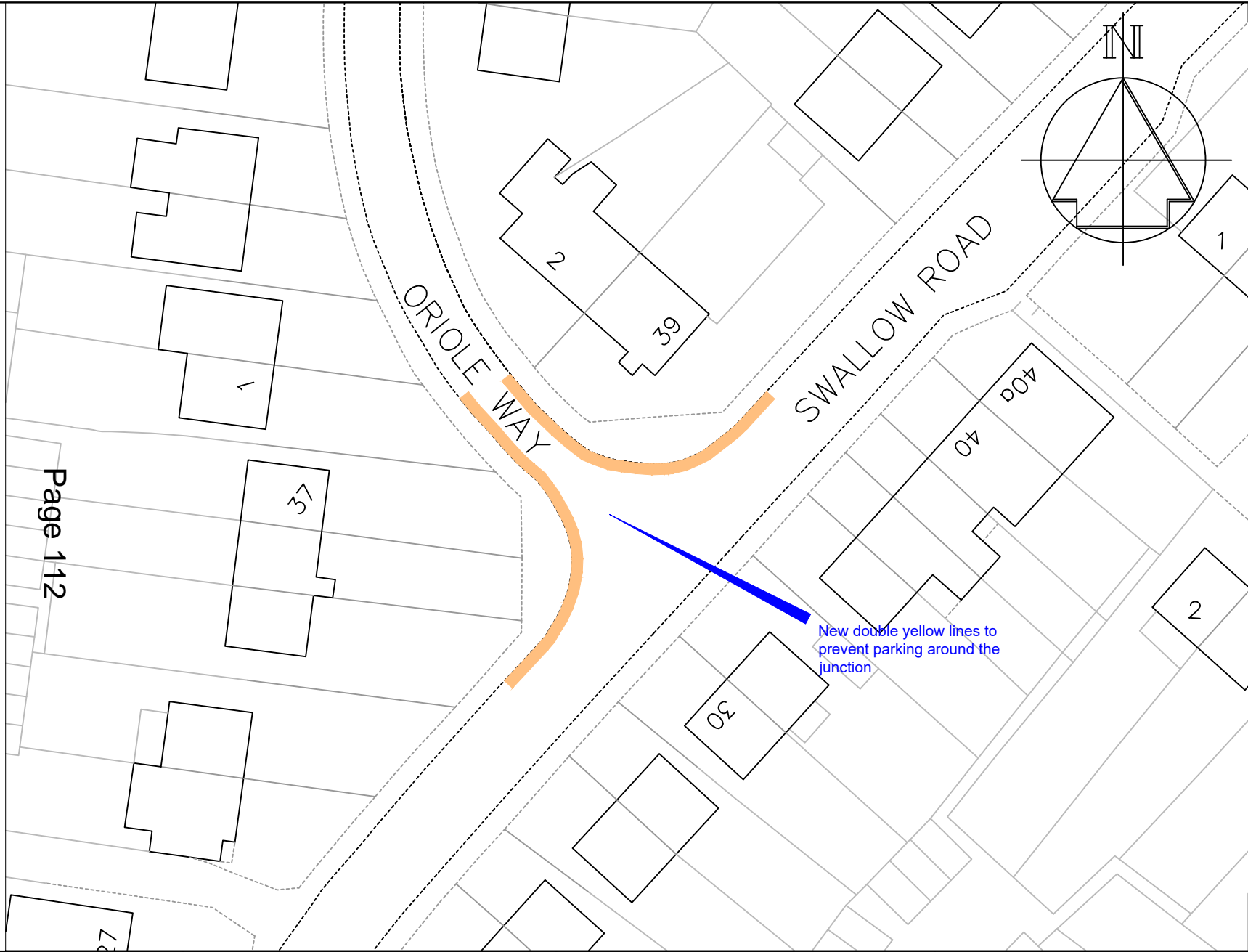
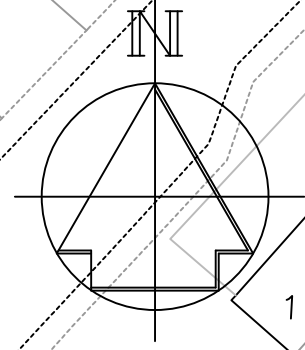
Project Title
 Parking Action Plan - Phase 12
 Informal consultation

Drawing Title
 Larkfield
 Laburnum Drive, Hornbeam Close
 and The Ferns

-	-	-
Revision		Date
Drawn ACB	Checked AE	Date 7/2020
Scale 1 :500 @ A4		
Drawing No. DD/590/05		Rev -

Key

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



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Revision		Date

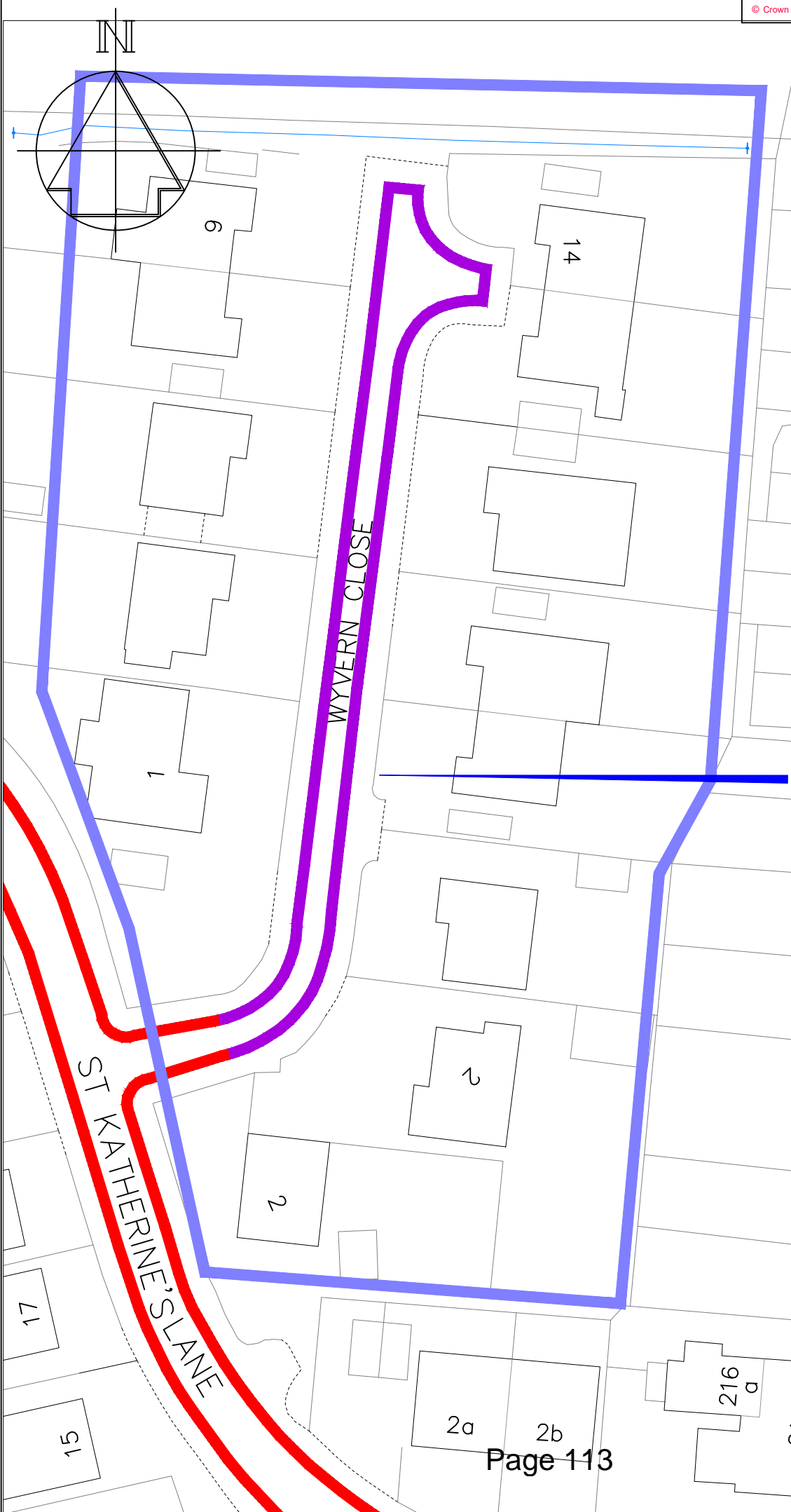


Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
 Parking Action Plan - Phase 12
 Informal consultation

Drawing Title
 Larkfield
 Swallow Road & Oriole Way

Drawn	Checked	Date
ACB	AE	7/2020
Scale 1 : 500 @ A4		
Drawing No.	Rev	
DD/590/06	-	



Key

- Existing 'No waiting at any time' (double yellow lines)
- Existing 'No waiting, Mon-Fri, 8-10am, 2-4pm (single yellow line) to be revoked
- Proposed "Permit Holders Only" area, Monday-Saturday, 8am-6pm

New permit parking area, restricting on-street parking to permit holders only during the restriction times to prevent non-resident parking. Permits are currently £40 per year

Visitors would require visitor parking permits, currently £1.20 per day

Revision	Date



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

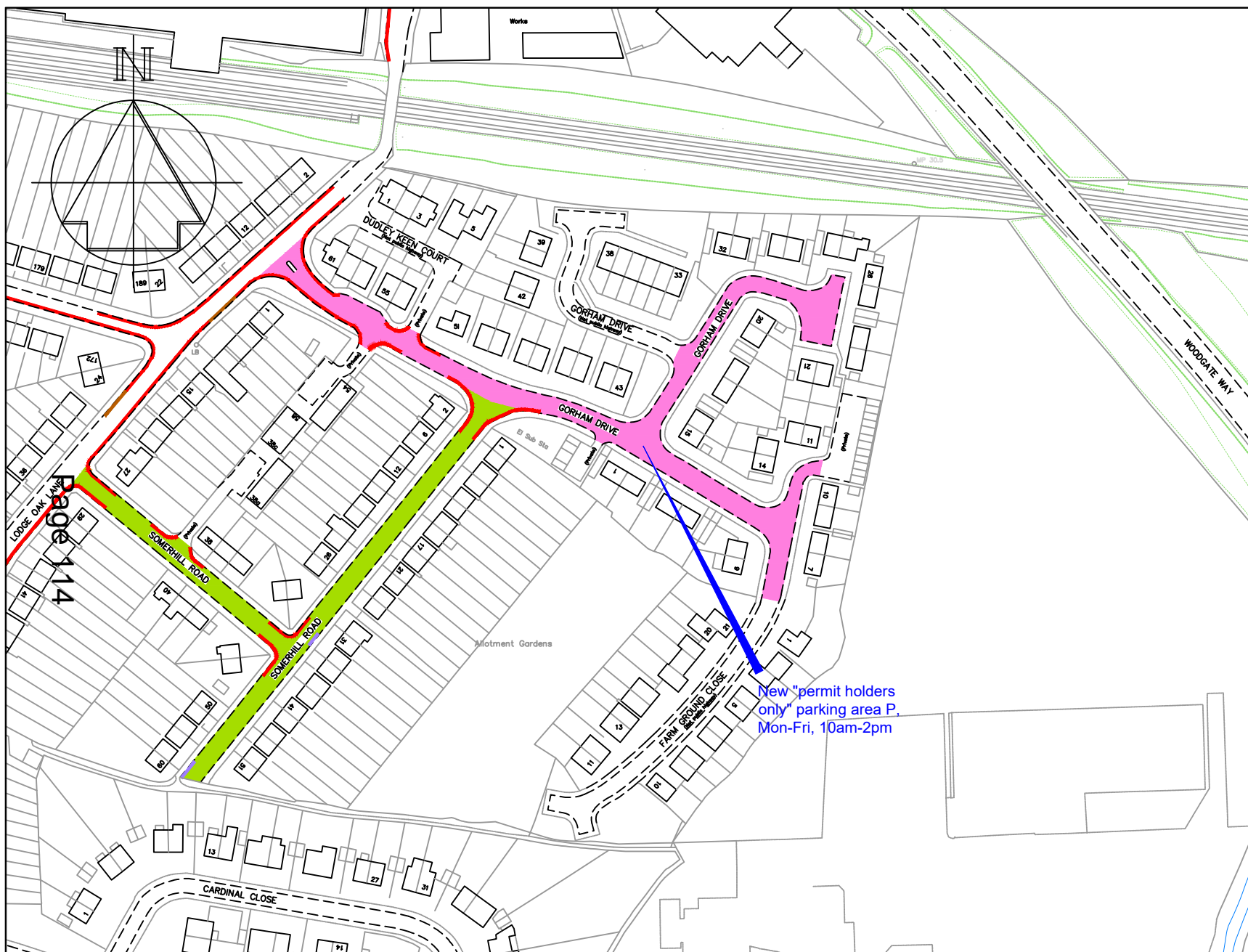
Project Title
**Parking Action Plan
 Phase 12
 Informal consultation**

Drawing Title
**Snodland
 Wyvern Close**

Drawn ACB Checked AE Date 7/2020

Scale 1 : 1000 @ A4

Drawing No. DD/590/07	Rev -
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Key

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

There have been a number of requests for the neighbouring permit parking scheme to be extended to cover Gorham Drive to prevent non-resident parking during the week.

Permits are currently £40 per year

Visitors would require visitor parking permits, currently £1.20 per day

New "permit holders only" parking area P, Mon-Fri, 10am-2pm

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Revision		Date

TONBRIDGE & MALLING
BOROUGH COUNCIL

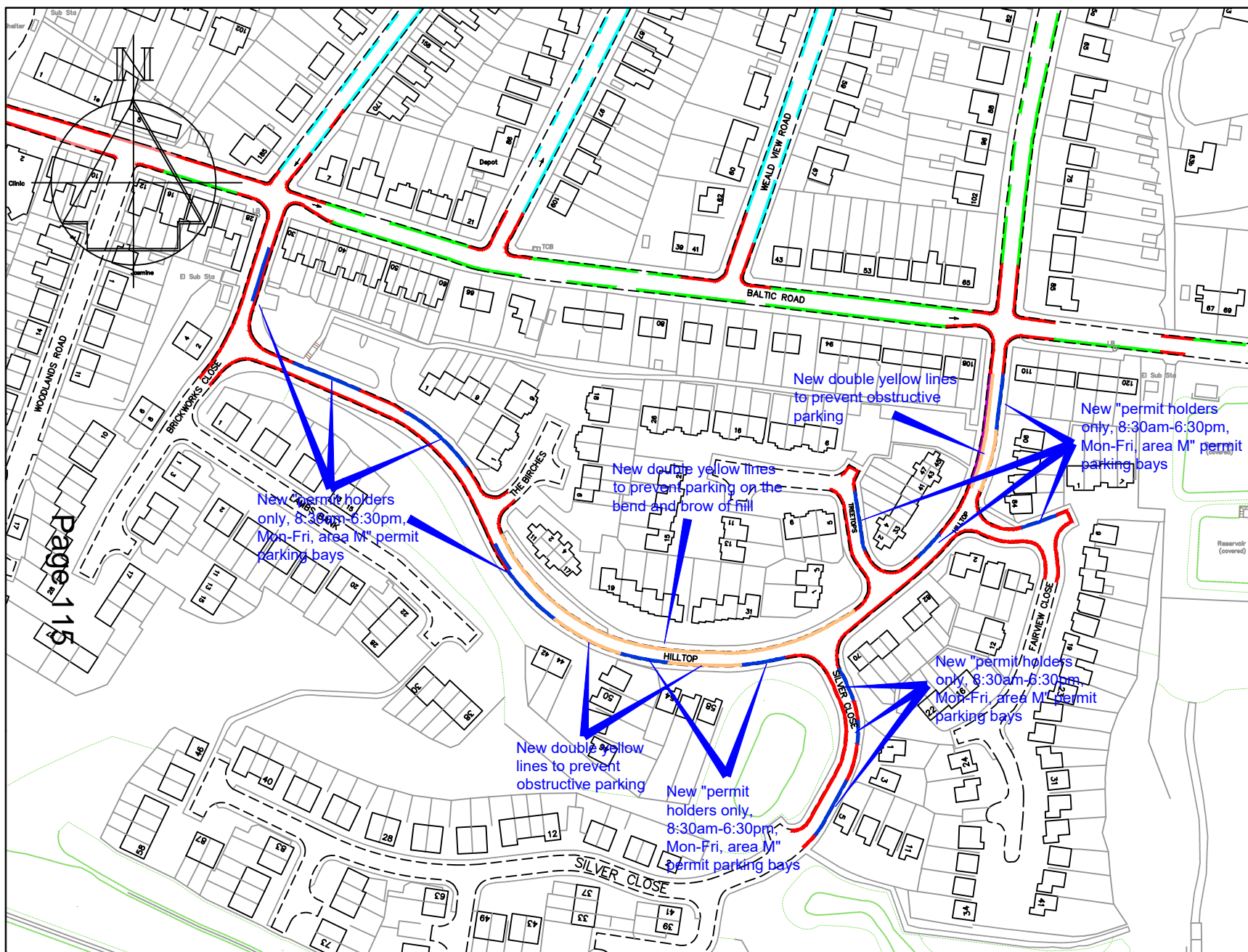
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

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

Project Title
Parking Action Plan - Phase 12
Informal consultation

Drawing Title
Tonbridge
Gorham Drive

Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 2000 @ A4		
Drawing No. DD/590/08		Rev -



Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "No waiting, Mon-Fri, 8am-6pm" (single yellow line)
- Proposed "No waiting at any time" (double yellow lines)
- Existing "Permit holders only, Mon-Fri, 9:30-10:30am, area M" permit parking bays
- Existing "Permit holders only, Mon-Fri, 9:30-10:30am & 1pm-2pm, area M" permit parking bays
- Proposed "Permit holders only, Mon-Fri, 8:30am-6:30pm, area M" permit parking bays

There have been a number of requests for the neighbouring permit parking scheme to be extended to cover Hilltop to prevent non-resident parking during the week.

Permits are currently £40 per year

Visitors would require visitor parking permits, currently £1.20 per day

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Revision		Date

TONBRIDGE & MALLING
BOROUGH COUNCIL

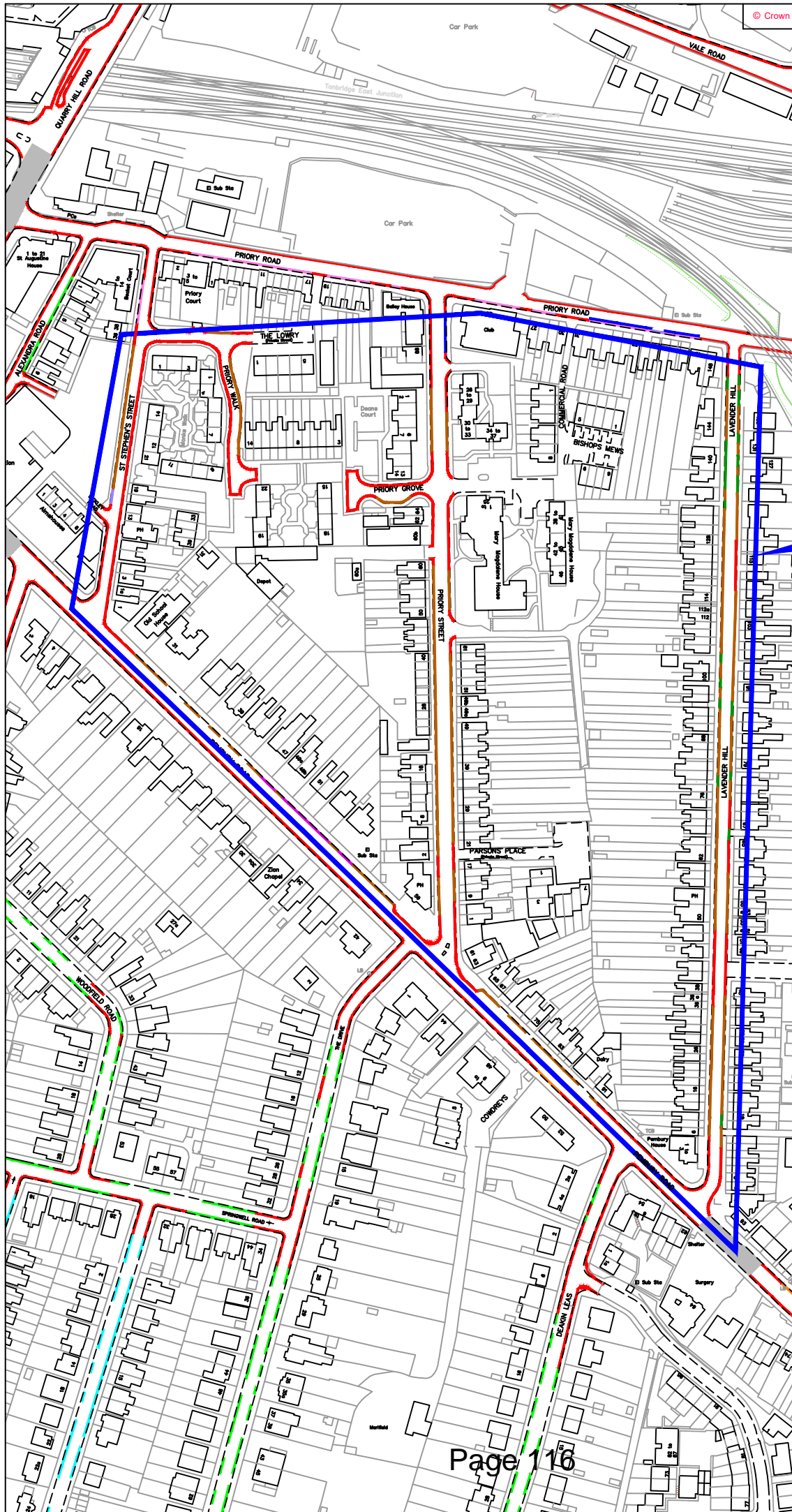
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

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


Project Title
Parking Action Plan - Phase 12
Informal consultation

Drawing Title
Tonbridge Hilltop

Drawn	Checked	Date
ACB	AE	7/2020
Scale 1 : 2000 @ A4		
Drawing No.	Rev	
DD/590/09	-	



Key

 Existing Area N permit parking area Mon-Fri, 9:30-10:30am to be changed to Mon-Sat, 9:30-10:30am

Residents have reported parking issues on Saturdays, and have requested that the current permit parking restrictions be extended to cover Saturdays as well.

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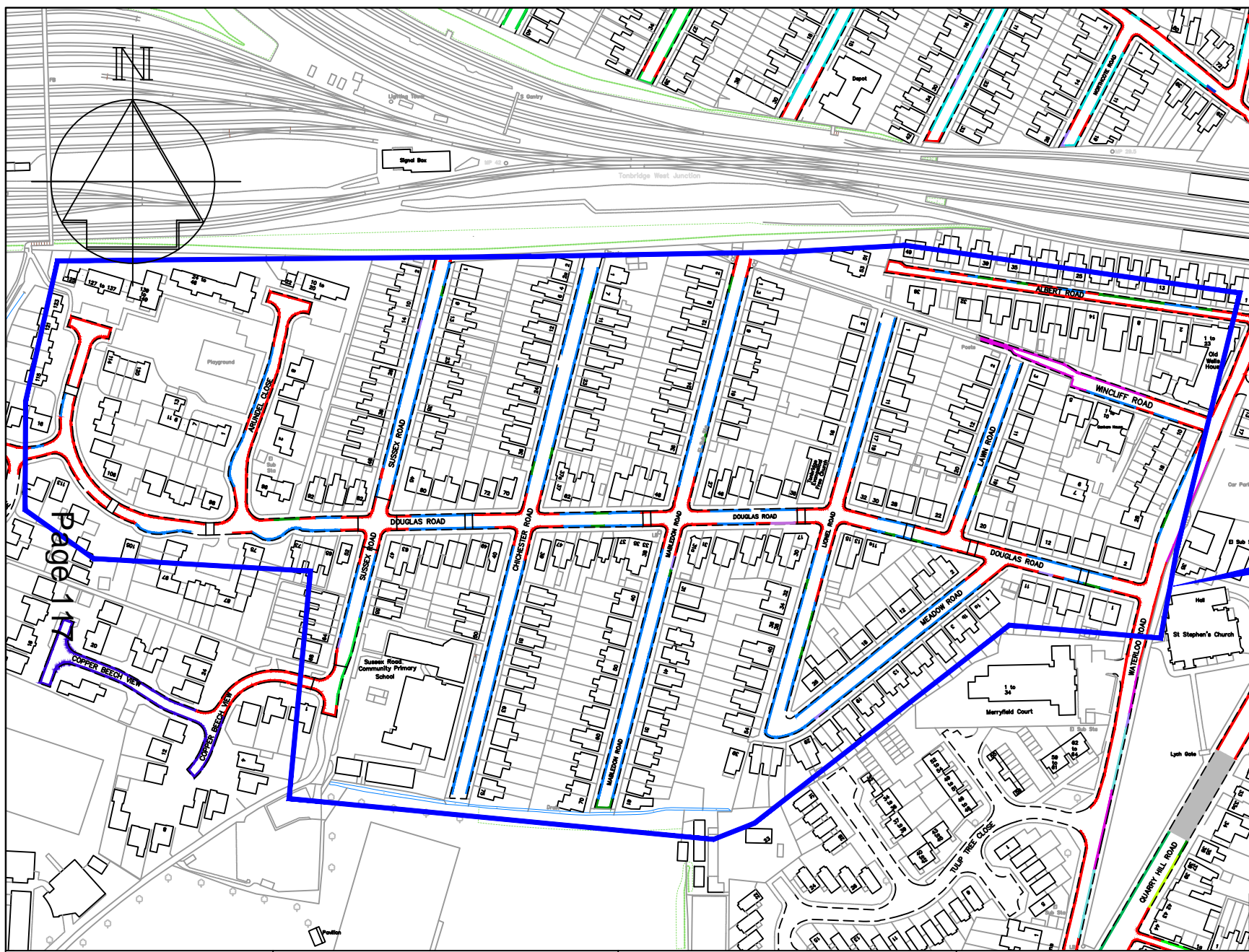
Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
 Parking Action Plan
 Phase 12
 Informal consultation
 Drawing Title
 Tonbridge
 Lavender Hill

Drawn	ACB	Checked	AE	Date	7/2020
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Scale 1 : 2500 @ A4

Drawing No.	Rev
DD/590/10	-



Key

— Existing Area G permit parking area
 Mon-Fri, 8:30-9:30am & 5-6pm to be changed to Mon-Sat, 8:30-9:30am & 5-6pm

Residents have reported parking issues on Saturdays, and have requested that the current permit parking restrictions be extended to cover Saturdays as well.

Page 1

Revision	-	Date	-
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TONBRIDGE & MALLING
 BOROUGH COUNCIL

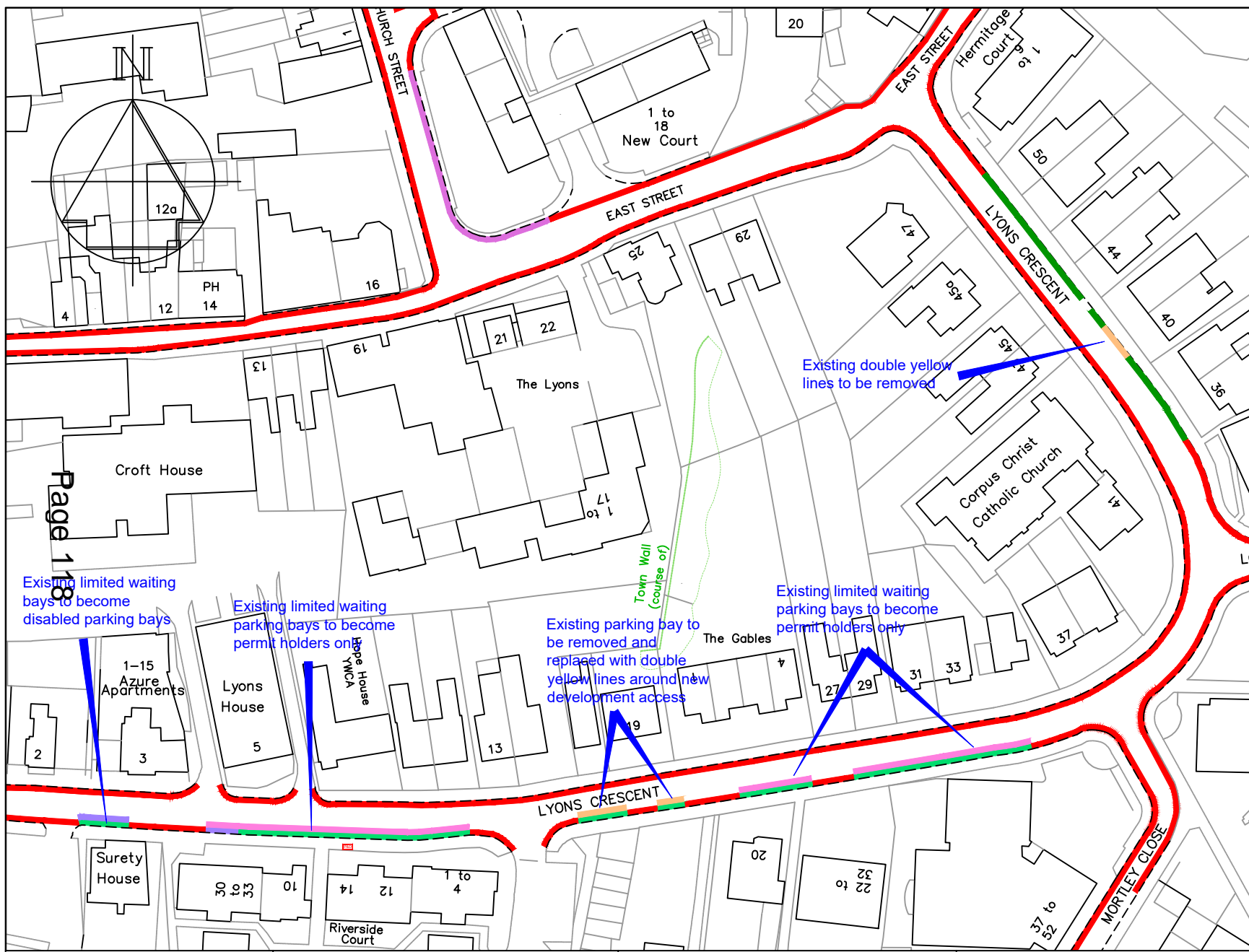
STREETSCENE,
 LEISURE &
 TECHNICAL SERVICES

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

Project Title
 Parkign Action Plan - Phase 12
 Informal consultation

Drawing Title
 Tonbridge
 Douglas Road area

Drawn	ACB	Checked	AE	Date	7/2020
Scale 1 : 2500 @ A4					
Drawing No. DD/590/11					Rev -



- ### Key
- Existing "No Waiting At Any Time" (double yellow lines)
 - Existing Mon-Sat 8-10am & 2-4pm Area L Permit parking bay
 - Existing white access protection marking (unenforceable)
 - Disabled parking bay
 - Existing Limited Waiting Mon-Sat 8am-6pm 2hrs, no return 2hrs and Area L permits
 - Proposed Permits only, Mon-Sat 8am-6pm, Area L permits
 - Proposed "No Waiting At Any Time" (double yellow lines)

Existing limited waiting bays to become disabled parking bays

Existing limited waiting parking bays to become permit holders only

Existing parking bay to be removed and replaced with double yellow lines around new development access

Existing limited waiting parking bays to become permit holders only

Existing double yellow lines to be removed

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TONBRIDGE & MALLING
BOROUGH COUNCIL

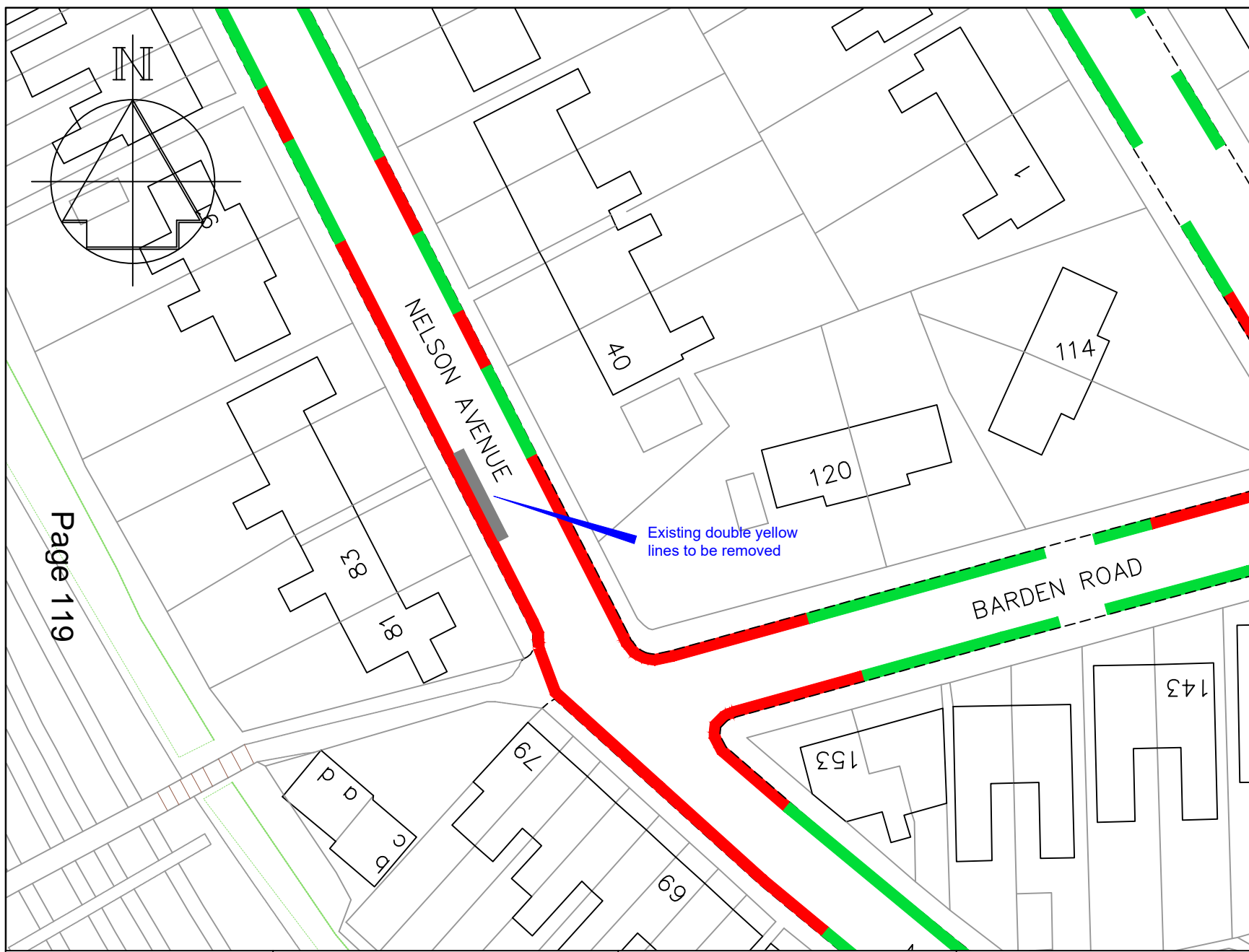
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
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Project Title
Parking Action Plan - Phase 12
Informal consultation

Drawing Title
Tonbridge
Lyons Crescent

Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 1000 @ A4		
Drawing No. DD/590/12		Rev



- ### Key
- Existing "No Waiting At Any Time" (double yellow lines)
 - Existing D1 & D2 Permit parking bay
 - Double yellow lines to be revoked and removed

Page 119



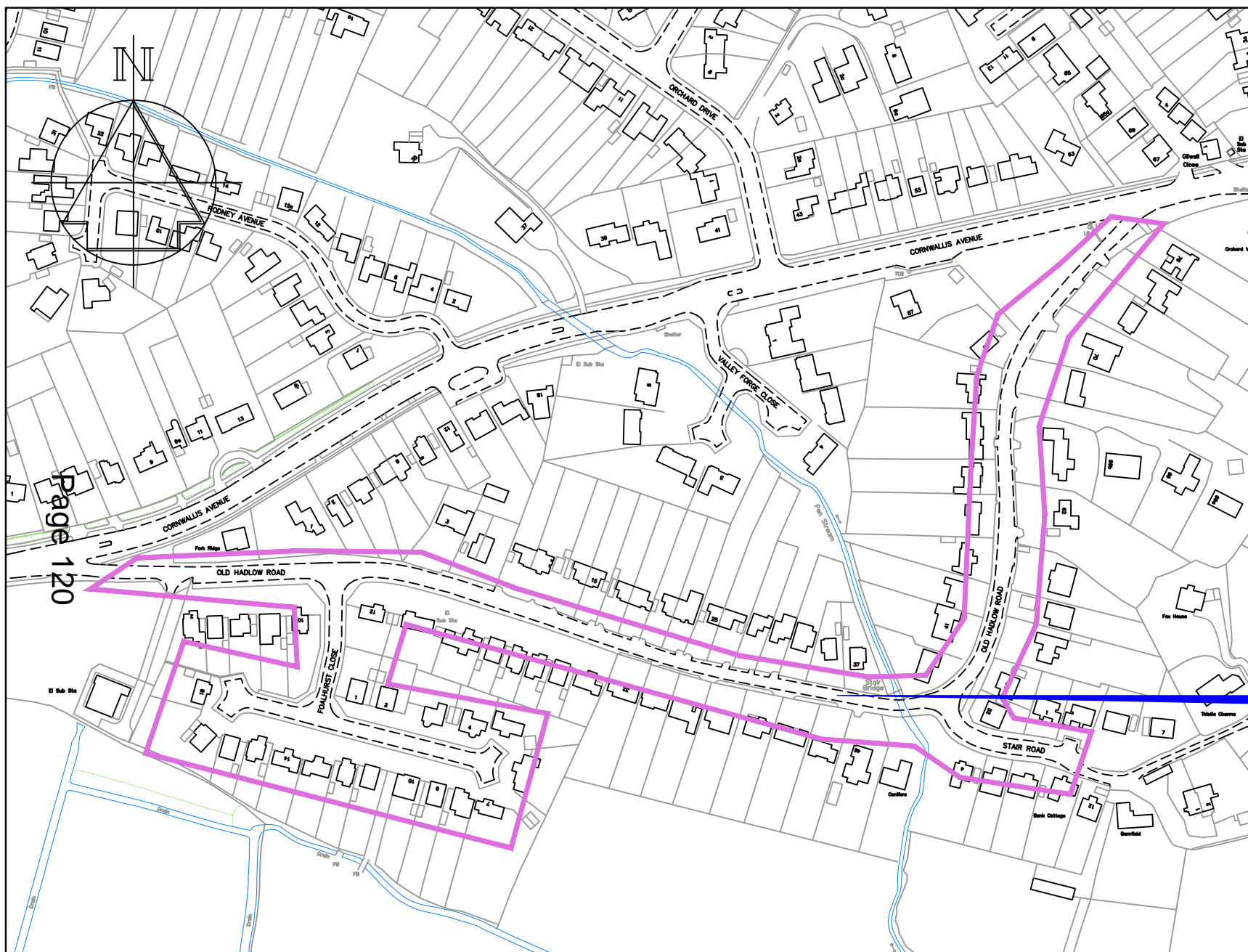
STREETSCENE,
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TECHNICAL SERVICES

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Project Title
Parking Action Plan - Phase 12
Informal consultation

Drawing Title
Tonbridge
Nelson Avenue

Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 500 @ A4		
Drawing No. DD/590/13		Rev



Key

█ Proposed "Permit Holders Only" area, Monday-Saturday, 8am-6pm

New permit parking area, restricting on-street parking to permit holders only during the restriction times to prevent non-resident parking. Permits are currently £40 per year

Visitors would require visitor parking permits, currently £1.20 per day

Page 120



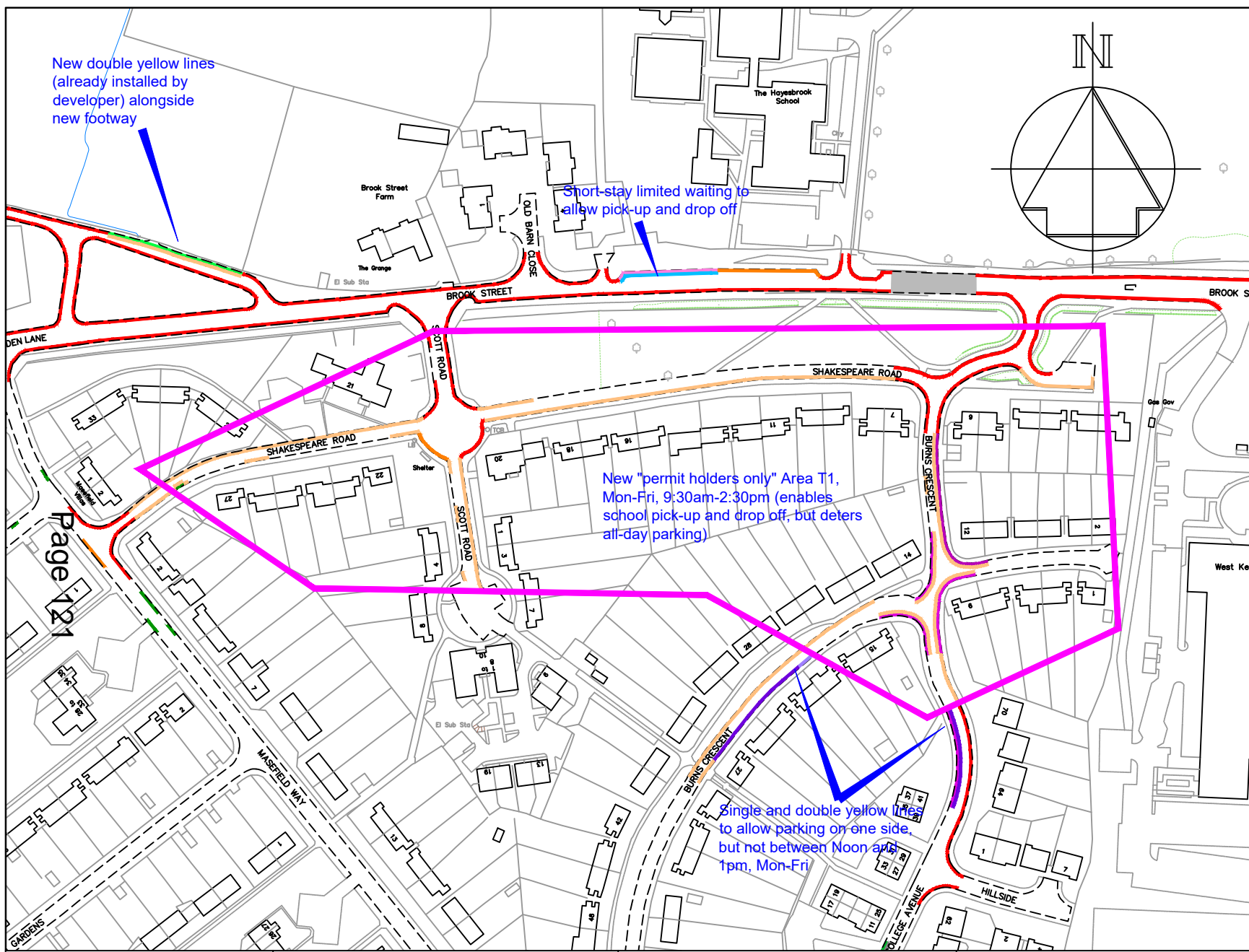
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LEISURE &
TECHNICAL SERVICES

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Project Title
Parking Action Plan - Phase 12
Informal consultation

Drawing Title
Tonbridge
Old Hadlow Road

Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 2500 @ A4		
Drawing No. DD/590/14		Rev



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

Short-stay limited waiting to allow pick-up and drop off

New "permit holders only" Area T1, Mon-Fri, 9:30am-2:30pm (enables school pick-up and drop off, but deters all-day parking)

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

Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "No waiting, Mon-Fri, 10:30-11am" (single yellow line)
- Existing "No waiting, Mon-Sat, 8am-6pm" (single yellow line)
- Existing "Disabled bay"
- Existing bus stop clearway or bus stand
- Existing unenforceable "Access protection" (white driveway line)
- Existing pedestrian crossing controlled zone (white zig-zags)
- Existing "Limited waiting, Mon-Fri, 8am-6pm, 20m no return 40m" (short stay parking bay)
- Proposed "No waiting, Mon-Fri, Noon-1pm" (single yellow line)
- Proposed "Limited waiting, Mon-Fri, 8am-6pm, 1hour, no return 1hour" (short stay parking bay)
- Proposed "T1 Permit holders only" area, Mon-Fri, 9:30m-2:30pm

New permit parking area, restricting on-street parking to permit holders only during the restriction times to prevent non-resident parking. Permits are currently £40 per year

Visitors would require visitor parking permits, currently £1.20 per day

TONBRIDGE & MALLING
BOROUGH COUNCIL

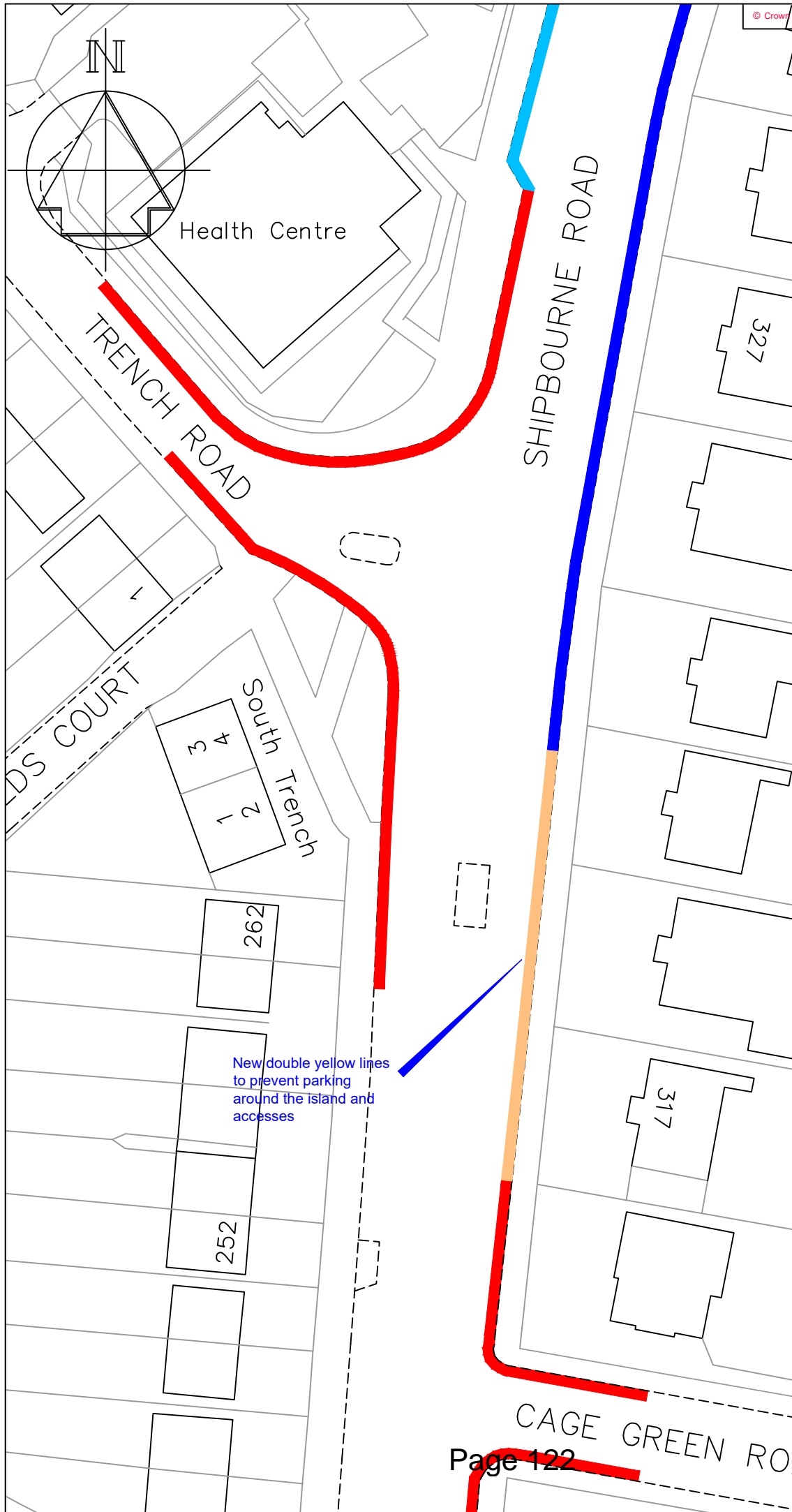
STREETSCENE, LEISURE & TECHNICAL SERVICES

Transportation Team
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Project Title
Local Parking Plan - Phase 12
Informal consultation

Drawing Title
Tonbridge Shakespeare Road area

Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 2000 @ A4		
Drawing No. DD/590/16		Rev



Key

-  Existing "No waiting at any time" (double yellow lines)
-  Existing "Limited Waiting, 8am-6pm, 2hrs no return 2 hours" parking bay
-  Existing mandatory cycle lane (no parking allowed)
-  Proposed "No waiting at any time" (double yellow lines)

New double yellow lines to prevent parking around the island and accesses

Revision	Date



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

Project Title
**Parking Action Plan
 Phase 12**
 Informal consultation

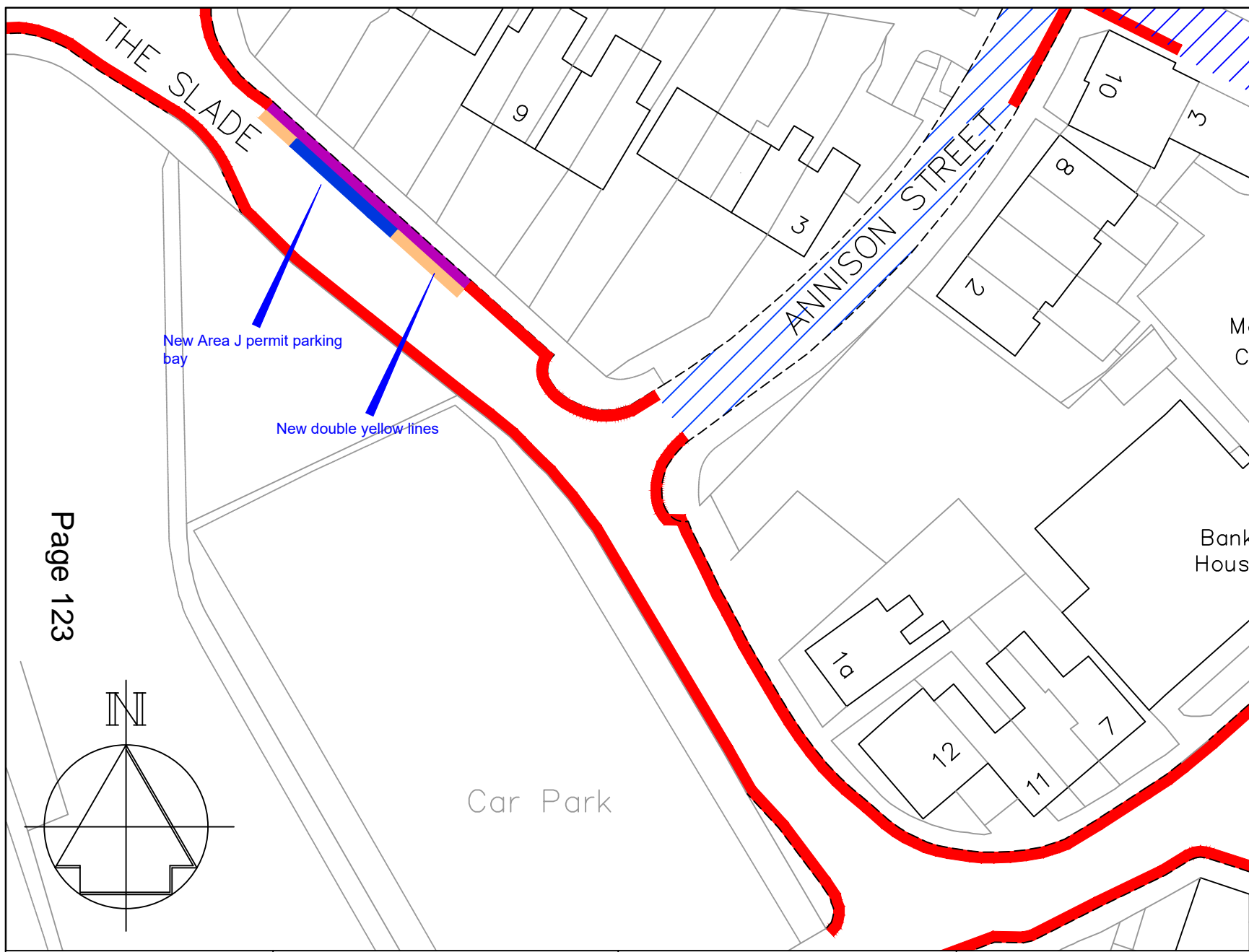
Drawing Title
**Tonbridge
 Shipbourne Road**

Drawn ACB	Checked AE	Date 6/2019
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Scale 1 : 1000 @ A4

Drawing No. DD/590/17	Rev -
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CAGE GREEN ROAD

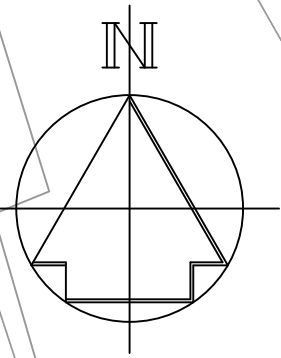


- Key**
- Existing "No waiting at any time" (double yellow lines)
 - Existing "No waiting, Mon-Fri, 8am-6pm" (single yellow line)
 - Proposed "No waiting at any time" (double yellow lines)
 - Proposed "Resident permit parking, 7:30-9:30am & 4-8pm, Area J" (permit parking bay)

New Area J permit parking bay

New double yellow lines

Page 123



Car Park

Bank House

-	-	-
Revision		Date



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LEISURE &
TECHNICAL SERVICES

Transportation Team
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Kings Hill
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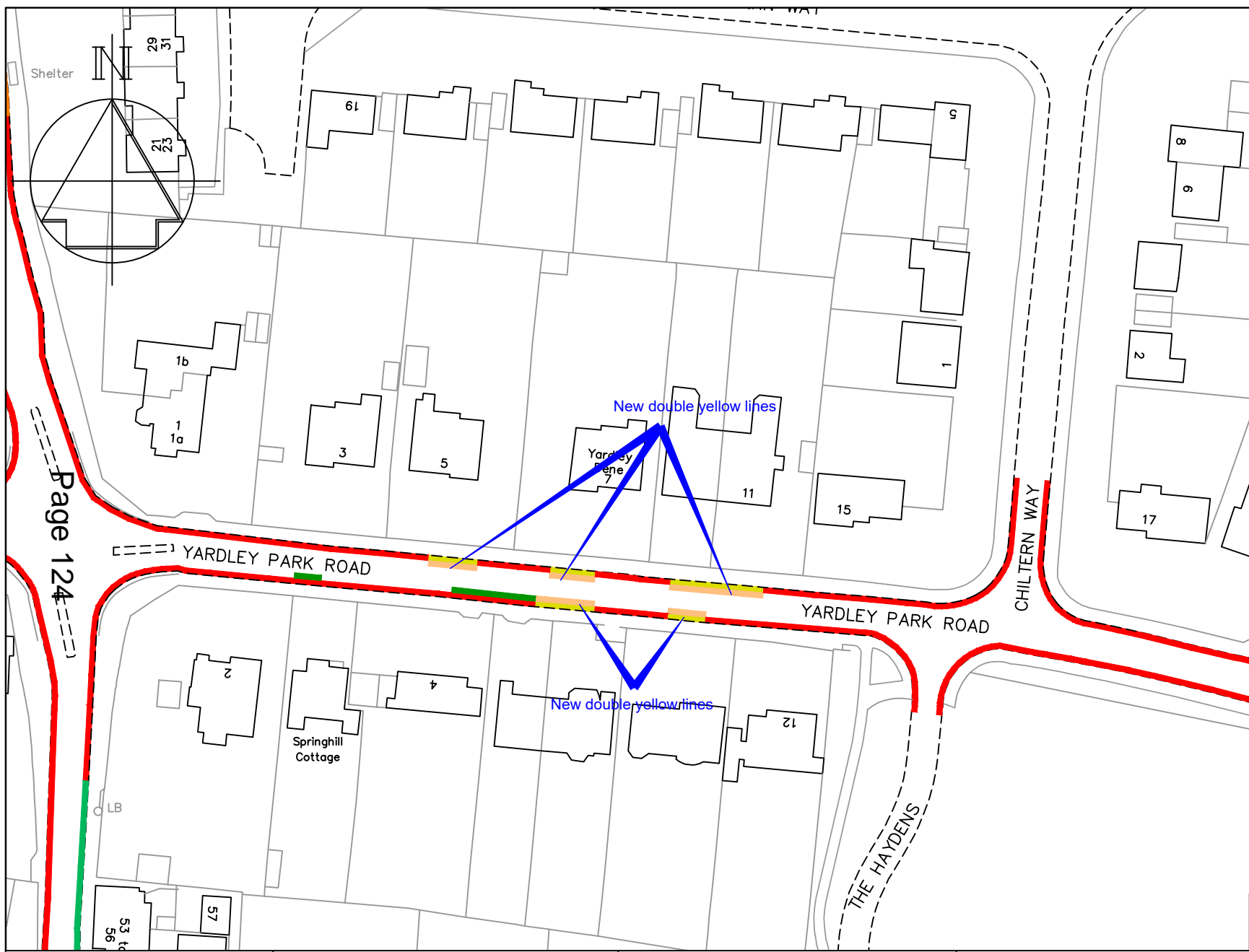
Project Title
Parking Action Plan - Phase 12
Informal consultation

Drawing Title
Tonbridge
The Slade

Drawn ACB	Checked AE	Date 7/2020
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Scale **1 : 500 @ A4**

Drawing No. DD/590/18	Rev -
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Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "access protection" (white line)
- Existing "Limited waiting, Mon-Fri, 8am-6pm, 4hr, no return 4hr and Area K permits (Limited waiting and permit parking bay)"
- Proposed "Resident permit parking, 7:30-9:30am & 4-8pm, Area J" (permit parking bay)
- Proposed "No waiting at any time" (double yellow lines)

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-	-	-
Revision		Date

TONBRIDGE & MALLING
BOROUGH COUNCIL

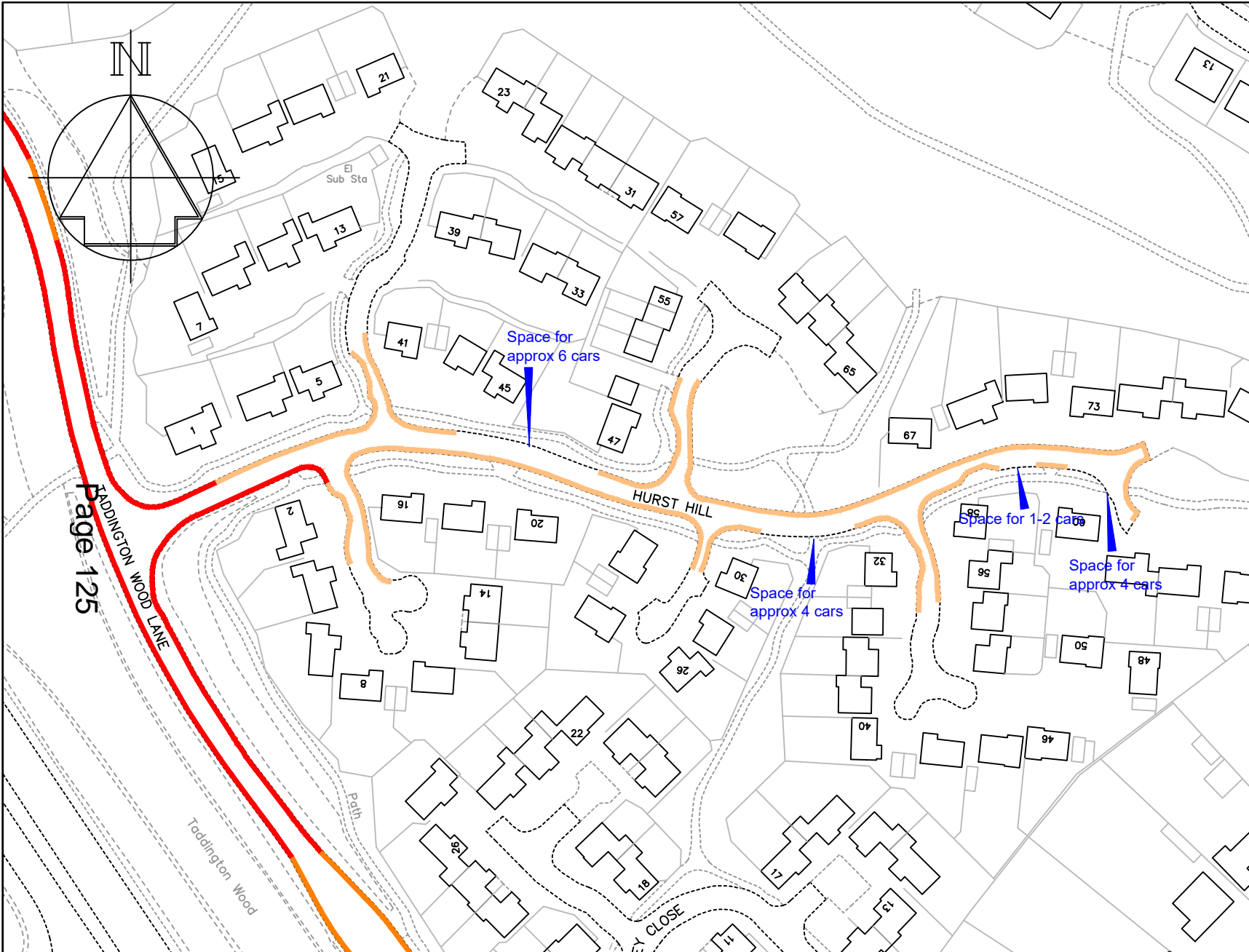
STREETSCENE,
LEISURE &
TECHNICAL SERVICES

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Project Title
Parking Action Plan - Phase 12
Informal consultation

Drawing Title
Tonbridge
Yardley Park Road

Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 1000 @ A4		
Drawing No. DD/590/19		Rev -



Key

- Existing "No waiting at any time" (double yellow lines)
- Existing bus stop clearways (yellow bus stop marking)
- Proposed "No waiting at any time" (double yellow lines)

Residents have reported Concerns over obstructive parking and emergency vehicle access.

The proposal is for new double yellow lines to prevent obstructive parking around junctions, narrowings and accesses, in line with the requirements of the Highway Code

Page 125

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Revision		Date

Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 1250 @ A4		
Drawing No. DD/590/20		Rev -



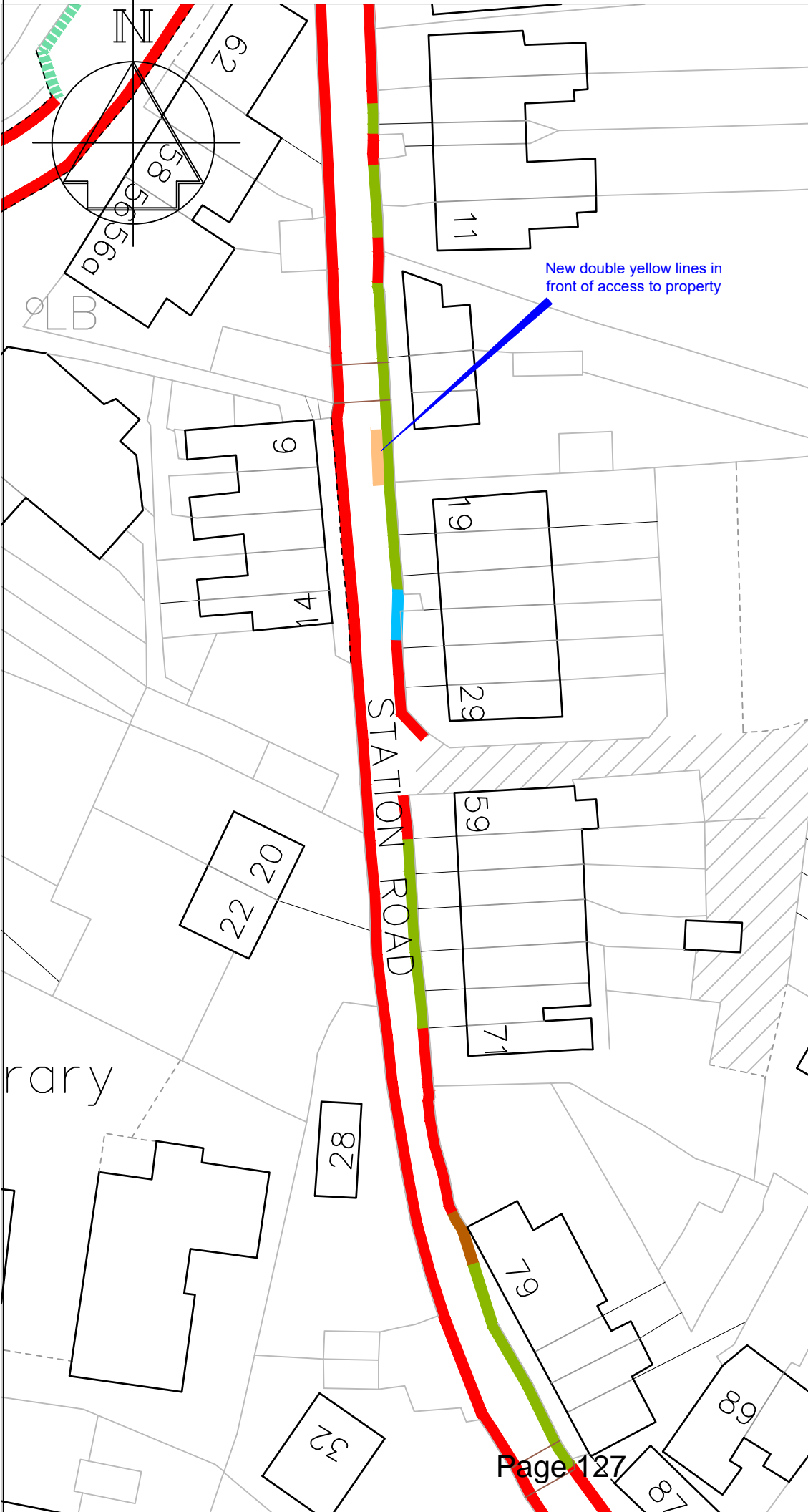
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Project Title
Parking Action Plan - Phase 12
Informal consultation

Drawing Title
Walderslade
Hurst Hill

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Key

- Existing "No waiting at any time" (double yellow lines)
- Existing limited waiting and permit parking bay
- Existing disabled parking bay
- Proposed "No waiting at any time" (double yellow lines)

A	Revised to Formal	2/21
	Revision	Date



STREETSCENE,
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Transportation Team
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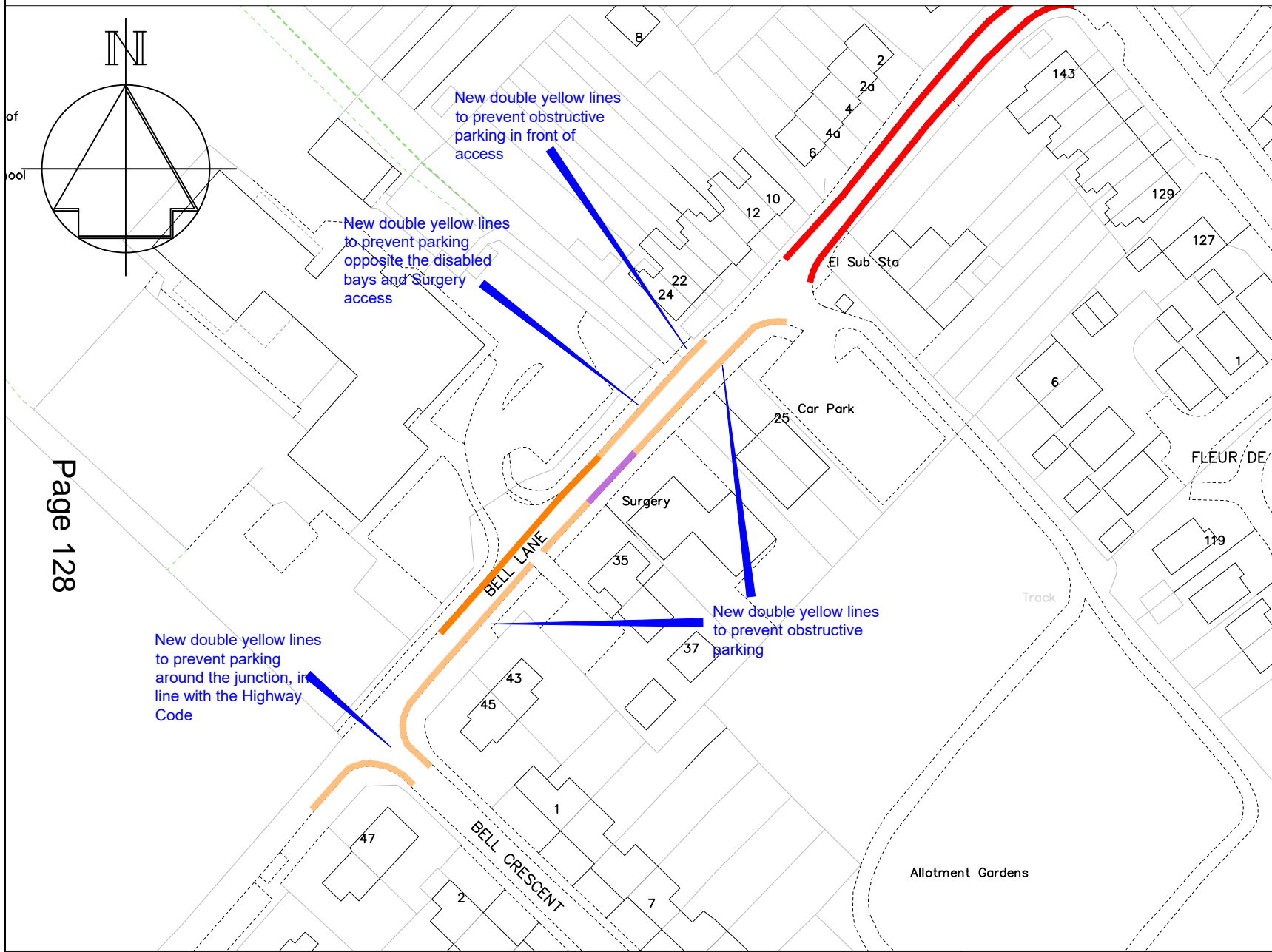
Project Title
Parking Action Plan
Phase 12
Informal consultation

Drawing Title
Borough Green
Station Road

Drawn ACB | Checked AE | Date 7/2020

Scale 1 : 1000 @ A4

Drawing No. DD/590/02	Rev A
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Key

- Existing 'No waiting at any time' (double yellow lines)
- Existing School Keep Clear, Mon-Fri, 8:30am-3:30pm (Yellow zig-zags)
- Existing disabled parking bay (2 cars)
- Proposed 'No waiting at any time' (double yellow lines)

Page 128

A	DYL extended, Revised to Formal	2/21
	Revision	Date



Technical Services
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Project Title
Parking Action Plan - Phase 12
 Formal consultation

Drawing Title
Burham Bell Lane

Drawn ACB	Checked AE	Date 7/2020
Scale 1:1000 @ A4		
Drawing No. DD/590/03		Rev A

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing "School Keep Clear" (yellow zig-zag lines)

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

5 car gap to allow parking

2 car gap to allow parking

A	DYL changed, Revised to Formal	2/21
	Revision	Date



PLANNING, HOUSING & ENVIRONMENTAL HEALTH

Transportation Team
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
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Project Title
Parking Action Plan
Phase 12
Formal consultation

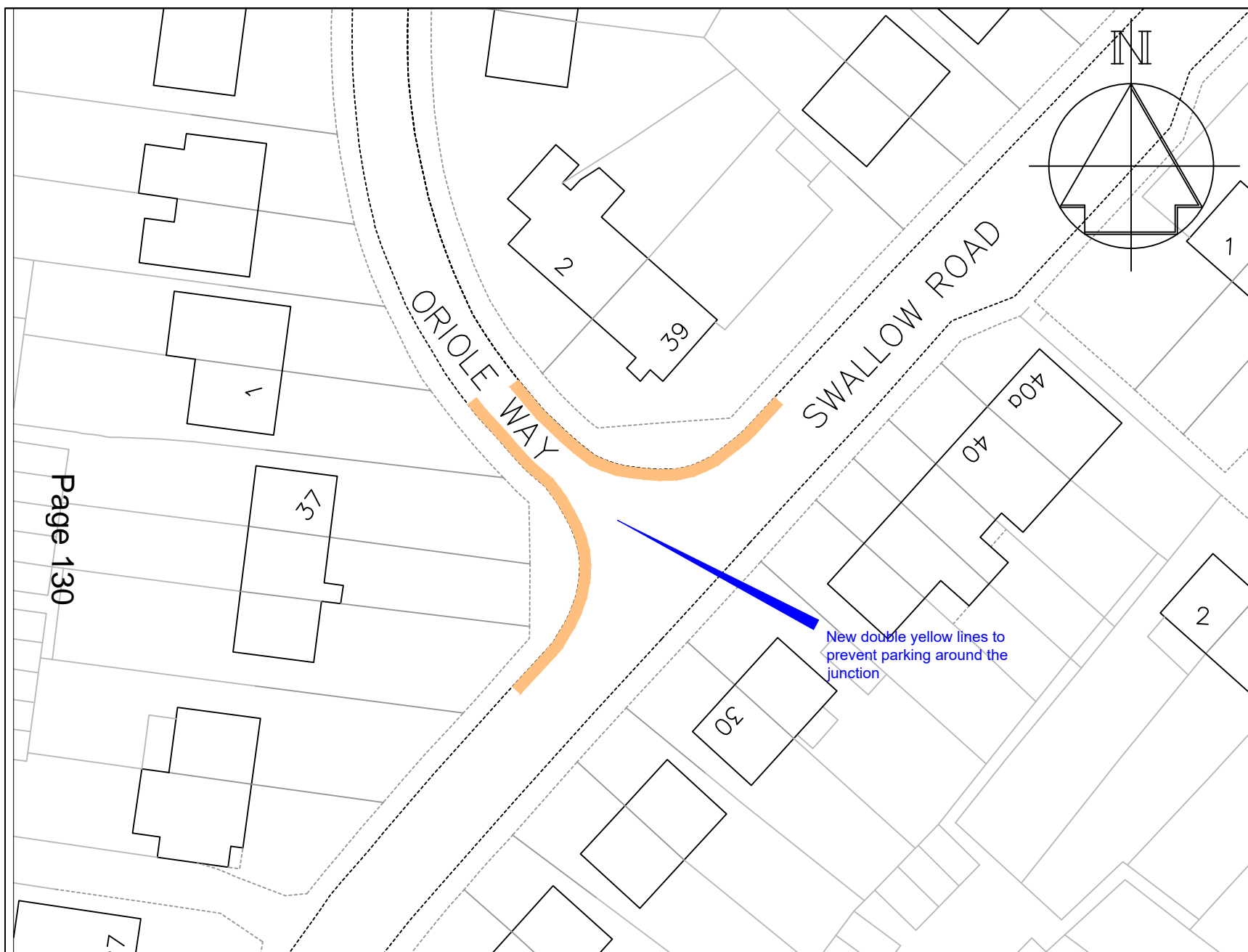
Drawing Title
 Ditton
 New Road, Kiln Barn Road, St
 Peters Road & Cherry Orchard

Drawn ACB Checked AE Date 7/2020

Scale 1 : 2000 @ A4

Drawing No.
 DD/590/04

Rev
 A



Key

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

Page 130

A	Revised to Formal	2/21
	Revision	Date



Technical Services
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West Malling
Kent ME19 4LZ
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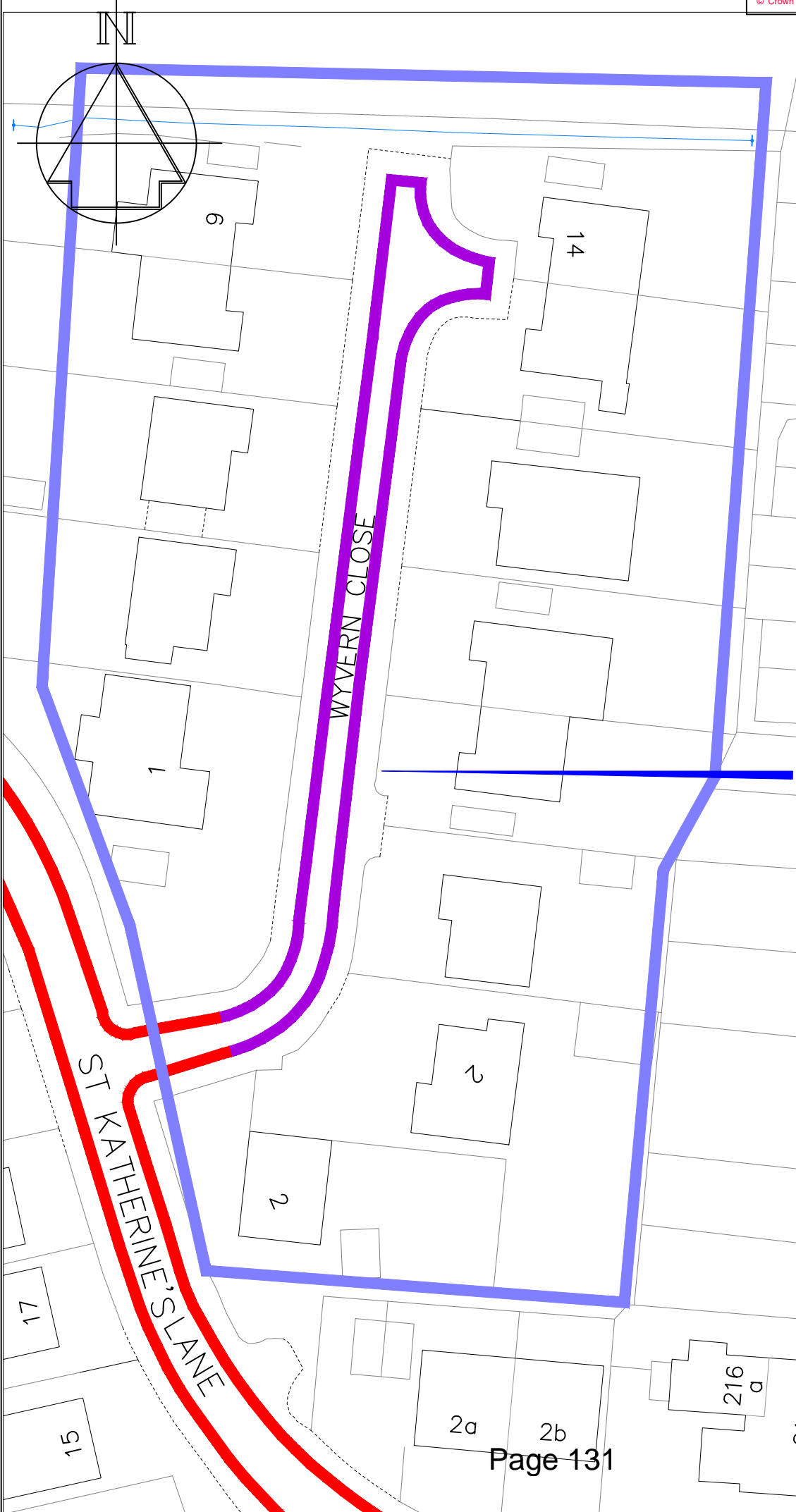
Project Title
Parking Action Plan - Phase 12
Formal consultation

Drawing Title
Larkfield
Swallow Road & Oriole Way

Drawn	Checked	Date
ACB	AE	7/2020

Scale 1 : 500 @ A4

Drawing No. DD/590/06	Rev A
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Key

- Existing 'No waiting at any time' (double yellow lines)
- Existing 'No waiting, Mon-Fri, 8-10am, 2-4pm (single yellow line) to be revoked
- Proposed "Permit Holders Only" area, Monday-Saturday, 8am-6pm

New permit parking area, restricting on-street parking to permit holders only during the restriction times to prevent non-resident parking. Permits are currently £40 per year

Visitors would require visitor parking permits, currently £1.20 per day

A	Revised to Formal	2/21
	Revision	Date



Technical Services
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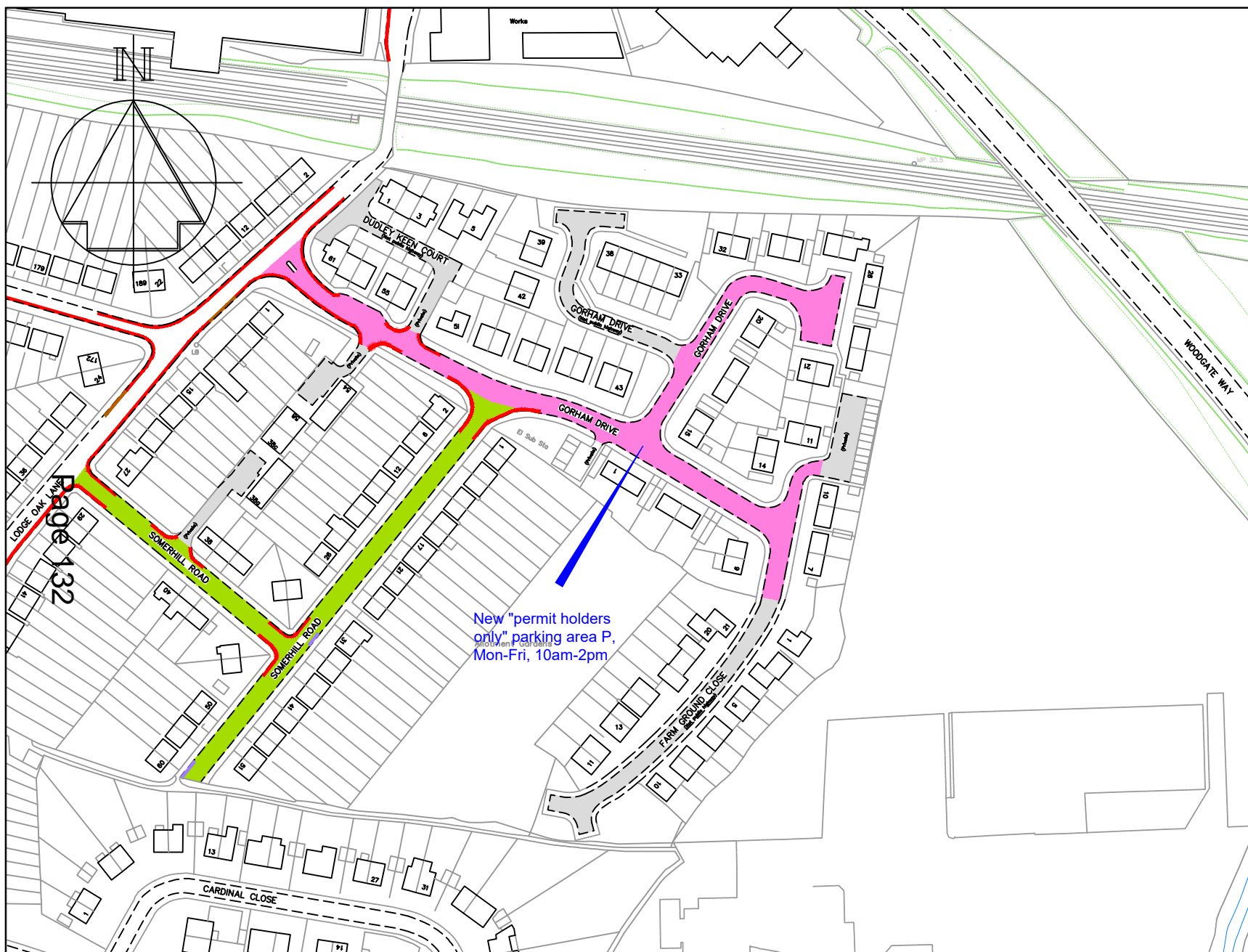
Project Title
**Parking Action Plan
 Phase 12
 Formal consultation**

Drawing Title
**Snodland
 Wyvern Close**

Drawn ACB Checked AE Date 7/2020

Scale 1 : 500 @ A4

Drawing No. DD/590/07	Rev A
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Key

- Existing "No waiting at any time" (double yellow lines)
- Private road (not public highway)
- Existing "Permit holders only" area P, Mon-Fri, 10am-2pm
- Proposed "Permit holders only" area P, Mon-Fri, 10am-2pm

There have been a number of requests for the neighbouring permit parking scheme to be extended to cover Gorham Drive to prevent non-resident parking during the week.

Permits are currently £40 per year (subject to review)

Visitors would require visitor parking permits, currently £1.20 per day

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New "permit holders only" parking area P, Mon-Fri, 10am-2pm

A	Private areas added and Key updated. Revised to Formal	2/21
	Revision	Date

TONBRIDGE & MALLING
BOROUGH COUNCIL

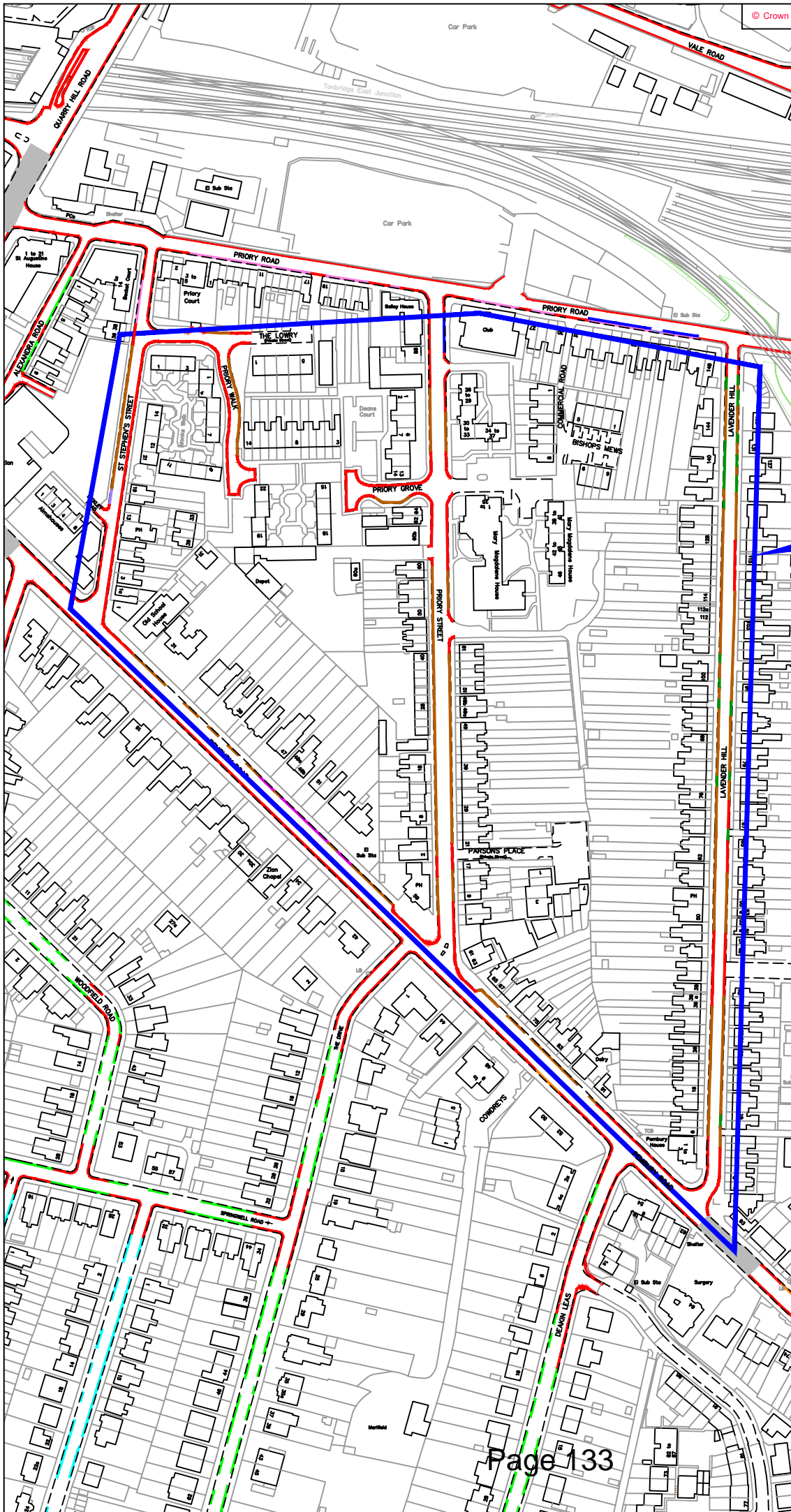
STREETSCENE, LEISURE & TECHNICAL SERVICES

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Project Title
Parking Action Plan - Phase 12
Formal consultation

Drawing Title
Tonbridge Gorham Drive

Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 2000 @ A4		
Drawing No. DD/590/08		Rev A



Key

— Existing Area N permit parking area Mon-Fri, 9:30-10:30am to be changed to Mon-Sat, 9:30-10:30am

Residents have reported parking issues on Saturdays, and have requested that the current permit parking restrictions be extended to cover Saturdays as well.

A Revised to Formal	2/21
Revision	Date



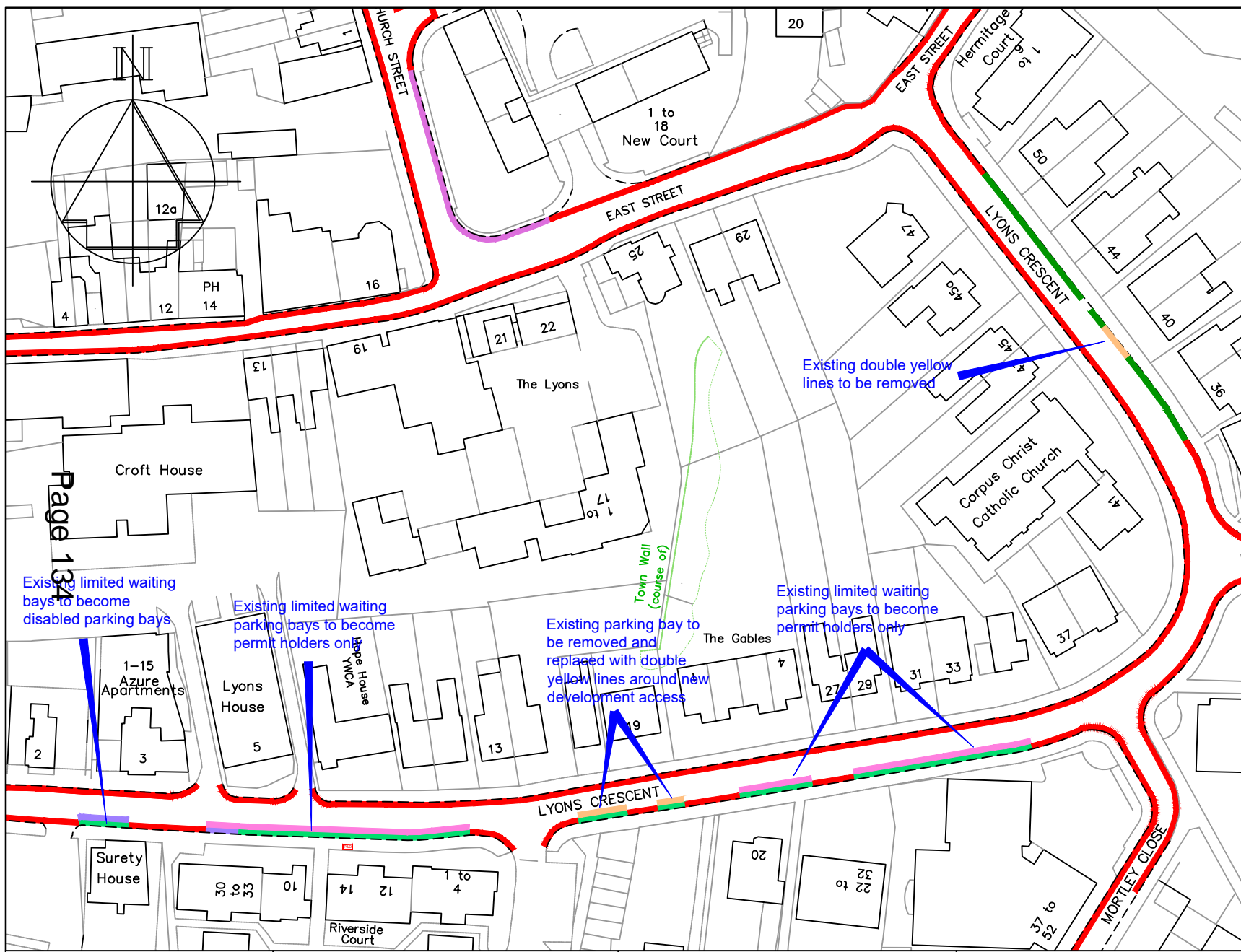
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 Kings Hill
 West Malling
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Project Title
 Parking Action Plan
 Phase 12
 Formal consultation
 Drawing Title
 Tonbridge
 Lavender Hill

Drawn ACB Checked AE Date 7/2020

Scale 1 : 2500 @ A4

Drawing No. DD/590/10	Rev A
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- ### Key
- Existing "No Waiting At Any Time" (double yellow lines)
 - Existing Mon-Sat 8-10am & 2-4pm Area L Permit parking bay
 - Existing white access protection marking (unenforceable)
 - Disabled parking bay
 - Existing Limited Waiting Mon-Sat 8am-6pm 2hrs, no return 2hrs and Area L permits
 - Proposed Permits only, Mon-Sat 8am-6pm, Area L permits
 - Proposed "No Waiting At Any Time" (double yellow lines)

Page 13/14

Existing limited waiting bays to become disabled parking bays

Existing limited waiting parking bays to become permit holders only

Existing parking bay to be removed and replaced with double yellow lines around new development access

Existing limited waiting parking bays to become permit holders only

Existing double yellow lines to be removed

A	Revised to Formal	2/21
	Revision	Date



TONBRIDGE & MALLING
BOROUGH COUNCIL

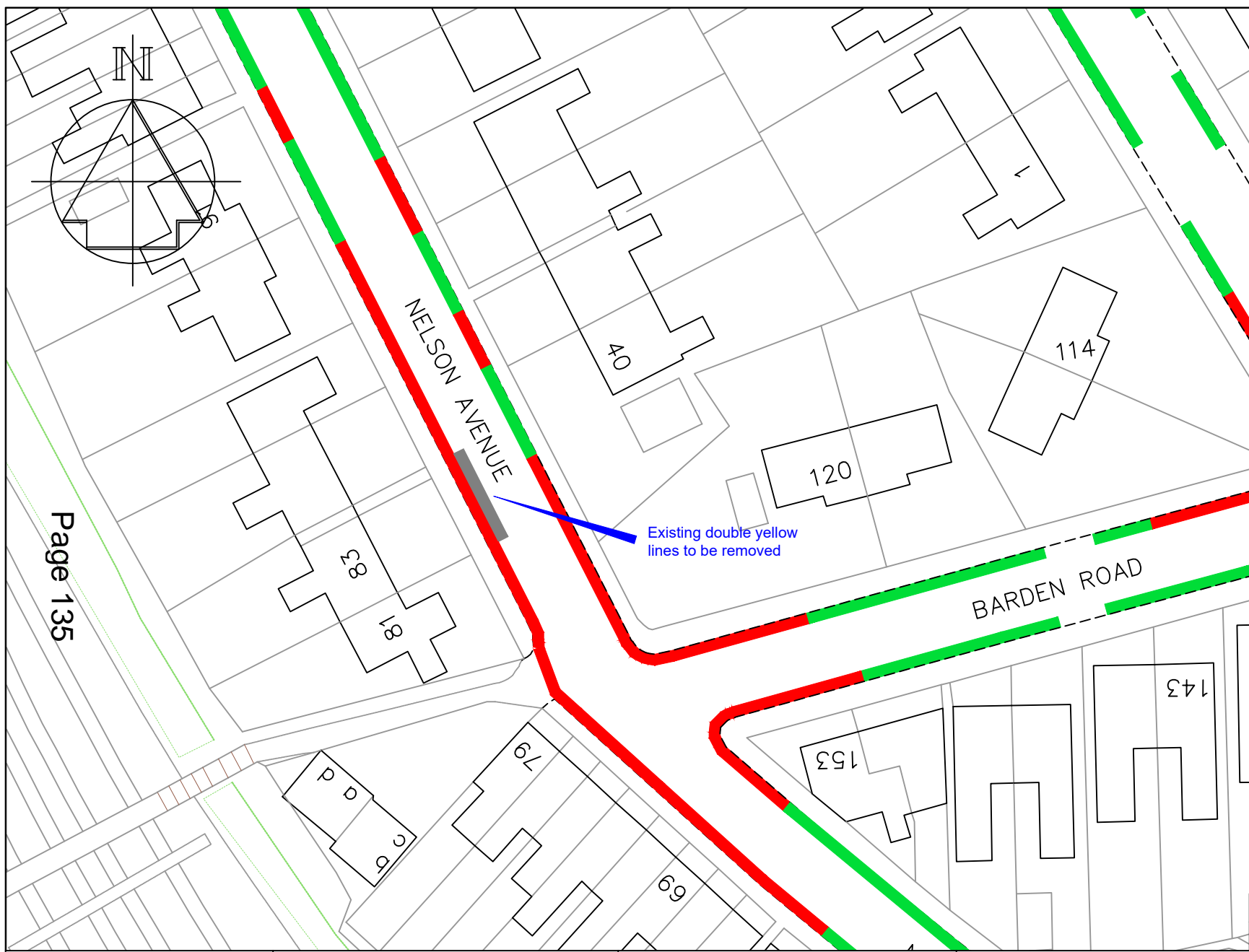
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LEISURE &
TECHNICAL SERVICES

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Kings Hill
West Malling
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Project Title
Parking Action Plan - Phase 12
Formal consultation

Drawing Title
Tonbridge
Lyons Crescent

Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 1000 @ A4		
Drawing No. DD/590/12		Rev A



Key

- Existing "No Waiting At Any Time" (double yellow lines)
- Existing D1 & D2 Permit parking bay
- Double yellow lines to be revoked and removed

Page 135

Existing double yellow lines to be removed

A	Revised to Formal	2/21
	Revision	Date

TONBRIDGE & MALLING
BOROUGH COUNCIL

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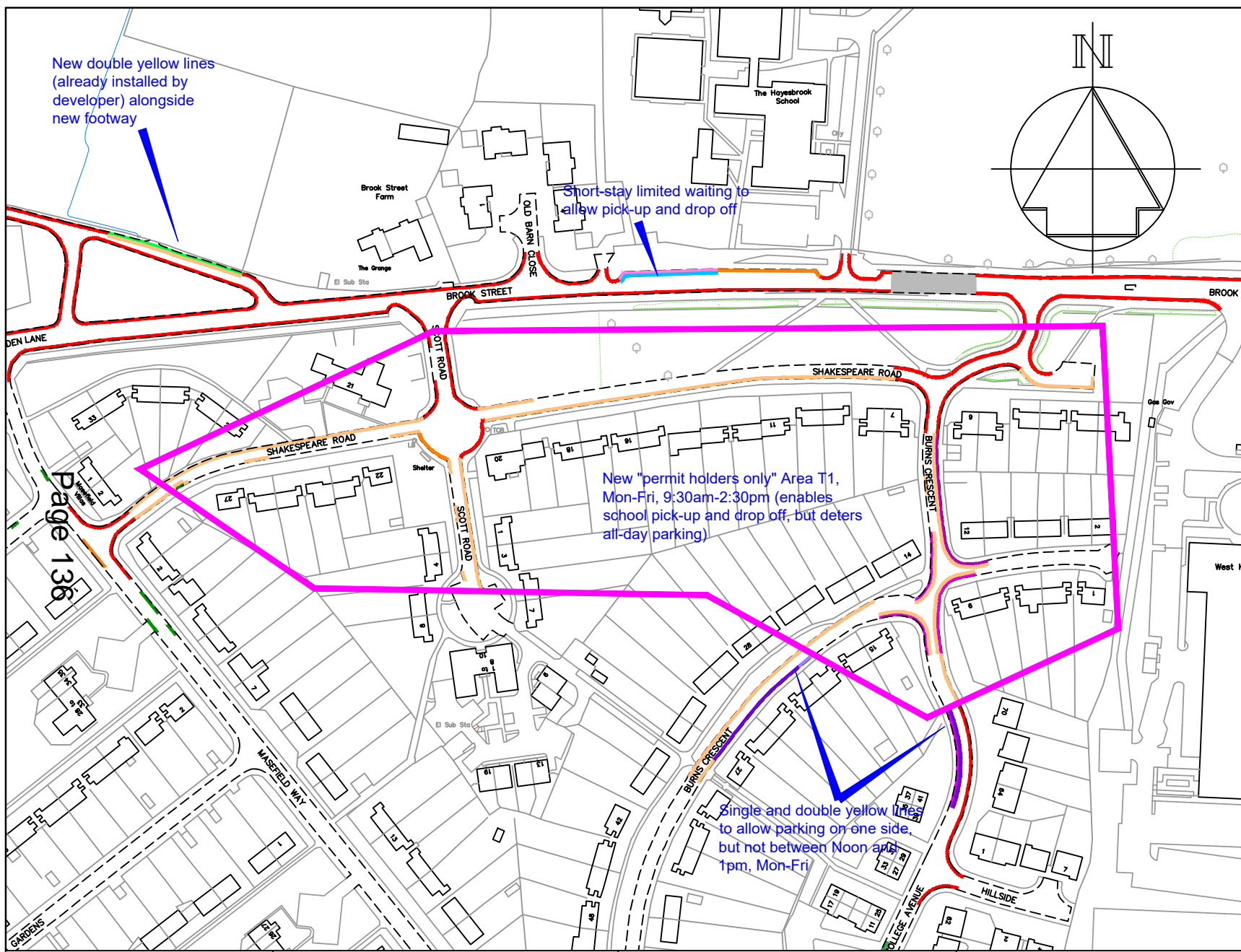
Transportation Team
Gibson Building
Gibson Drive
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West Malling
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Project Title
Parking Action Plan - Phase 12
Formal consultation

Drawing Title
Tonbridge
Nelson Avenue

Drawn ACB	Checked AE	Date 7/2020
Scale 1 : 500 @ A4		

Drawing No. DD/590/13	Rev A
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- ### Key
- Existing "No waiting at any time" (double yellow lines)
 - Existing "No waiting, Mon-Fri, 10:30-11am" (single yellow line)
 - Existing "No waiting, Mon-Sat, 8am-6pm" (single yellow line)
 - Existing "Disabled bay"
 - Existing bus stop clearway or bus stand
 - Existing unenforceable "Access protection" (white driveway line)
 - Existing pedestrian crossing controlled zone (white zig-zags)
 - Existing "Limited waiting, Mon-Fri, 8am-6pm, 20m no return 40m" (short stay parking bay)
 - Proposed "No waiting, Mon-Fri, Noon-1pm" (single yellow line)
 - Proposed "Limited waiting, Mon-Fri, 8am-6pm, 1hour, no return 1hour" (short stay parking bay)
 - Proposed "T1 Permit holders only" area, Mon-Fri, 9:30m-2:30pm
- New permit parking area, restricting on-street parking to permit holders only during the restriction times to prevent non-resident parking. Permits are currently £40 per year (subject to revision). Visitors would require visitor parking permits, currently £1.20 per day**

Page 136

A	Revised to Formal	2/21
	Revision	Date

TONBRIDGE & MALLING
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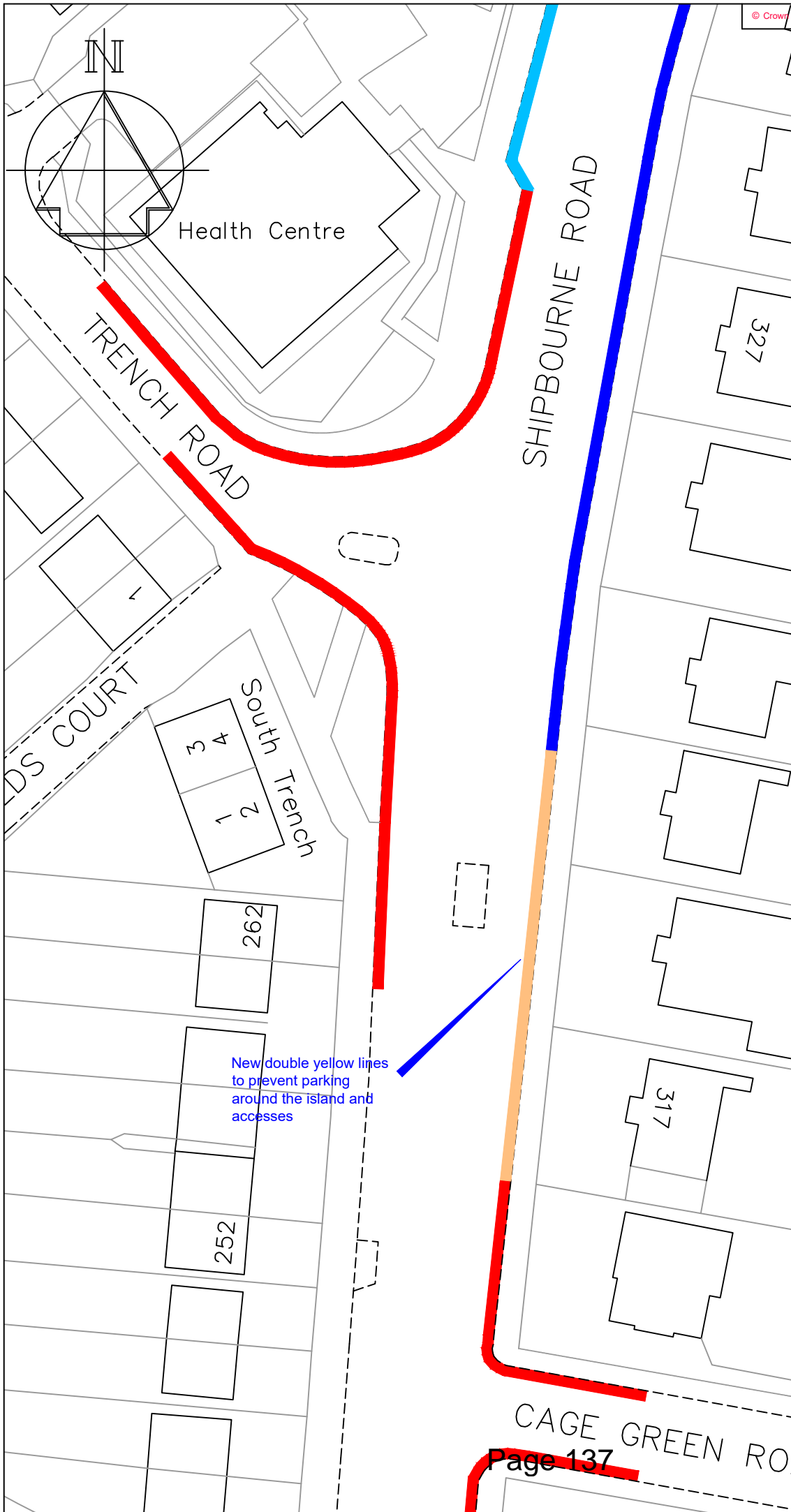
STREETSCENE,
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Project Title
Local Parking Plan - Phase 12
Formal consultation

Drawing Title
Tonbridge
Shakespeare Road area

Drawn	Checked	Date
ACB	AE	7/2020
Scale 1 : 2000 @ A4		
Drawing No.	Rev	
DD/590/16	A	



Key

-  Existing "No waiting at any time" (double yellow lines)
-  Existing "Limited Waiting, 8am-6pm, 2hrs no return 2 hours" parking bay
-  Existing mandatory cycle lane (no parking allowed)
-  Proposed "No waiting at any time" (double yellow lines)

A Revised to Formal	2/21
Revision	Date



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Project Title
**Parking Action Plan
 Phase 12
 Formal consultation**

Drawing Title
**Tonbridge
 Shipbourne Road**

Drawn ACB Checked AE Date 6/2019

Scale 1 : 1000 @ A4

Drawing No. DD/590/17	Rev -
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TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

08 March 2021

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

Part 1- Public

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

1 PARKING ACTION PLAN, ACCESS GROUP 3 & ACCESS GROUP 4

Summary

This report covers the formal consultation on proposals in Access Group 3 & Access Group 4 – subsets of the Parking Action Plan where the Council has applied a streamlined process for the consideration and promotion of minor changes to the Traffic Regulation Order.

2 ACCESS GROUP 3 - LOCATIONS

2.1.1 The list of locations for minor amendments is as follows;

Location	Ward	Proposal
11A Douglas Road (Tonbridge)	Judd	Adjustments to parking bays, and new double yellow lines to prevent obstructive parking across KCC approved vehicle crossover.
72 The Drive (Tonbridge)	Vauxhall	Adjustments to parking bays, and new double yellow lines to prevent obstructive parking across proposed KCC approved vehicle crossover.
45 Douglas Road (Tonbridge)	Judd	Adjustments to parking bays, and new double yellow lines to prevent obstructive parking across KCC approved vehicle crossover.
26 Chiltern Way (Tonbridge)	Castle	Double yellow lines to prevent obstructive parking across proposed new hard-standing.
Birling Road, junction with Rookery Close (Snodland)	Snodland	New double yellow lines to prevent obstructive parking.

Location	Ward	Proposal
High Street, (Snodland)	Snodland	Make disabled persons parking bay enforceable.
Golding Close, (Ditton)	Ditton	Make 2 x disabled persons parking bay enforceable.

2.2 Access Group 3 - formal consultation

- 2.2.1 In line with the streamlined process, formal consultation was carried out on the 7 locations from 18th September 2020 to 11th October 2020 in accordance with the relevant statutory requirements.
- 2.2.2 During the formal consultation, the Chiltern Way location was abandoned at the request of the applicant.
- 2.2.3 As part of the formal consultation on the proposed minor amendments no objections were received at Golding Close, Ditton. Accordingly, in line with the Council's procedure, this proposal will be implemented and the associated Traffic Order Amendment be sealed by the County Council.
- 2.2.4 At the other 5 locations – Douglas Road and The Drive Tonbridge, Birling Road and High Street Snodland, a small number of objections were received.
- 2.2.5 In line with the Council's procedure, and as there were less than 5 objections at each of these locations, the objections were shared with the local County and Borough Members along with the Chair of this Board to seek their agreement to either set aside the objections or to refer the objections to this Board for consideration.
- 2.2.6 In all 5 locations, after consideration a consensus was reached and the Chairman agreed that the objections could be set aside and the proposals in Douglas Road and The Drive Tonbridge, Birling Road and High Street Snodland are to be implemented, and the associated Traffic Order Amendment be sealed by the County Council.

Dependent on weather, implementation is likely to take place within the next 3 months.

3 ACCESS GROUP 4 – LOCATIONS

- 3.1.1 The list of locations for minor amendments is as follows;

Location	Ward	Proposal
----------	------	----------

37 Baltic Road (Tonbridge)	Vauxhall	Adjustments to parking bays, and new double yellow lines to prevent obstructive parking across proposed KCC approved vehicle crossover.
26 St Marys Road (Tonbridge)	Vauxhall	Adjustments to parking bays, and new double yellow lines to prevent obstructive parking across proposed KCC approved vehicle crossover.
24, Preston Road (Tonbridge)	Judd	Retrospective formal removal of enforceable disabled persons parking bay.
7 Dry Hill Park Crescent (Tonbridge)	Castle	Retrospective formal removal of enforceable disabled persons parking bay.
Opp 1 Mountain Close (Wrotham)	Wrotham	Make disabled persons parking bay enforceable.
37 West Street, Wrotham	Wrotham	Provision of double yellow lines across dropped kerb.
Side of 43 Woodpecker Road (Larkfield)	Larkfield	Make disabled persons parking bay enforceable.
1, Victoria Road, Golden Green (Hadlow)	Hadlow	Provision of double yellow lines across dropped kerb.

3.2 Access Group 4 - formal consultation

- 3.2.1 In line with the streamlined process, formal consultation was carried out on the 8 locations from 22nd January to 14th February 2021 in accordance with the relevant statutory requirements.
- 3.2.2 As part of the formal consultation on the proposed minor amendments no objections were received at Baltic Road, Preston Road and Dry Hill Park Crescent, Tonbridge, Woodpecker Road Larkfield and West Street, Wrotham. Accordingly, in line with the Council's procedure, these proposals will now be implemented and the associated Traffic Order Amendment be sealed by the County Council.
- 3.2.3 At the other 3 locations – St Mary's Road Tonbridge, Mountain Close Wrotham and Victoria Road Golden Green a small number of objections were received.

- 3.2.4 In line with the Council's procedure, and as there were less than 5 objections at each of these locations, the objections were shared with the local County and Borough Members along with the Chair of this Board to seek their agreement to either set aside the objections or to refer the objections to this Board for consideration.
- 3.2.5 Local Members have considered the proposal for Victoria Road, Golden Green and in light of existing wider parking issues this location shall be deferred (and removed from Access Group 4) and considered instead as part of the upcoming Hadlow Parking Review.
- 3.2.6 Due to the limited time available between the end of the consultation period and this meeting, it was not possible to obtain a consensus from the Chair and local members. The objections for St Mary's Road Tonbridge, Mountain Close Wrotham and Victoria Road Golden Green are therefore now referred to this Board for consideration.
- 3.2.7 A list of all the locations, the issues raised and a recommendation for each is included in **Annex 1**.
- 3.2.8 **Annex 2** contains each location summary, with more detail as to the response rate, analysis and recommendation.
- 3.2.9 **Annex 3** contains plans of the proposals that were circulated as part of the Access Group 4 consultation.
- 3.2.10 **Annex 4** contains a redacted copy of all the consultation responses relating to the Access Group 4 proposals that have been received within the formal consultation period.

4 LEGAL IMPLICATIONS

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

5 FINANCIAL AND VALUE FOR MONEY CONSIDERATIONS

- 5.1.1 Funding to implement works associated with the Parking Action Plan Access Groups 3 & 4 is provided within existing revenue budgets.

6 RISK ASSESSMENT

- 6.1.1 The assessment and consultation process applied to parking management should provide the assurance that the Borough Council has the will and ability to adapt the Parking Plans, in the light of comment and circumstances, and to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that we can correctly and effectively manage on-street parking in these areas as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.

- 6.1.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals through informal consultation before any formal stage of consultation is reached. There is also care given to ensuring that schemes are adjusted and adapted in the light of comments and observations received from the local community, without compromising safety or the Council's commitment to deal appropriately with identified safety concerns.

7 EQUALITY IMPACT ASSESSMENT

- 7.1.1 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.

8 POLICY CONSIDERATIONS

- 8.1.1 Asset Management
- 8.1.2 Communications
- 8.1.3 Community
- 8.1.4 Customer Contact

9 RECOMMENDATIONS

It is RECOMMENDED that the recommendations for each location for Access Group 4 shown in **Annex 1** to the reports be adopted and where appropriate the proposals be implemented.

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

Background papers:

contact: Penny Roper
Engineer

Access Group 4

- Annex 1 – List of locations and recommendations
- Annex 2 – Location summary sheets
- Annex 3 – Plans of locations and proposals
- Annex 4 – Redacted formal consultation responses

Robert Styles

Director of Street Scene, Leisure and Technical Services

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Parking Action Plan – Annex 6 (Locations for Access Group 4)

Town or Ward	Location	Issue	Location ref	Requested by	Detail	Summary	Recommendation
Tonbridge (Vauxhall)	37 Baltic Road	Change parking bays	AC4-01	Local resident	Resident wishes to install new crossover	Remove parking bay and install new double yellow lines	Note no objections and that changes are to be implemented
Tonbridge (Vauxhall)	26 St Mary's Road	Change parking bays	AC4-02	Local resident	Resident wishes to install new crossover	Remove parking bay and install new double yellow lines	The Board set aside the objections and agree the implementation of the proposals
Tonbridge (Judd)	24 Preston Road	Retrospective formal removal of enforceable disabled persons parking bay	AC4-03	Local resident	Disabled persons parking bay no longer required. Return road space to general use	Remove disabled persons parking bay	Note no objections and that changes are to be implemented
Tonbridge (Castle)	7 Dry Hill Park Crescent	Retrospective formal removal of enforceable disabled persons parking bay	AC4-04	Local resident	Disabled persons parking bay no longer required. Return road space to general use	Remove disabled persons parking bay	Note no objections and that changes are to be implemented
Wrotham	Opposite No 1 Mountain Close	Misuse of advisory disabled persons parking bay	AC4-05	Local resident	Change existing disabled persons parking bay from advisory to enforceable	Make disabled persons parking bay enforceable	The Board set aside the objection and agree the implementation of the proposals

Parking Action Plan – Annex 1 (Locations for Access Group 4)

Town or Ward	Location	Issue	Location ref	Requested by	Detail	Summary	Recommendation
Wrotham	37 West Street	Obstructive parking	AC4-06	Local resident	Resident wishes double yellow lines to help prevent obstruction of their crossover	Install double yellow lines to protect crossover	Note no objections and that changes are to be implemented
Larkfield	side of 43 Woodpecker Road	Misuse of advisory disabled persons parking bay	AC4-07	Local resident	Change existing disabled persons parking bay from advisory to enforceable	Make disabled persons parking bay enforceable	Note no objections and that changes are to be implemented
Hadlow (Golden Green)	1 Victoria Road	Obstructive parking	AC4-08	Local resident	Resident wishes double yellow lines to help prevent obstruction of their crossover	Install double yellow lines to protect crossover	Note to be removed from Access Group 4 and added for consideration as part of the upcoming Hadlow Parking Review

Parking Plan – Access Group 4 – Location Summary

Location reference	AC4-01
Town	Tonbridge
Ward	Vauxhall
Road / Area	Baltic Road
Requested by	Local resident
Plan reference:	AC4-01

Summary

Remove parking bay and install new double yellow lines.

Issue

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

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 4.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AC4-01, seeking objections and indications of support. The Consultation started on 22nd January and closed on 14th February 2021.

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

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

Report to the March 2021 meeting of the Joint Transportation Board after formal consultation

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

Parking Plan – Access Group 4 – Location Summary

Location reference	AC4-02
Town	Tonbridge
Ward	Vauxhall
Road / Area	St Mary's Road
Requested by	Local resident
Plan reference:	AC4-02

Summary

Remove parking bay and install new double yellow lines.

Issue

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

Initial investigation

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

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AC4-02, seeking objections and indications of support. The Consultation started on 22nd January and closed on 14th February 2021.

As part of the consultation, we wrote directly to 23 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
5 (21.7%)	3 (13%)	2 (8.6%)	0 (0%)

Analysis

The comments and objections raise concerns regarding loss of on-street parking provision. However, even though parking in St Marys Road is part of a wider resident parking zone, parking close to your address cannot be guaranteed, and indeed is not a right in any regard.

Streamlined TRO process

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

This proposal and the objections were reported for consideration by the Chair and the relevant local Members on the 16th February 2021. As there was no consensus from the Chair and local members, it now is for the Board to consider the objections and decide whether to implement the proposals or not.

Recommendation to the March 2021 meeting of the Joint Transportation Board.

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

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

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

Parking Plan – Access Group 4 – Location Summary

Location reference	AC4-03
Town	Tonbridge
Ward	Judd
Road / Area	Preston Road
Requested by	Local resident
Plan reference:	AC4-03

Summary

Removal of enforceable disabled persons parking bay

Issue

Disabled persons parking bay no longer required. Road space can be returned to general use.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 4.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AC4-03, seeking objections and indications of support. The Consultation started on 22nd January and closed on 14th February 2021.

As part of the consultation, we wrote directly to 12 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

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

Report to the March 2021 meeting of the Joint Transportation Board after formal consultation

We are legally required to carry out the statutory consultation process, and consider any objections received. However, as there were no objections to the proposal, the changes can be implemented as advertised, and this is being reported to the Board as an information item.

Parking Plan – Access Group 4 – Location Summary

Location reference	AC4-04
Town	Tonbridge
Ward	Castle
Road / Area	Dry Hill Park Crescent
Requested by	Local resident
Plan reference:	AC4-04

Summary

Removal of enforceable disabled persons parking bay

Issue

Disabled persons parking bay outside No 7 is no longer required. Road space can be returned to general use.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 4.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AC4-04, seeking objections and indications of support. The Consultation started on 22nd January and closed on 14th February 2021.

As part of the consultation, we wrote directly to 15 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

One response in support of the proposal was received.

Report to the March 2021 meeting of the Joint Transportation Board after formal consultation

We are legally required to carry out the statutory consultation process, and consider any objections received. However, as there were no objections to the proposal, the changes can be implemented as advertised, and this is being reported to the Board as an information item.

Parking Plan – Access Group 4 – Location Summary

Location reference	AC4-05
Town	Wrotham
Ward	Wrotham
Road / Area	Mountain Close
Requested by	Local resident
Plan reference:	AC4-05

Summary

Make existing disabled persons parking bay opposite No 1 enforceable.

Issue

Misuse of existing advisory disabled persons parking bay opposite No 1

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 4.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AC4-05, seeking objections and indications of support. The Consultation started on 22nd January and closed on 14th February 2021.

As part of the consultation, we wrote directly to 25 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
1 (4%)	0 (0%)	1 (4%)	0 (0%)

Analysis

The one objection refers to the fact that there are other disabled persons parking bays across the road from this bay. However, this particular bay is at a location which is more convenient for the applicant as it is the bay closest to their address.

Streamlined TRO process

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

This proposal and the objections were reported for consideration by the Chair and the relevant local Members on the 16th February 2021. As there was no consensus from the Chair and local members, it now is for the Board to consider the objections and decide whether to implement the proposals or not.

Recommendation to the March 2021 meeting of the Joint Transportation Board.

It is recommended that the views expressed during the formal consultation are noted.

Joint Transportation Board - Parking Action Plan – Access Group 4 Annex 2 – Location Summaries

However, the disabled persons parking bay is located closest to the applicants address, and it is recommended that the Board set aside the objections and the proposals be implemented.

Parking Plan – Access Group 4 – Location Summary

Location reference	AC4-06
Town	Wrotham
Ward	Wrotham
Road / Area	West Street
Requested by	Local resident
Plan reference:	AC4-06

Summary

Install double yellow lines to protect crossover.

Issue

Obstructive parking.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 4.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AC4-06, seeking objections and indications of support. The Consultation started on 22nd January and closed on 14th February 2021.

As part of the consultation, we wrote directly to 25 properties, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

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

Report to the March 2021 meeting of the Joint Transportation Board after formal consultation

We are legally required to carry out the statutory consultation process, and consider any objections received. However, as there were no objections to the proposal, the changes can be implemented as advertised, and this is being reported to the Board as an information item.

Parking Plan – Access Group 4 – Location Summary

Location reference	AC4-07
Town	Larkfield
Ward	Larkfield
Road / Area	Woodpecker Road
Requested by	Local resident
Plan reference:	AC4-07

Summary

Make existing advisory disabled persons parking bay at enforceable.

Issue

Misuse of existing advisory disabled persons parking bay at the side of No 43

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 4.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AC4-07, seeking objections and indications of support. The Consultation started on 22nd January and closed on 14th February 2021.

As part of the consultation, we wrote directly to 1 property, placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

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

Report to the March 2021 meeting of the Joint Transportation Board after formal consultation

We are legally required to carry out the statutory consultation process, and consider any objections received. However, as there were no objections to the proposal, the changes can be implemented as advertised, and this is being reported to the Board as an information item.

Parking Plan – Access Group 4 – Location Summary

Location reference	AC4-08
Town	Hadlow
Ward	Golden Green
Road / Area	Victoria Road
Requested by	Local resident
Plan reference:	AC4-08

Summary

Install double yellow lines to protect crossover.

Issue

Obstructive parking.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 4.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AC4-08, seeking objections and indications of support. The Consultation started on 22nd January and closed on 14th February 2021.

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

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
4 (22.2%)	1 (5.5%)	3 (16.6%)	0 (0%)

Analysis

The objections predominantly question the validity of the applicants use of their driveway as the applicant does not drive. However, the driveway is used by visiting family and during periods of sometimes frequent medical emergencies is use by ambulances, who would otherwise have to park on-street. The objections also suggest that the applicant should be paying for the proposal. However, the applicant is requesting a minor parking alteration, not a change to the public highway. The proposal is to protect an existing dropped kerb which (prior to the introduction of the streamlined Access Group process) would ordinarily have been included in the Borough Councils main Parking Action Plan for which contributions towards the cost of the public consultation and lining works are not asked of applicants.

Streamlined TRO process

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

Joint Transportation Board - Parking Action Plan – Access Group 4 Annex 2 – Location Summaries

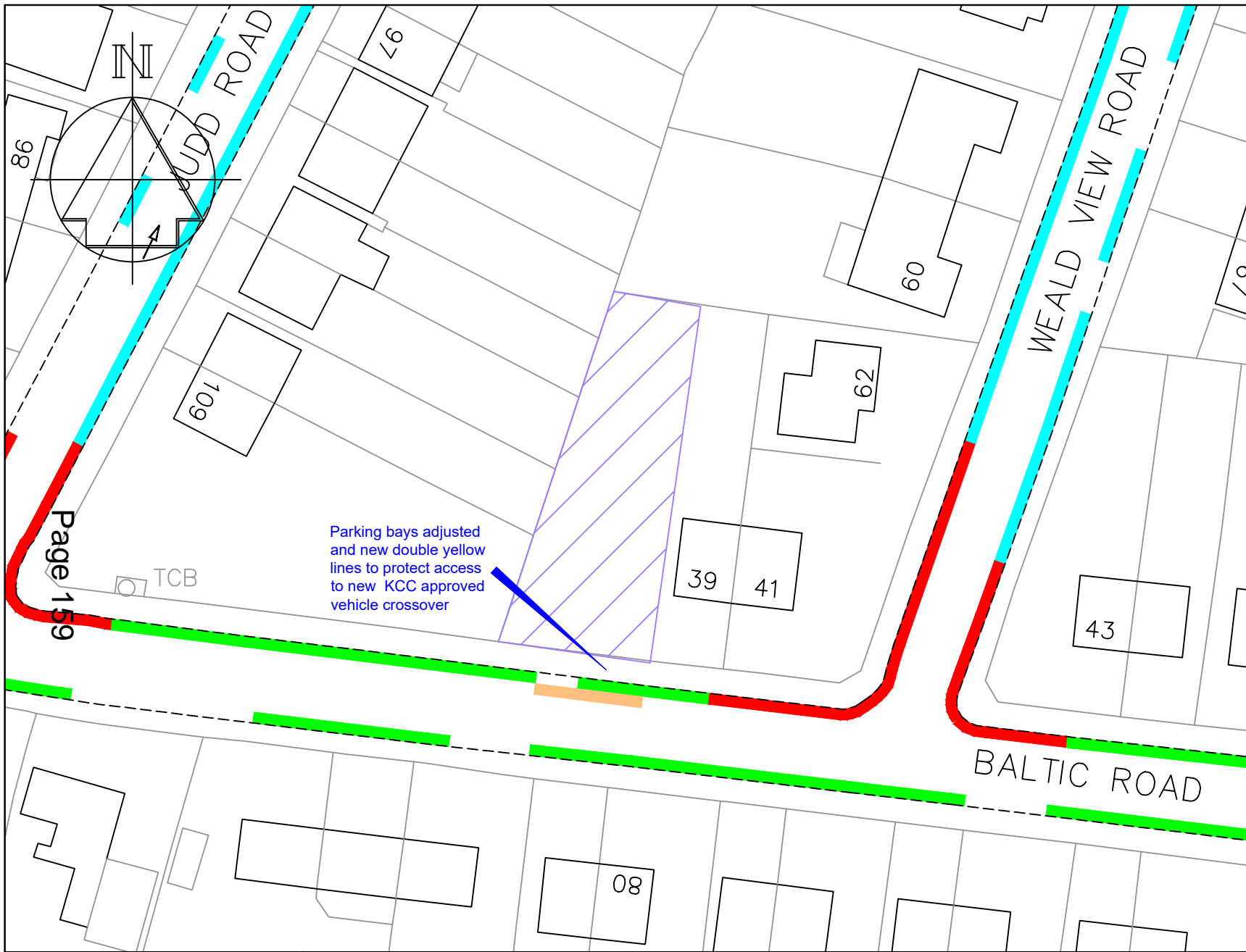
This proposal and the objections were reported for consideration by the Chair and the relevant local Members on the 16th February 2021.

Local Members have considered the proposal and in light of existing wider parking issues have requested this location be deferred (removed from Access Group 4) and considered instead as part of the upcoming Hadlow Parking Review.

Recommendation to the March 2021 meeting of the Joint Transportation Board.

It is recommended that the Board remove Victoria Road, Golden Green from Access Group 4 and add it for consideration as part of the upcoming Hadlow Parking Review.

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Key

- Existing "No waiting at any time" (double yellow lines)
- Existing Mon-Fri 09:30 - 10:30 Area M Permit parking bay
- Existing "Permit holders only, Mon-Fri, 9:30-10:30am & 1pm-2pm, area M" permit parking bays
- Proposed "No Waiting At Any Time" (double yellow lines)
- New address (No 37 Baltic Road)

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Parking bays adjusted and new double yellow lines to protect access to new KCC approved vehicle crossover



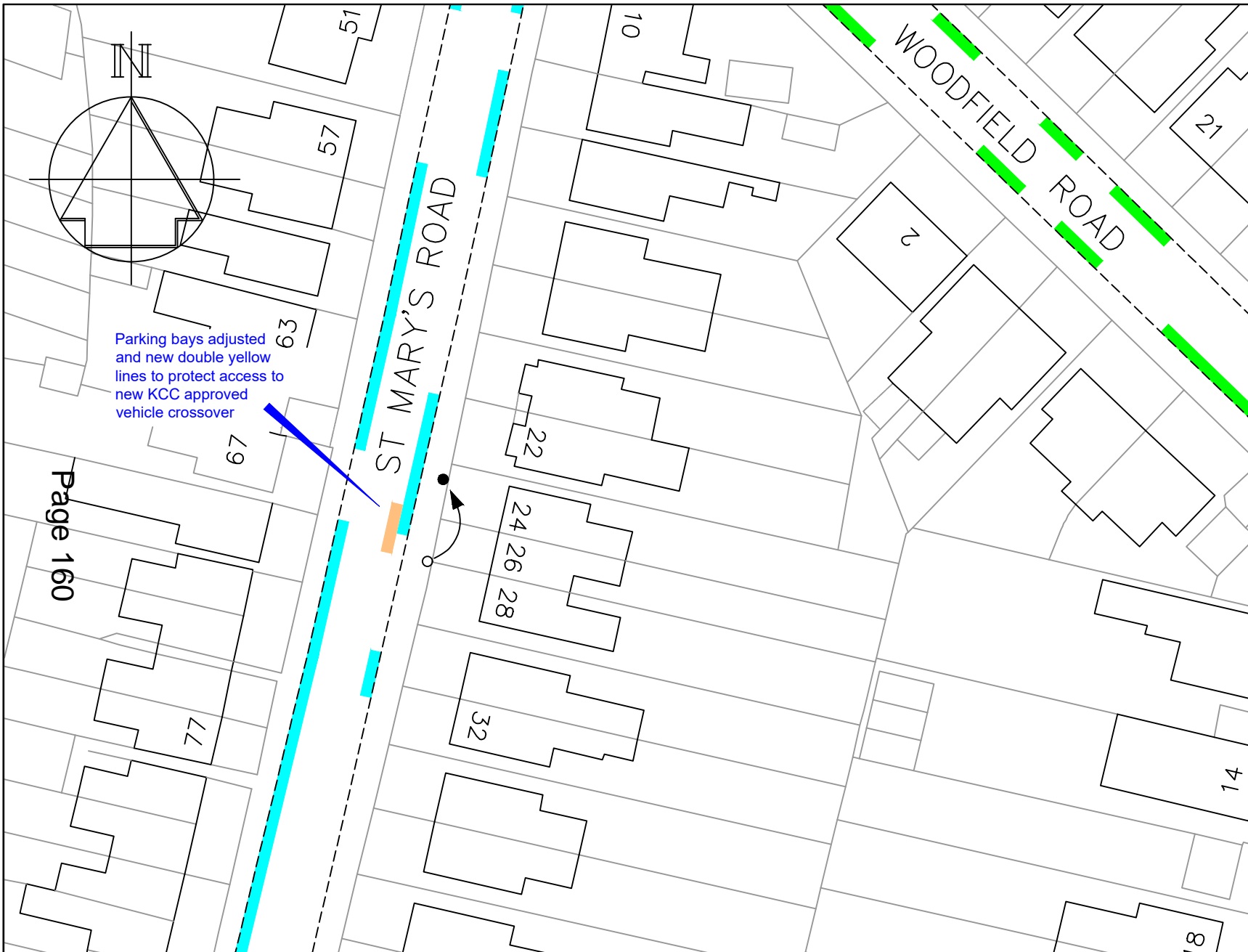
STREETSCENE, LEISURE & TECHNICAL SERVICES

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

Project Title
 Parking Action Plan
 Access Group 4
 Formal consultation

Drawing Title
 Tonbridge
 37 Baltic Road

Drawn PR	Checked	Date Jan 2021
Scale 1 : 500 @ A4		
Drawing No. AC4-01		Rev



- ### Key
- Existing 'Permit holders only Mon-Fri 09:30 - 10:30 Area M' Permit parking bay
 - - - Existing "Permit holders only, Mon-Fri, 9:30-10:30am & 1pm-2pm, area M" permit parking bays
 - Proposed "No Waiting At Any Time" (double yellow lines)
 - Existing Parking permit signplate to be relocated to new signpost

Parking bays adjusted and new double yellow lines to protect access to new KCC approved vehicle crossover

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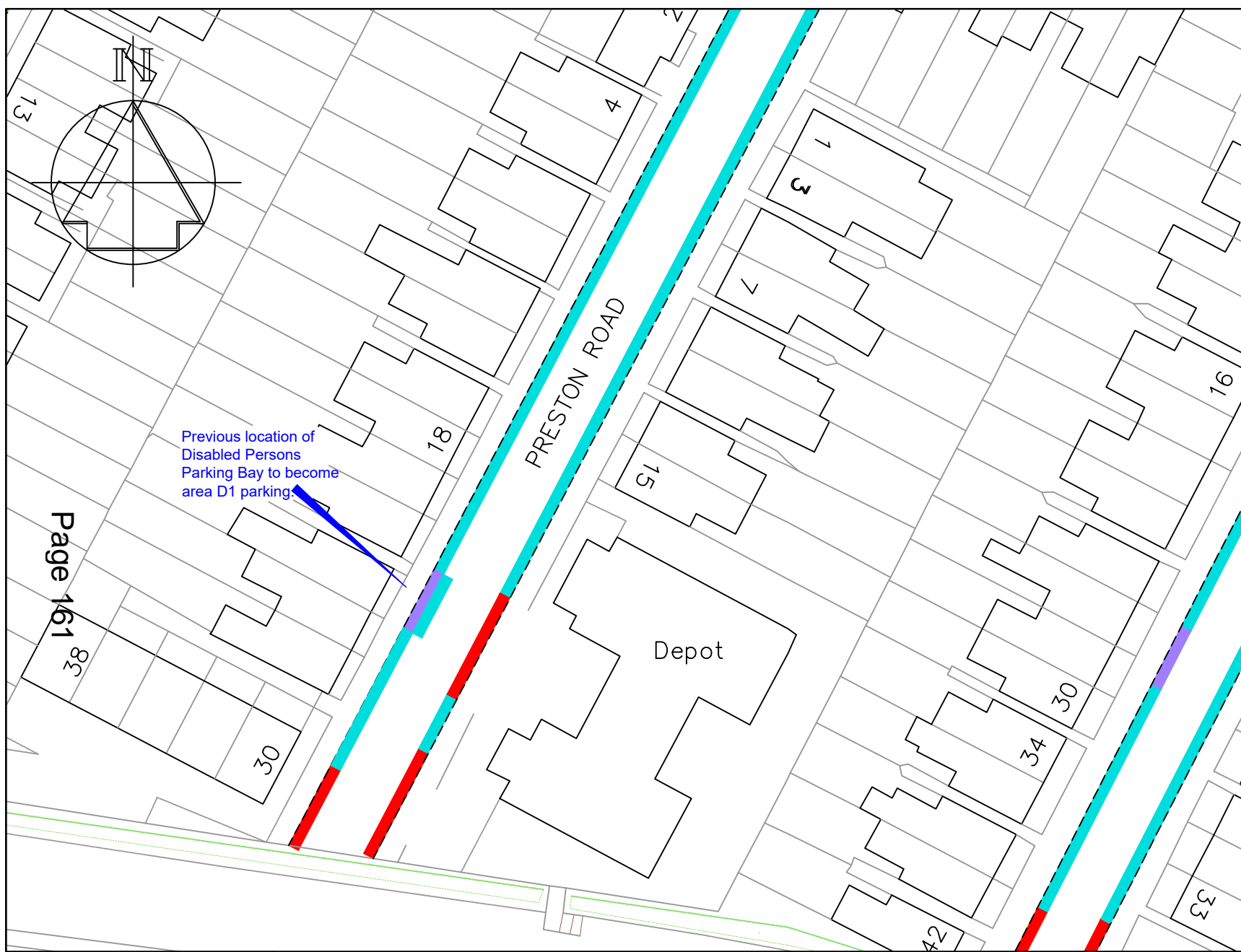
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Project Title
Parking Action Plan
Access Group 4
Formal consultation

Drawing Title
Tonbridge
26 St Marys Road

Drawn PR	Checked	Date Jan 2021
Scale 1 : 500 @ A4		
Drawing No. AC4-02		Rev



- ### Key
- Existing "Permit holders only, Mon-Sat, 9:30-11:30am & 4pm-6pm, area D1" permit parking bays
 - Existing "No Waiting At Any Time" (double yellow lines)
 - Existing Disabled Persons Parking Bay

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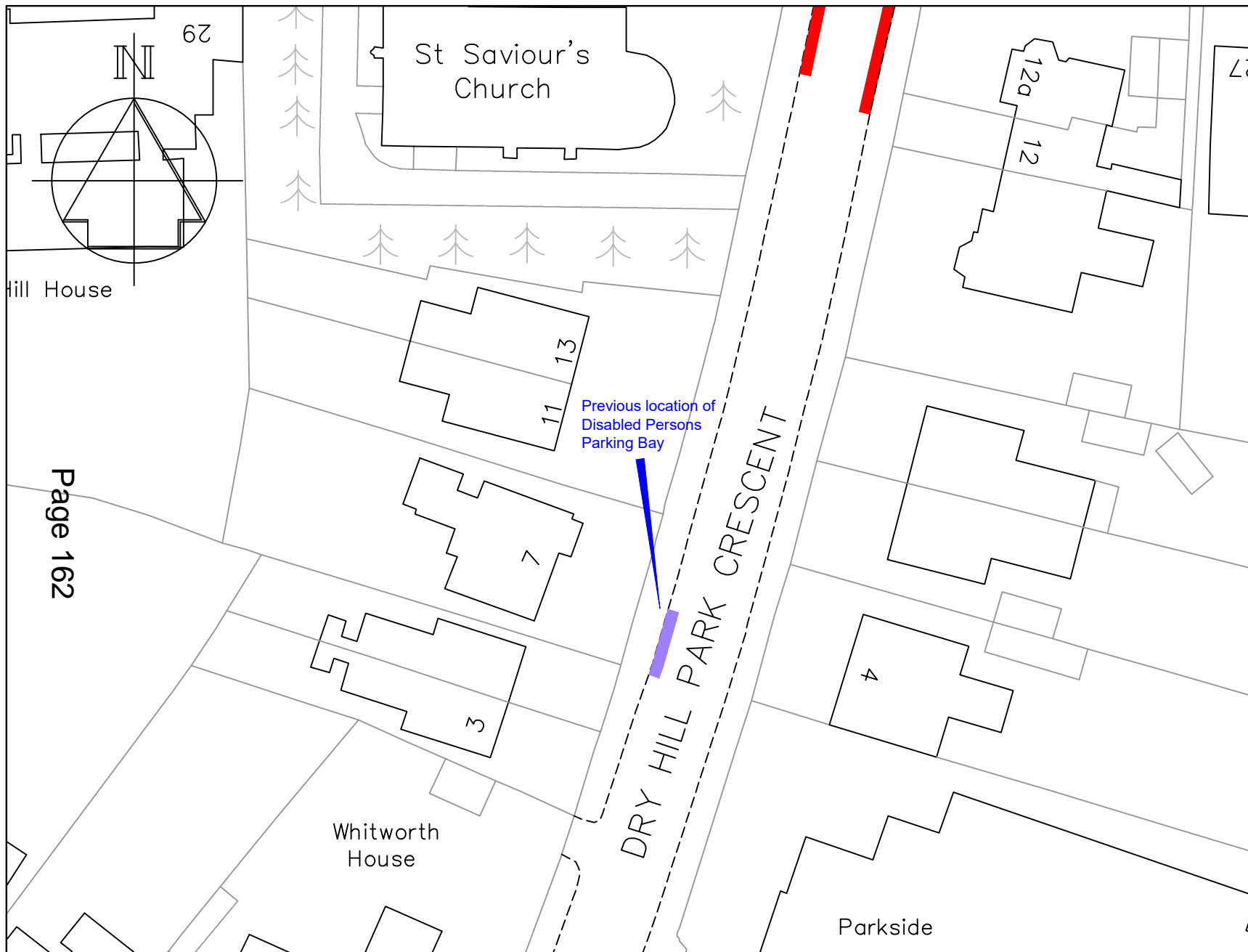
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Project Title
Parking Action Plan
Access Group 4
Formal consultation

Drawing Title
Tonbridge
24 Preston Road

Drawn PR	Checked	Date Jan 2021
Scale 1 : 500 @ A4		
Drawing No. AC4-03		Rev



Key

- Existing "No Waiting At Any Time" (double yellow lines)
- Road space to be returned to general use

Hill House

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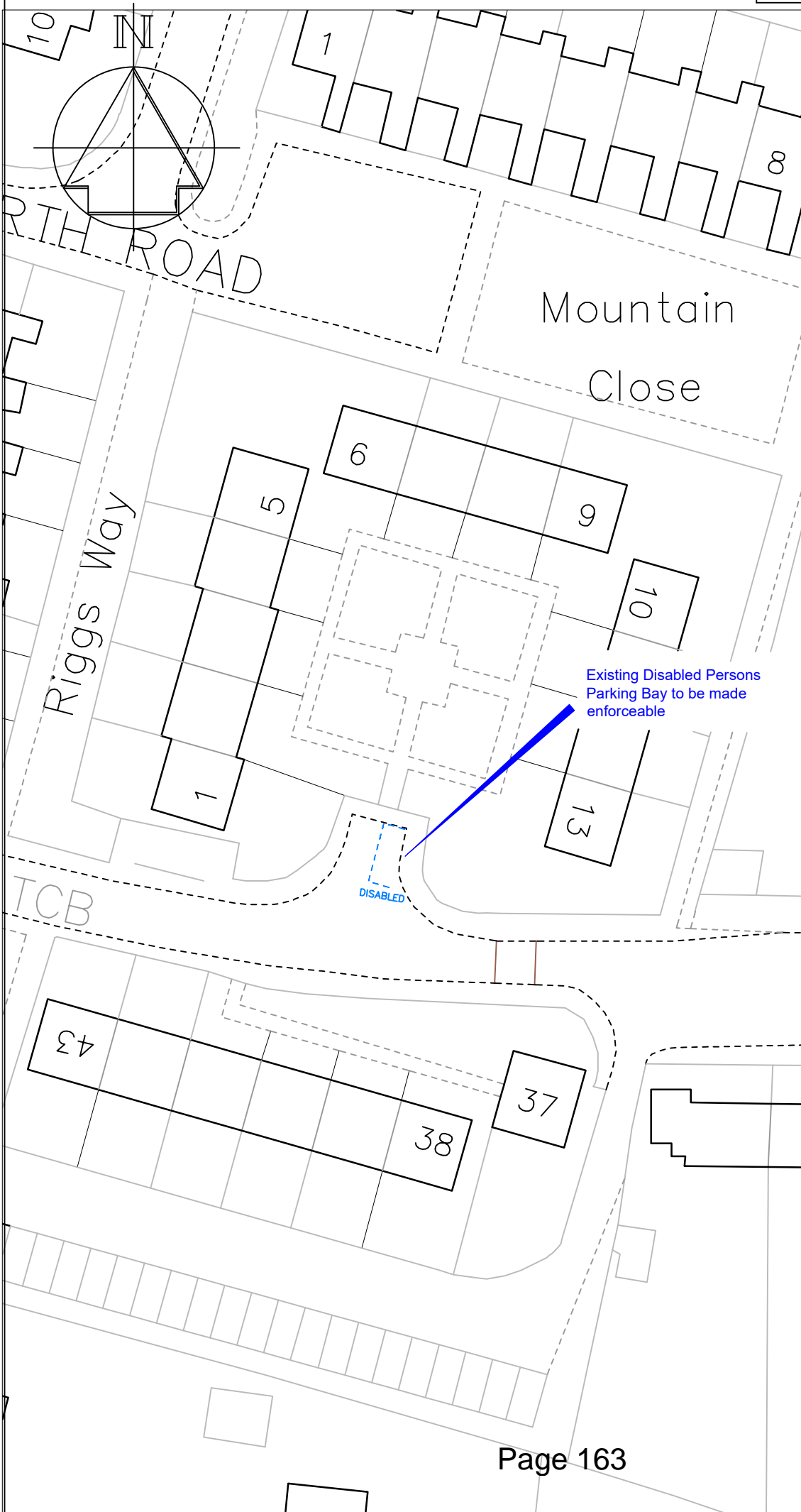
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Project Title
Parking Action Plan
Access Group 4
Formal consultation

Drawing Title
Tonbridge
Dry Hill Park Crescent

Drawn PR	Checked	Date Jan 2021
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Drawing No. AC4-04		Rev



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Revision	Date

TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE &
TECHNICAL SERVICES

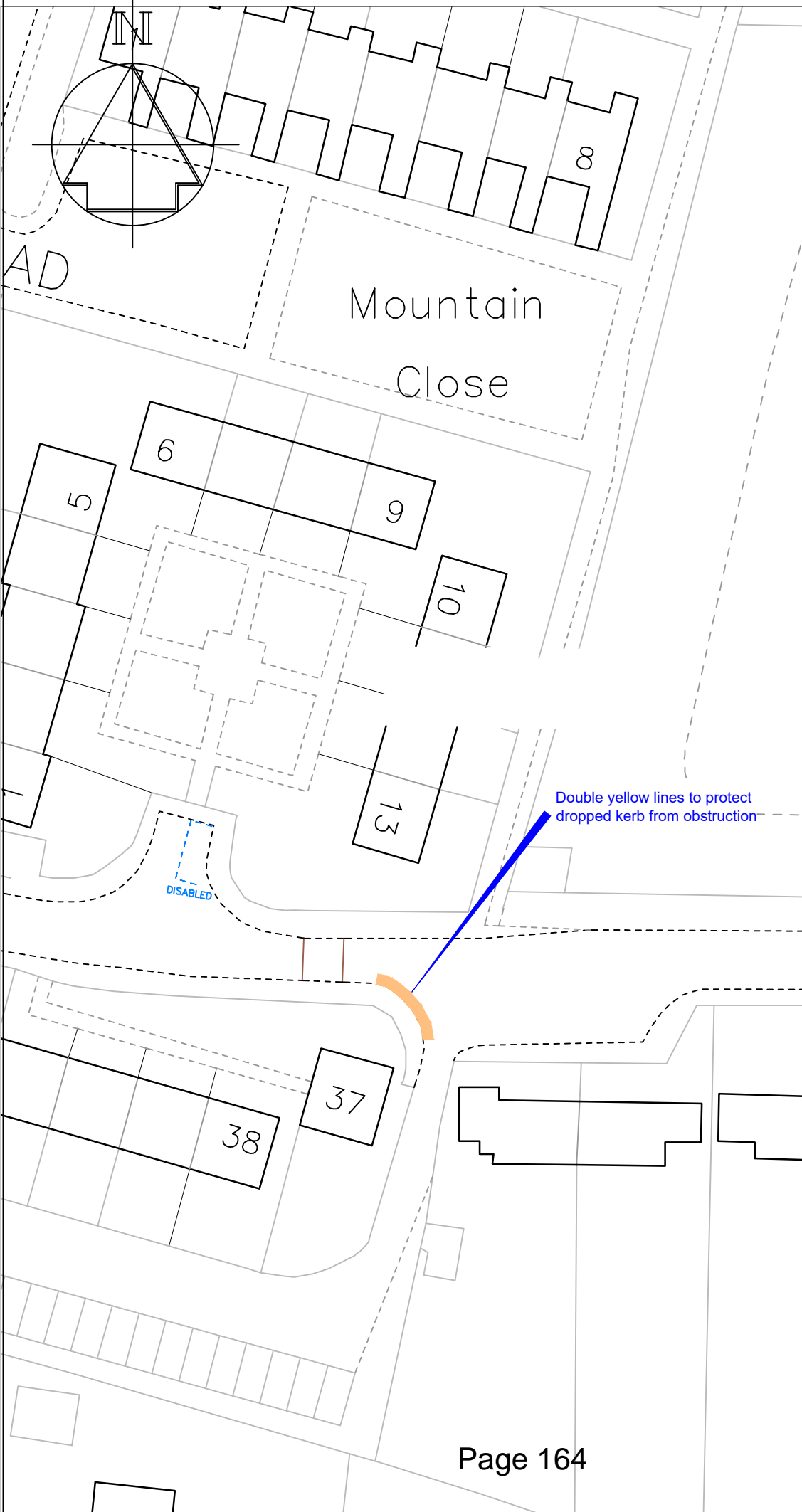
Transportation Team
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Project Title
Parking Action Plan
Access Group 4
Formal consultation

Drawing Title
Wrotham
Mountain Close, West Street

Drawn PR	Checked	Date Jan 2021
Scale 1 : 500 @ A4		

Drawing No. AC4-05	Rev -
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Key

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

-	-
Revision	Date



STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
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Project Title
Parking Action Plan
Access Group 4
Formal consultation



Drawing Title
Wrotham
West Street

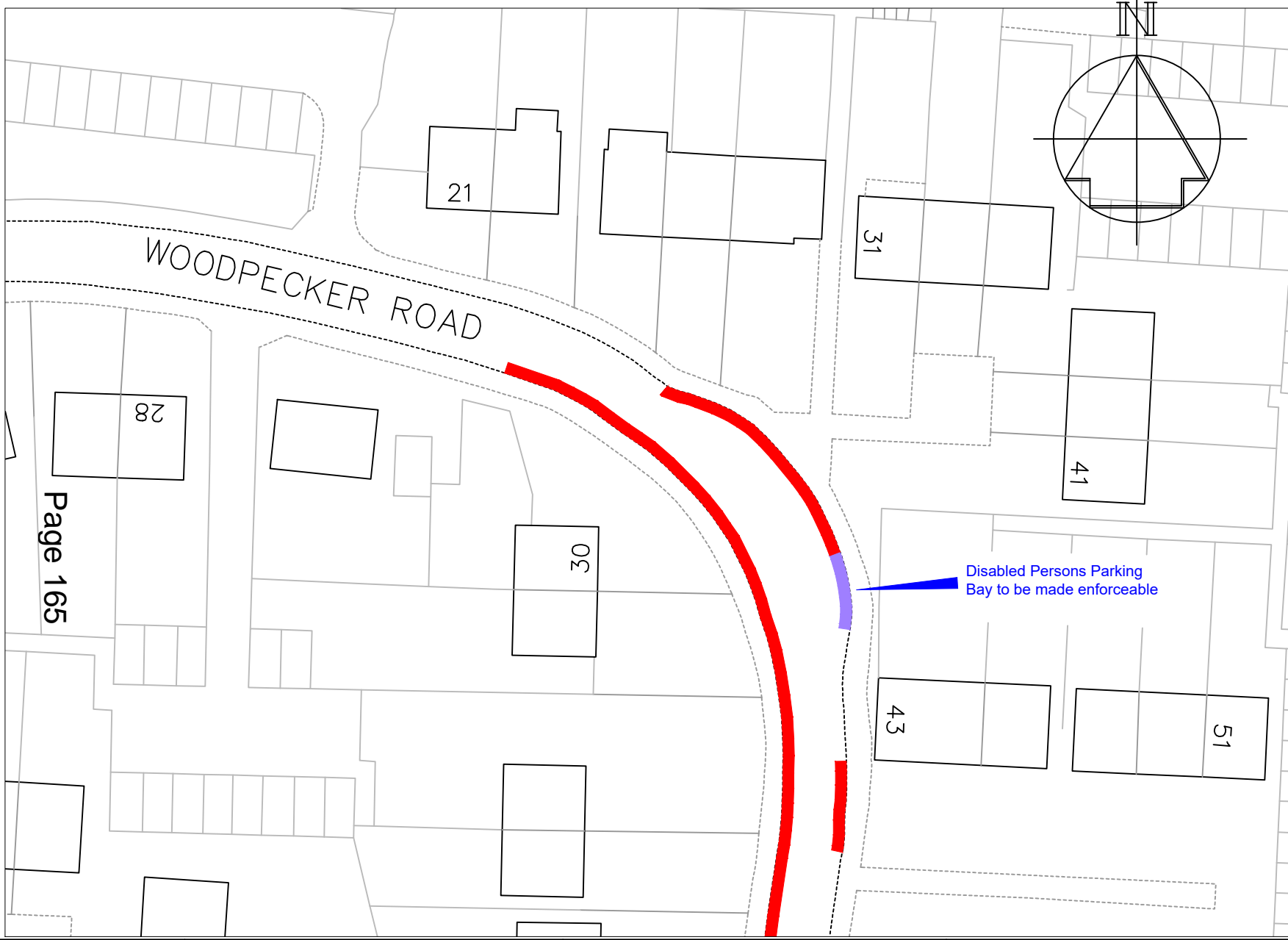
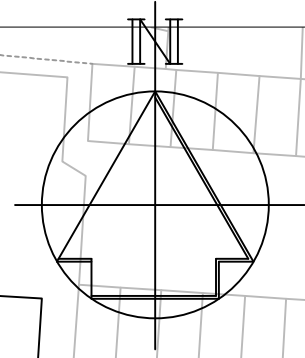
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Drawing No. AC4-06	Rev -
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Key

-  Existing 'No waiting at any time' (double yellow lines)
-  Existing Disabled Persons Parking Bay



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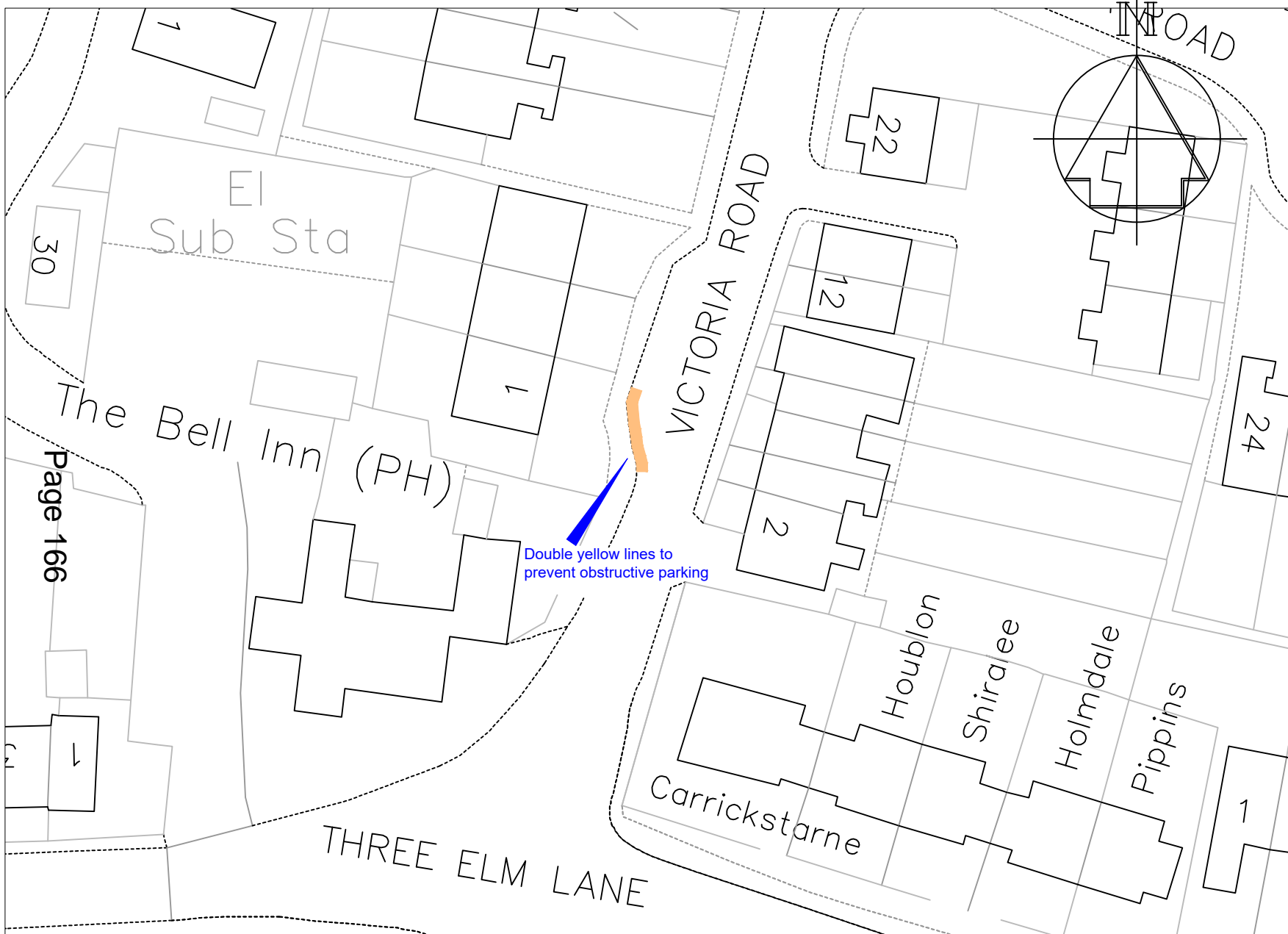
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Revision		Date
Drawn PR	Checked	Date Jan 2021
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Drawing No. AC4-07		Rev -




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Project Title
 Parking Action Plan
 Access Group 4
 Formal Consultation

Drawing Title
 Larkfield
 Woodpecker Road



Key

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

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

Project Title
 Parking Action Plan
 Access Group 4
 Formal Consultation

Drawing Title
 Hadlow (Golden Green)
 Victoria Road

-	-	-
Revision		Date

Drawn	Checked	Date
PR		Jan 2021

Scale 1 :500 @ A4

Drawing No.	Rev
AC4-08	-

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: AC4-02 26 St Mary's Road, Tonbridge
Date: 26 January 2021 10:49:27

[REDACTED]
[REDACTED]

Sent: 24 January 2021 15:46

To: Parking Office <parking.Office@tmbc.gov.uk>

Subject: AC4-02 26 St Mary's Road, Tonbridge

Dear Sirs

I write regarding the proposed new double yellow lines outside 26 St Mary's Road in Tonbridge. Whilst we are not opposed to this in principle, please give some consideration to the difficulties that residents of this road find in parking outside or even near to their houses. There are too many cars wanting to park in our road compared to the number of spaces. [REDACTED] from the car when it's parked on Springwell Road or other neighbouring roads. Perhaps you could double the cost of a second parking permit to deter people from having two cars to park on our road, which would also be better for the environment too?

Kind regards

[REDACTED]

Sent from my iPhone

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: AC4-07 43 WOODPECKER ROAD, LARKFIELD
Date: 02 February 2021 17:00:54

From: [REDACTED]
Sent: 02 February 2021 16:54
To: Parking Office <parking.Office@tmbc.gov.uk>
Subject: AC4-07 43 WOODPECKER ROAD, LARKFIELD

Dear Penny

Thank you for the recent correspondence regarding the disabled persons parking bay at side of 43 woodpecker road, Larkfield.

I am in support of TMBC making this an enforceable space, to prevent improper use.

Could you please outline the specification for disabled persons to park in the bay and also the specification if the blue badge is used to park across double yellow lines outside 27-41 woodpecker road

Kind Regards

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: AC4-0226 st. Mary's Road Tonbridge
Date: 29 January 2021 16:57:29

-----Original Message-----

From: [REDACTED]
Sent: 29 January 2021 16:53
To: Parking Office <parking.Office@tmbc.gov.uk>
Subject: AC4-0226 st. Mary's Road Tonbridge

To whom it may concern

I object to for changes on off street parking for 26 st Mary's Road Tonbridge AC4-02 as it is already very hard for us residents to find a space to park.

With this action taking place there would be one less space.

Kind regards

[REDACTED]

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: New and Amended Parking Restrictions 1 Victoria Road, Golden Green
Date: 09 February 2021 16:31:02

From: [REDACTED]
Sent: 09 February 2021 16:30
To: Parking Office <parking.Office@tmbc.gov.uk>
Subject: New and Amended Parking Restrictions 1 Victoria Road, Golden Green

Dear Sir
AC4-08 1 Victoria Road, Golden Green

I am writing to object to the proposal regarding on street parking outside No 1 Victoria Road.

The resident at No 1 Victoria Road seems to have an obsession with anyone parking outside her house. Two years ago she got permission from the council for a lowered kerb and driveway onto her property although she doesn't drive and doesn't own a vehicle, it was merely a means to stop people parking outside her house as can be seen by the numerous warning signs on her front fence. Parking in this area is difficult, and her action effectively denied someone else a parking place.

If she wants to pay for this proposal including administration charges, then I do not have a problem with that, however the cost must not come out of public funds, there are many other things in the borough the council could better spend its money on.

Sincerely

[REDACTED]

From: [Claire Twinn](#)
To: [Penny Roper](#)
Subject: FW: Re:- AC4-02 26 St Marys Road
Date: 08 February 2021 08:02:01

From: [REDACTED]
Sent: 06 February 2021 14:43
To: Parking Office <parking.Office@tmbc.gov.uk>
Subject: Re:- AC4-02 26 St Marys Road

Hello,

I support this application to allow the home owner proper access to her drive. I am going to apply for the same thing as my drive is constantly blocked by a car parking outside of the bay which overhangs my drive. Some of the houses opposite without drives own 2 or even 3 cars, the police staff use the road and commuters post 10.30. We need need further restrictions on the road which will allow those residents without drives to park more easily



Sent from [Mail](#) for Windows 10

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: Ref AC4-04 7 Dry Hill Park Crescent, Tonbridge
Date: 26 January 2021 10:49:16

-----Original Message-----

From: [REDACTED]
Sent: 23 January 2021 11:52
To: Parking Office <parking.Office@tmbc.gov.uk>
Subject: Ref AC4-04 7 Dry Hill Park Crescent, Tonbridge

I support the former disabled persons parking bay being returned to general road use. [REDACTED]

Kind regards

[REDACTED]

Sent from my iPhone

**Formal Consultation
New & Amended Parking Restrictions
1 Mountain Close, Wrotham**

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "AC4-05 1 Mountain Close, Wrotham"

All responses must be received by Sunday 14th February 2021

Data protection

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

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

Name (please print)	
Address	
Telephone	
Email	

I (**support / object to**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for 1 Mountain Close, Wrotham shown on plan AC4-05.

* delete where not applicable

Comments	
I object to this Disabled Parking Bay as there is a double Disabled Parking Bay across the Road where you can fit 10 cars. But you are a Law unto your self's and will go ahead even though you are doing this consultation with these plan & this all started from [redacted] Mountain Close & even though he can walk all the way round the village & has a blue badge & the other TENANTS Playing Golf & Mouse with this parking area are [redacted] on record from Clarion Housing & Tonbridge & Malling who started this problem -	
Signed [redacted]	Date 28-1-2021

**Formal Consultation
New & Amended Parking Restrictions
26 St Marys Road, Tonbridge**

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "AC4-02 26 St Marys Road, Tonbridge"

All responses must be received by Sunday 14th February 2021

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Name (please print)	[REDACTED]
Address	
Telephone	
Email	

I (~~support~~ **object to**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for 26 St Marys Road, Tonbridge shown on plan AC4-02.

* **delete where not applicable**

Comments	
<p>We object to this adjustment in parking bay as there is already limited parking on St. Marys Rd. We have lived on St. Marys Rd for [REDACTED] and your proposal is that this 3-car bay would become a 2-car bay therefore losing an extra car-parking space outside our house. Along with [REDACTED] frequently have to park a great distance from our house which often proves problematic.</p>	
Signed [REDACTED]	Date 25/1/21

**Formal Consultation
New & Amended Parking Restrictions
26 St Marys Road, Tonbridge**

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "AC4-02 26 St Marys Road, Tonbridge"

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Name <i>(please print)</i>	
Address	
Telephone	
Email	

I (**support / ~~object to~~**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for 26 St Marys Road, Tonbridge shown on plan AC4-02.

* *delete where not applicable*

Comments	
<p>Any upgrade in off road parking should be a benefit for local people, and movement of through traffic using this section of St Mary's Road.</p> <p>Personal request As your line marking team will be marking out the new parking bay area. Can they please refresh the white line (colours done) covering the drop kerb's of [redacted] St Mary's Rd. Many thanks.</p>	
Signed [redacted]	Date 8.2.21

**Formal Consultation
New & Amended Parking Restrictions
26 St Marys Road, Tonbridge**

Please return this form to;

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

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Name (please print)	
Address	
Telephone	
Email	

I (**support / object to**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for 26 St Marys Road, Tonbridge shown on plan AC4-02.

* *delete where not applicable*

Comments	
<p>I THINK YELLOW LINES WOULD BE A GOOD IDEA AS IT WOULD MAKE IT EASIER FOR CARS & HORRIES TO PASS AS THERE WOULD ONLY CARS PARKED ON ONE SIDE. THERE HAS BEEN A NUMBER OF CAR DAMAGE DUE TO</p>	
Signed	Date 27/1/21

CAR PARKED BOTH SIDES OF ROAD MAKING NARROW FOR CARS & HORRIES TO PASS

Formal Consultation
New & Amended Parking Restrictions
1 Victoria Road, Golden Green

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "AC4-08 1 Victoria Road, Golden Green"

All responses must be received by Sunday 14th February 2021

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Name (please print)	
Address	
Telephone	
Email	

I (~~support~~ / **object to**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for 1 Victoria Road, Golden Green shown on plan AC4-08.

* *delete where not applicable*

Comments	
<p>Having 2 Yellow lines outside No 1 Victoria Rd Will not make any Difference to the Parking. It wants a Residents Order Notice Painted on the Road, As [redacted] Victoria Rd has to park on the kerb Only [redacted] have a drive-way</p>	
Signed [redacted]	Date 26-1-2021

**Formal Consultation
New & Amended Parking Restrictions
1 Victoria Road, Golden Green**

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "AC4-08 1 Victoria Road, Golden Green"

All responses must be received by Sunday 14th February 2021

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Name (please print)	
Address	
Telephone	
Email	

I (**support / object to**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for 1 Victoria Road, Golden Green shown on plan AC4-08.

* *delete where not applicable*

Comments	
TMB/C	
<p>A complete waste of KCC money as no cars <u>ever</u> park there only occasional parcel delivery vans for a couple of minutes to drop off. The money for this would be better put to restricting the speed some cars drive up this road.</p> <p>If the resident feels the complete unnecessary need for double yellow lines then this should be paid for by the resident.</p>	
Signed	Date
	29.1.21

**Formal Consultation
New & Amended Parking Restrictions
1 Victoria Road, Golden Green**

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "AC4-08 1 Victoria Road, Golden Green"

All responses must be received by Sunday 14th February 2021

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Name (please print)	[REDACTED]
Address	
Telephone	
Email	

I (~~support / object to~~) * the Borough Council's formal proposals for changes to the on-street parking arrangements for 1 Victoria Road, Golden Green shown on plan AC4-08.

* **delete where not applicable**

Comments	
[REDACTED] these of my far too many neighbours with 2 cars and family visitors plus constant delivery vans. The reason for this last attempt to stop people parking here is to have these lines done [REDACTED] emergency Ambulances often and the bellin Customers are parking here Also Ambulances have before now had to park in middle of the Rd to deal with [REDACTED] plus go Round next to the Road opp Victoria Rd	
Signed	Date
[REDACTED]	

Which is where our dust carts go once a month. Also when in all [REDACTED] comes and cannot park or get onto my drive owing to parked vehicles [REDACTED] phoned the Police many times when visitors to the area park here regardless of the signs and visit for hours

The People in the pub have even tried to rip off [REDACTED] Signs we bought for the Purpose asking them not to Park and even told neighbours to please not park or their family visitors. I was advised by the medical professionals to have a drive done so they can reach me quickly and also the Ambulance drivers as they get annoyed if they cannot Park here. Its not fair on me or my family as I could die [REDACTED] Its so [REDACTED] important to me as we got [REDACTED] and have almost died as the ambulance couldn't park anywhere. So inspite of me having a drive done and Signs not to park ^{As they visit} [REDACTED] and at [REDACTED] [REDACTED] occasions and then we had to call police if my family has rung them to say they are coming and an ambulance. I shouldn't have to put up with this day in and day out its a constant nightmare with these selfish people. Parking day in & day out and every night. They even use this as a turning point damageing my dustbins & plant pots. This village is far too small & the houses are so close together, they even park on the pavements. We get an awful lot of farm traffic and there massive trucks coming through this village delivering truck loads of water. This adds to the parking problem considerably. Also cars are using our village as a quick way to going to Maidstone & Surrounding Areas - its getting worse & worse.

Formal Consultation
New & Amended Parking Restrictions
43 Woodpecker Road, Larkfield

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "AC4-07 43 Woodpecker Road, Larkfield"

All responses must be received by Sunday 14th February 2021

Data protection

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Name <i>(please print)</i>	
Address	
Telephone	
Email	

I (~~support~~ / **object to**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for 43 Woodpecker Road, Larkfield shown on plan AC4-07.

* **delete where not applicable**

Comments	
<p>The traffic cone with the notice advising of this is in the wrong place. That area is my land and inside my boundary.</p> <p>Please find enclosed my copy of my [REDACTED]</p>	
Signed [REDACTED]	Date 27.1.2021

**Formal Consultation
New & Amended Parking Restrictions
43 Woodpecker Road, Larkfield**

Please return this form to;

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

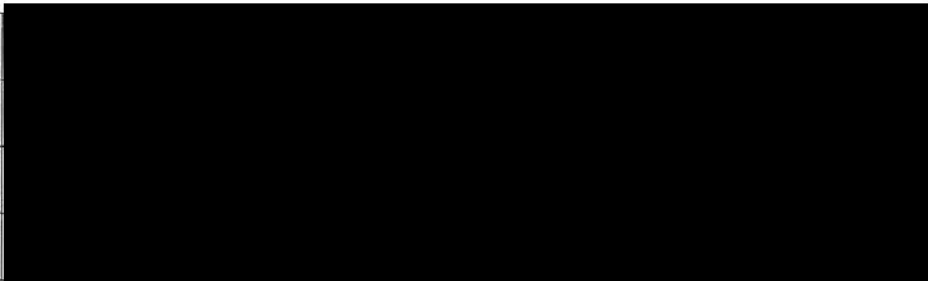
Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "AC4-07 43 Woodpecker Road, Larkfield"

All responses must be received by Sunday 14th February 2021

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Name <i>(please print)</i>	
Address	
Telephone	
Email	

I (**support / ~~object to~~**)* the Borough Council's formal proposals for changes to the on-street parking arrangements for 43 Woodpecker Road, Larkfield shown on plan AC4-07.

** delete where not applicable*

Comments	
Signed 	Date 22/1/21

**Formal Consultation
New & Amended Parking Restrictions
43 Woodpecker Road, Larkfield**

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "AC4-07 43 Woodpecker Road, Larkfield"

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Name (please print)	
Address	
Telephone	
Email	

I (support / ~~object~~)* the Borough Council's formal proposals for changes to the on-street parking arrangements for 43 Woodpecker Road, Larkfield shown on plan AC4-07.

* delete where not applicable

Comments	
<p>I agree to the disable Person Bay becoming enforceable. Please provide details of how the bay can be used and how Blue Badge's can be used, How blue Badge can be used on the yellow lines</p>	
Signed	Date 6/2/2021

LARKFIELD - PROPOSED SPEED LIMIT CHANGES TO VARIOUS ROADS IN THE DISTRICT OF TONBRIDGE & MALLING

To: **Tonbridge & Malling Joint Transportation Board – 8 March 2021**

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

Classification: **Unrestricted**

Local Electoral Division: **Malling Central**

Summary: **This report provides details of the consultation that took place on the proposed reduction in current speed limits to various roads in Larkfield and is being promoted by Trudy Dean (County Member for Malling Central). The report recommends the proposals are taken forward to detailed design and implementation in a phased approach.**

For Recommendation

1.0 Introduction and Background

1.1 The objective of the scheme is to encourage driver compliance with lower speeds through Larkfield therefore making the local road network safer for all methods of transport. The proposals see the speed limit lowered to 20mph on 84 roads within Larkfield.

A location plan for this scheme can be found in **Appendix A** of this report and a list of the road names in **Appendix B**.

1.2 The proposed scheme will:

- Reduce the existing posted speed limits on various access roads and local distributor routes in Larkfield, using a combination of repeater signs and roundels/road markings.
- Provide enhanced entry points into the new speed zones with new entry speed limit terminal signs.
- Seek to reduce street clutter by utilising existing signs and posts where possible.

1.3 The drawings used for the consultation (as shown in Appendix A of this report) have been subject to a Road Safety Audit.

2.0 The Consultation

2.1 A consultation with local residents and other stakeholders took place on Friday, 8 January until Monday 1 February 2021.

2.2 At the end of the consultation a total of 132 responses were received 84 (64%) in favour and 48 (36%) objecting. Amongst those supporting the proposal were both East Malling and Larkfield and Ditton Parish Councils, all Ditton and Larkfield Borough Councillors and Tracey Crouch MP.

Of the eighty-four (84) supporting responses received from the consultation, the overall majority support the lower speed limits on the grounds of promoting a safer environment for all road users. Other themes include:

1. Reducing the speed limit will help to lessen the air and noise pollution.
2. Improve quality of life and encourage use of other modes of transport such as cycling.

Of the forty-eight (48) objections it was noted that objections could be filtered into several reasons for objecting. These are as follows.

1. Not all roads need a reduced speed limit.
2. Current speeds are acceptable.
3. The 20mph speed limit will not be adhered to.
4. Lower speed limits will increase congestion.
5. Concern over enforcement of existing speed limits.
6. Concerns about the use of traffic calming such as road humps.

2.3 The objections and an overall response to the objections is given in **Appendix C**. It can be seen that several of those objecting nevertheless supported the speed limit of 20mph in the blue roads.

2.4 In addition to the official KCC consultation, Trudy Dean, County Member for Larkfield has undertaken a separate consultation with a summary of the results given in **Appendix D**. A total of 106 responses were received of which 79 (75%) supported the proposal, and 29 (25%) objected.

3.0 Discussion

3.1 Due to the scale of the scheme and the only available funding via the local County Members Combined Member Grant at present it will only be possible to implement the scheme in a phased approach should the Board recommend progressing with the detailed design, costing and implementation.

- 3.2 The blue routes only need minimal signing and lining to provide a 20mph limit as existing speeds are within the acceptable range for a 20mph limit.
- 3.3 The red routes require additional measures over and above signing and lining to bring speeds down which are at present beyond the funding available although there may be some localised areas that could have a reduced speed limit with minimal engineering due to the geometry and width of the road and activity taking place along the route.

Corporate Implications

4.0 Financial and VAT

- 4.1 Following confirmation of a recommendation by the Joint Transportation Board, the extents of a potential scheme will be designed and costed with the intention that it is funded using the local County Members Combined Member Grant.

5.0 Legal

All works will be within the Highway for which Kent County Council is responsible.

6.0 Corporate

None.

7.0 Recommendation(s)

- 7.1 The board approves the proposals are taken forward to detailed design and implementation. This will be in a phased approach and the extent of the reduced speed limit will be dependent upon available funding. Any proposals for traffic calming features on red routes, apart from signage and road markings, should be subject to further consultation.

Contact Officer:	James Gooderham, Schemes Project Manager, Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

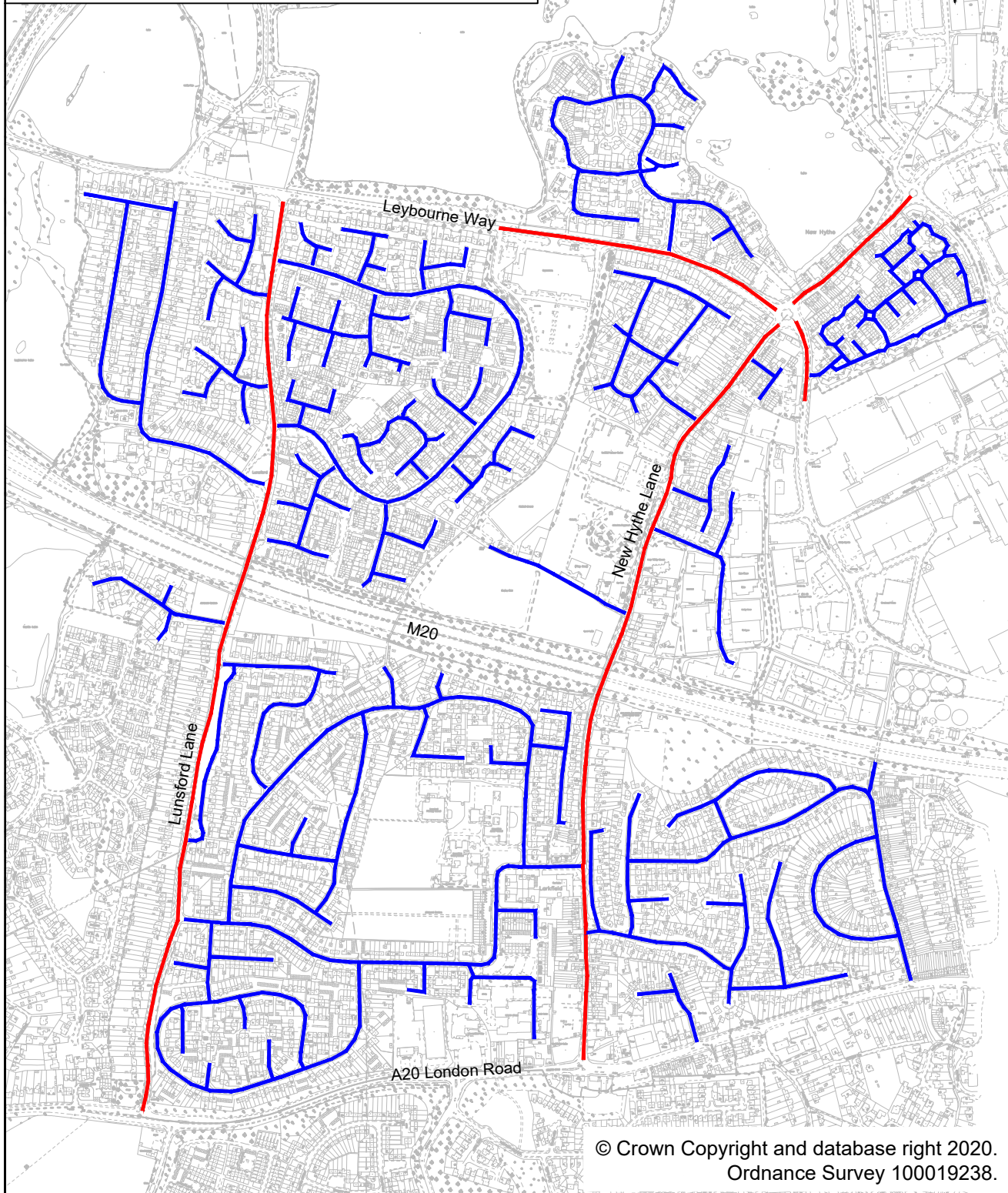
Appendices

- Appendix A – Plan of proposed 20mph limit, Larkfield.
- Appendix B – List of roads included in proposed 20mph limit.
- Appendix C - The objections and an overall response to the objections.
- Appendix D – Summary of Independent consultation undertaken by Trudy Dean – County Member for Malling Central




Proposed Speed limit to be lowered to 20mph. Signing and Road Markings only as average speeds are below 28mph

Proposed Speed Limit to be reduced to 20mph with traffic calming measures as existing average speeds are over 28mph and pending sufficient funding being available.



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Ordnance Survey 100019238.

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		0	30/11/2020	For Consultation First Issue	JOG		
Rev	Revision Date	Purpose of revision		Drawn	Check'd	App'd	
 Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181		Project Larkfield Proposed 20mph Scheme					
Drawing status For Consultation		Drawing title Extent of the Proposals					
Scale	1:10,000 at A4	Do not scale					
Drawing number		Rev					

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APPENDIX B List of road names

Item No	Road Name	Parish	Description
219	ALBION DRIVE	LARKFIELD	For its entire length.
220	AUDEN ROAD	LARKFIELD	For its entire length.
221	AUSTEN WAY	LARKFIELD	For its entire length.
222	BARRIE DRIVE	LARKFIELD	For its entire length.
223	BATES CLOSE	LARKFIELD	For its entire length.
224	BELL LANE	LARKFIELD	For its entire length.
225	BELLINGHAM WAY	LARKFIELD	From its junction with New Hythe Lane for a distance of 121 metres in a southerly direction.
226	BETJEMAN CLOSE	LARKFIELD	For its entire length.
227	BLACKTHORN DRIVE	LARKFIELD	For its entire length.
228	BLAKE DRIVE	LARKFIELD	For its entire length.
229	BREAM CLOSE	LARKFIELD	For its entire length.
230	BRIAR CLOSE	LARKFIELD	For its entire length.
231	BRONTE CLOSE	LARKFIELD	For its entire length.
232	BROOKFIELD AVENUE	LARKFIELD	For its entire length.
233	BROOKLANDS ROAD	LARKFIELD	For its entire length.
234	BROWNING CLOSE	LARKFIELD	For its entire length.
235	CARROLL GARDENS	LARKFIELD	For its entire length.
236	CHAUCER WAY	LARKFIELD	For its entire length.
237	CHESTERTON ROAD	LARKFIELD	For its entire length.
238	CHESTNUT WALK	LARKFIELD	For its entire length.
239	CHRISTIE DRIVE	LARKFIELD	For its entire length.
240	COLERIDGE CLOSE	LARKFIELD	For its entire length.
241	CRONIN CLOSE	LARKFIELD	For its entire length.
242	CYGENT CLOSE	LARKFIELD	For its entire length.
243	EAGLE CLOSE	LARKFIELD	For its entire length.
244	FALCON GREEN	LARKFIELD	For its entire length.
245	FERNLEIGH RISE	LARKFIELD	For its entire length.
246	FIELDING DRIVE	LARKFIELD	For its entire length.
247	GIGHILL ROAD	LARKFIELD	For its entire length.
248	GOLDFINCH CLOSE	LARKFIELD	For its entire length.
249	HERON ROAD	LARKFIELD	For its entire length.
250	HORNBEAM CLOSE	LARKFIELD	For its entire length.
251	JEROME ROAD	LARKFIELD	For its entire length.
252	KEATS ROAD	LARKFIELD	For its entire length.
253	KINGFISHER ROAD	LARKFIELD	For its entire length.
254	KIPLING DRIVE	LARKFIELD	For its entire length.
255	LABURNUM DRIVE	LARKFIELD	For its entire length.
256	LARCH CLOSE	LARKFIELD	For its entire length.
257	LARKFIELD CLOSE	LARKFIELD	For its entire length.

APPENDIX B List of road names

258	LARKFIELD ROAD	LARKFIELD	For its entire length.
259	LEYBOURNE WAY	LARKFIELD	From its junction with New Hythe Lane for a distance of 495 metres in a westerly direction.
260	LOWER BELL LANE	LARKFIELD	For its entire length.
261	LUNSFORD LANE	LARKFIELD	From its junction with London Road to its junction with Leybourne Way (including the service road).
262	MACAULAY CLOSE	LARKFIELD	For its entire length.
263	MAGPIE CLOSE	LARKFIELD	For its entire length.
264	MAPLE CLOSE	LARKFIELD	For its entire length.
265	MARLOWE ROAD	LARKFIELD	For its entire length.
266	MARSH WAY	LARKFIELD	For its entire length.
267	MARTIN SQUARE	LARKFIELD	For its entire length.
268	MASEFIELD ROAD	LARKFIELD	For its entire length.
269	MERCER CLOSE	LARKFIELD	For its entire length.
270	MERLIN AVENUE	LARKFIELD	For its entire length.
271	NEW HYTHE LANE	LARKFIELD	From its junction with London Road to its junction with Papyrus Way (including access road to playing fields).
272	NIGHTINGALE CLOSE	LARKFIELD	For its entire length.
273	OAK DRIVE	LARKFIELD	For its entire length.
274	ORIOLE WAY	LARKFIELD	For its entire length.
275	OSPREY WALK	LARKFIELD	For its entire length.
276	PARTRIDGE AVENUE	LARKFIELD	For its entire length.
277	PERCH CLOSE	LARKFIELD	For its entire length.
278	PINE CLOSE	LARKFIELD	For its entire length.
279	PLOVER ROAD	LARKFIELD	For its entire length.
280	PRIESTLEY DRIVE	LARKFIELD	For its entire length.
281	RAVEN CLOSE	LARKFIELD	For its entire length.
282	REDWING CLOSE	LARKFIELD	For its entire length.
283	REED CLOSE	LARKFIELD	For its entire length.
284	RIVER WAY	LARKFIELD	For its entire length.
285	SASSON CLOSE	LARKFIELD	For its entire length.
286	SHELDON WAY	LARKFIELD	For its entire length.
287	SOUTHEY WAY	LARKFIELD	For its entire length.
288	SPRINGFIELD ROAD	LARKFIELD	For its entire length.
289	SPRUCE CLOSE	LARKFIELD	For its entire length.
290	STEVENSON WAY	LARKFIELD	For its entire length.
291	SWALLOW ROAD	LARKFIELD	For its entire length.
292	SWIFT CLOSE	LARKFIELD	For its entire length.
293	THACKERAY ROAD	LARKFIELD	For its entire length.

APPENDIX B List of road names

294	THE FERNS	LARKFIELD	For its entire length.
295	THE LAKES	LARKFIELD	For its entire length.
296	THE RUSHES	LARKFIELD	For its entire length.
297	WHIMBREL GREEN	LARKFIELD	For its entire length.
298	WILLOW ROAD	LARKFIELD	For its entire length.
299	WODEHOUSE CLOSE	LARKFIELD	For its entire length.
300	WOODPECKER ROAD	LARKFIELD	For its entire length.
301	WORDSWORTH WAY	LARKFIELD	For its entire length.
302	WREN CLOSE	LARKFIELD	For its entire length.

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APPENDIX C – The Objections and Response.

1.0 Introduction and Background

The consultation period took place between Friday 8th January and Monday 1st February 2021. At the end of the consultation period, a total of 132 responses were received. 84 responses were received in support and 48 were objecting.

Below is the list of the objections.

Such a broad brush of 20mph roads is not the right approach at all. KCC consistently green light more housing development in terms of never objecting to a new developments highway impacts (kcc responsibility). KCC barely ever object to a development because of road network impact. If you want to improve air quality and safety then make a tougher test for new development and road network impact. As this is the real problem. The proposed changes are simply window dressing and worse have a negative effect.

20mph is too slow for a good number of these roads. Especially the larger roads in the area. 20 is bad for the economy and quality of life of people being able to get home and about at a reasonable speed. There is also evidence that slower moving traffic can release more particulates.

30 is a perfectly safe speed and has been proven safe. The logic of 20 is flawed. 10 is obviously safer than 20, 5mph is obviously safer than 10. Except it only leads to more people breaking the law when they don't need to be criminalised. 30 is perfectly safe. If concerned 30 should be enforced.

No 40 or 50 or national should be reduced at all.

I support the scheme in principle, but object to speed humps being installed in New Hythe Lane. The road surface is already very noisy with existing flaws in the surface and the fact that HGV's are prominent in the lower part of the lane due to Industrial sites. By installing speed humps the noise will be significantly louder. It is also fair to say that the speed limit will not be policed in any regular way as my past knowledge of these installations have witnessed, so all the humps will do is cause problems for the occupants as speeders will race over them as they do elsewhere and HGV's will bounce on them. Humps are not the answer, cameras and policing are, but I understand neither is likely.

I believe 20 mph on roads such as Leybourne way, Lunsford Lane & New Hythe Lane is too slow. I do not exceed the current 30 / 40mph speed limits and certainly travel at far lesser speeds on the housing estates in this area. I do not however support a generic 20mph speed limit.

Thank you.

I agree with restrictions around Schools and Shopping areas but feel that a blanket 20MPH is taking things to far.

Leybourne Way carries a huge amount of commercial traffic, reducing the speed to 20mph

will just add to the difficulties that local residents already face because of this traffic.
I would support a reduction to 20mph if a Bellingham Way slip road was opened onto the M20

Whilst I can see the advantage of introducing 20mph speed restrictions around the Brookfield Schools and Lunsford Primary school to increase the potential safety benefits for the school children, it won't stop parents parking behaviour being completely thoughtless and, at times, beggars believe. 20mph limits won't mitigate this senseless behaviour when parents are taking/collecting their princes and princesses at school.

Thinking about Kingfisher Road, New Hythe Lane, Lunsford Lane, Leybourne Way and Bellingham Way, how will you control the 20mph limit on these roads without speed humps or chicane islands? How will the residents react to vibrations caused by the potential speed humps? Will any speed humps be compliant with current regulations as the majority of existing speed humps don't comply.

Perhaps the sensible option would be to send teams out to clear the overgrowth on many of the footways detailed in you plan so that pedestrians can use them safely. Have a look at the footway (both sides) on New Hythe Lane between Kingfisher Road and Albion Drive to see just how badly they have been maintained, or not as the case may be!

It may also be beneficial to re-paint the road markings just to highlight to inconsiderate drivers what they should be observing. The mini roundabout at Larkfield Leisure Centre is a good example. I have yet to see a driver on New Hythe Lane slowing down and using this as a roundabout. Cars exiting the leisure centre or Albion Drive are taking their lives in their own hands.

In summary I believe better options are available rather than blanket 20mph speed limit, but no doubt haven't been considered due to cost or ease of implementing.

It is not cleaner/greener. To slow vehicles from 30mph to 20mph requires cars to drop down a gear which results in higher revs. This pushed more carbons in the air. It also increases fuel consumption by 11 to 15%.

Your objective can NEVER be achieved - it is not a healthier option.

It does not reduce accidents as your general objective makes out. You have no benchmark stats on ALL these roads. The risk of traffic accident can only be reduced where high levels of pedestrians exist - which are mainly High Streets/ Car Parking/Shopping areas.

Recent introductions of these 20 mph limits in Tonbridge have failed.

80-90% of traffic DO NOT adhere to these limits. Those that attempt to maintain these speed limits on main roads - even when there are NO pedestrians available to 'endanger' are frequently overtaken by drivers, who do not wish to drive slowly, which creates extra safety issues, rather than reduce them as your objective seems to look for.

These 20mph installations DO NOT WORK

Reduction to 20mph on residential roads (mainly marked as blue on map) is acceptable but on roads that are for through traffic (mainly marked as red on map) does not appear to make sense.

The information provided does not include:

- impact on journey times and congestion
- impact on air quality
- current levels of accidents on these routes and impact

How can a consultation operate without this information being provided?

Speed reduction to 20mph will increase pollution due to inefficient engine running and increase wear and tear as vehicles are not designed to be used at low speeds.

I understand that for a speed limit to be legally enforceable 95% of vehicles need to travel below the limit, the proposal admits that a large percentage exceeds 28mph.

I also would question how the data regarding existing speeds was obtained, where were the measurements made over what time, the through routes have sufficient traffic flow for say an hours sample but the cul de sacs must be an assumption so would have no legal basis. Please publish or produce data.

Gig hill for its entire length is suitable for a higher speed limit rather than lower due to the way pedestrians are separated.

Speed control measures such as ramps cause noise and vibration damage to property and services as well as unseen damage to tyres and vehicles which lead to later accidents and costly repairs. They and other travel calming measures also create hazards and disincentives for cyclists travelling within the legal limit. The existing bus cushion ramps in Gig Hill are probably already illegal as you could not travel over them at the current legal limit without causing damage to a vehicle.

Speed control measures and any subsequent traffic bunching also causes delay to emergency vehicles which is particularly relevant with the fire station.

As both a walker to local shops and a cyclist any increase in these activities will be marginal, as a driver you should be looking at the road ahead not the speedometer or avoiding unnecessary hazards.

Many people need to use a vehicle to travel to multiple places in a day, speed restrictions over excessive areas lengthen the working day.

The double yellow lines outside Tesco have actually increased the speed on Chaucer Way rather than speed restrictions why not have alternating double yellow lines so parked vehicles slow the traffic.

20mph is far too slow on Leybourne Way, New Hythe & Lunsford Lanes. I am already tailgated sticking to the 30 & 40 mph limits. 20 mph is probably the speed I stick to on housing estates anyway. Overall limit of 20 mph will be a total nuisance on the surrounding roads. I do not support this. Thank you

I object to the proposal because speeding vehicles is not an issue on the majority of roads listed. I have lived in Southey Way for over 10 years, which, like many of the roads, is a no through road with parked cars and used almost entirely by residents and their deliveries. It

would be an abhorrent waste of time, effort and MONEY to put signage and road markings on every single road on the list when it is so blatantly unnecessary. Additionally, the only collisions I have witnessed, or seen the debris from, in this locality have occurred on Leybourne Way (usually in the vicinity of either set of traffic lights) and also the mini roundabouts - especially Kingfisher Road j/w Lunsford Lane - not speed related, usually confusion as to who has right of way/lack of observation. I believe this money could be far better spent.

I object to the majority of these planned roads.
However I do support reducing speed by Schools, crossing, playgrounds etc where children are.
The plan to reduce every residential road in Larkfield needs to have/provide justification for it.

As seen in many other areas that have implemented these measures, the desired effect doesn't work. The issue comes down to how it is enforced. Some areas that have done this before seem to think that speed bumps could of been the answer however this again dose not work. You either still get people speeding and just flying over them without a care, or people slow down to go over them then accelerate up again till they reach the next one only to slow down . This actually causes more pollution than steady state driving. This blanket style proposal seems rather dramatic to try over come a potential problem with few roads used at rat runs. Personally when I moved into the area the fact it wasn't littered with speed bumps everywhere was taken into consideration. Areas that where I ruled out. Therefore this proposal would also be having an impact on the potential sale of property's in the area.

There is no related data published as part of this consultation supporting this decision. What data is available for the affected roads in the following categories: RTCs on the affected roads; RTCs resulting in injury; RTCs whereby speed was a contributing factor; injury exacerbated by speed.

There's also no projection of what the expected outcome of these measures are, or if future reviews would be carried out. e.g. If there is an expected percentage decrease of RTCs, resulting in injury, compared with the previous 10 year average, and, if this is not met, would the changes be reversed? What would the timeframe of this review be?

The speed limits enable (on the whole) the traffic to flow in the area, due to the large number of lorries going to New Hythe industrial estate down Lunsford Land a reduction in the speed limit would cause more disruption. Some days when there is an issue at J4 it is already very difficult to get out of Lunsford Lane.

The current speed is perfectly appropriate for the area. The 20mph is ok for roads around the schools or maybe just for peak times. The problem is more that the speed restrictions are not policed well enough lowering the limit will not stop the boy racers and idiots from speeding. Speed cameras and traffic calming work much better.

There is no need to reduce the limit below 30 mph, instead the current limits should be enforced. There is no evidence that injuries are reduced by 20 mph limits. The problem is excessive speeding.

Leybourne way is already a traffic nightmare let alone if they are all trying to do 20mph along it. New hythe lane should have the church parking removed as this is far more dangerous creating a blind spot over the crest of the hill.

New Hythe Lane is a wide enough road to be set with a 30mph limit however I do support traffic calming measures to ensure traffic does not exceed 30mph especially when approaching Larkfield Leisure Centre from the South. A 20mph limit is too extreme for the length and width of the road.

The proposal is also trivial to include Albion Drive whereby the average traffic speed has never been recorded (i.e. no known safety hazard with the current speed limit) and Albion Drive effectively is a cul-de-sac that naturally has traffic calming measures i.e. narrow road with cars parked on the road.

Snails go faster than that. It's redicoulus.

I don't believe there is any requirement for a reduction in the speed limit. As a walker/runner/cyclist as well as a driver I have never felt unsafe with current 30mph limit.

I do not agree with this proposal fora number of reasons. The main problem is reducing the speed to 20mph on Lunsford Lane/Gighill Road, Leybourne way and New Hythe lane. These roads should be a 30mph zone at least. I don't mind all the small off roads and closes being made a 20mph zone as I live in one of these and there are a lot of turnings and parked cars that cause obstruction. However making those three main roads also 20mph makes no sense. Leybourne way for example comes straight from an A road so you are dropping down from 50mph to 20 which is likely to cause more problems than going down to 40. Leybourne way is also a straight road with no parked cars and very little roads off of it at all to worry about. In all the years I've lived here I have never seen a crash occur on Leybourne way with the current speed limit, whereas I believe that halving this would have the reverse desired effect and would cause more damage due to the sudden drop in speed of 30mph. As I say certain parts of this proposal could be good but those 3 main roads should not be made 20mph, they have no reason to be made the same as a small close when it has none of the same hazards.

Another thing is that it states on the map that as the average speed is over 28mph on those three main roads that traffic calming measures will be put in place. I presume this means that speed bumps will be put on these roads to force you to do 20. This will make the road more dangerous as people leaving the A road at 50mph who aren't aware of this will come down Leybourne way doing 40 and crash into a speed bump which is much more dangerous than the current state of the roads.

I hope you take into account my objection and I would be very interested in knowing the reason that all of these roads have been requested to change to a 20mph zone when there is currently little danger.

I do not think a 20mph speed limit is necessary for all roads in Larkfield.

<p>It may be appropriate for certain roads such as New Hythe Lane but not for all roads.</p>
<p>I am objecting as the 20mph limit should be brought in across all of the roads. I am on the lower half of New Hythe Lane and we suffer constantly from vehicles of all sizes exceeding the speed limit. It is dangerous when you are trying to cross the road but the most dangerous is the roundabout with Bellingham Way / Laybourne Way and New Hythe Lane this is for both crossing as a pedestrian and as a car driver. Without the speed limit being consistent across all of the roads your proposals will no help the current situation at all.</p>
<p>The roads marked in blue on the map I have no objection to. And I dont feel that lowering the limit on the red roads would be particularly problematic either. So for both of these aspects, I support.</p> <p>However, the 'traffic calming measures' cause me to be hesitant. What will these consist of? Bumps would be fine, but the island things that block one lane would be an absolute disaster. The traffic getting out of larkfield is horrific enough without slowing it down even more.</p>
<p>I agree with the notion to reduce the speed limit on roads through housing estates to 20 mph but object to including main roads as highlighted by the red lines on the plan to this limit. They should remain at 30 mph or 40 mph unless evidence of accidents or numerous near misses support a lower speed limit.</p>
<p>Because it would be impossible to police as a lot of other traffic problems are not addressed now, ie yellow lines at rear of tesco larkfield ,,car and vans parking opposite the junction of marlowe road which makes it dangerous as the traffic is on your side of the road,i did ask for yellow lines to be put there but no luck. Plus there are cars and vans parking on the grass verge and on the pavement obstructing it for prams and dissable people making them walk on the road on these narrow roads.i would support it if some of these other problems were addressed before hand.</p>
<p>I travel on these roads daily. The conjestion at this time is already almost unbearable in peak hours. This is going to increase congestion and the possibility of assault and aggression related incidents. These roads are not at a high risk of pedestrians, I also walk them almost daily. I think the proposal is unnecessary and unjust and I don't think it is in the best interests of the community or any benefit to their safety.</p>
<p>Whereas i have no objection to most of the proposal the 2 roads i am concerned about are New Hythe Lane & Leybourne Way Because of the distance in these roads i can see some drivers getting frustrated and trying to overtake and possibly causing more accidents than currently happens. They seem to flow reasonably well accept when all the Vans stream out of the industrial estate.</p> <p>I personally be inclined to leave these roads alone.</p>
<p>I support the plan for the blue roads, no question.</p> <p>I object strongly to the plan for the red roads, with the engineered speed limiting features. I have no objection to a 20mph limit on lunsford lane and new hythe, but 20mph on leybourne way does not make sense - and a 40mph limit that suddenly drops to a 20mph</p>

outside Tesco(as per map) is asking for accidents. Having chicanes etc will make already terrible traffic getting out of larkfield horrific in every direction. My brother was involved in a very near fatal accident on new hythe lane a few years ago and the zebra crossing has been changed to a pedestrian crossing outside the fire station since. I would support fixed speed cameras on new hythe and lunsford instead of the engineered traffic calming, but I would like the revenue to be paid back to the larkfield community.

Because 20 mph as far as I'm concerned is the most stupid idea I've heard in ages. It will turn the whole area into a nightmare place to travel anywhere, I suppose we could all purchase hearses and act like funeral directors in procession. After all it will be like driving round a graveyard. Plus just to add who's going to abide by it? Unless you erect a camera in every street I and 95 percent will carry on as normal what a total way to waste tax payers money. Thinking of elsewhere West Malling how many go up there at 20 I've not seen many it doesn't work.???????

For some roads in this area 30mph is applicable as safe and sensible limit. The problem is not the speed limit it is the drivers speeding at 40-50+ mph who do so with impunity. Lowering the speed limit will simply punish and slow the majority who will observe the limit whatever it is but do nothing to curb the dangerous drivers. I suggest better to keep current speed limits but enforce them. This no doubt costs money so will not happen, you'll just lower the limit, inconvenience the majority and claim you have taken action.

My concern is not with the speed limit but the absence of enforcement, the traffic calming measures on the lower part of lunsford Lane and Gigg Hill do little to discourage those whom choose to speed. The reduction will just change the speeders doing 10mph over the designated speed limit to 20mph if not more over the limit. There is a need for greater enforcement across the areas highlighted and this will endeavour to help reduce speeding. If 20mph is imposed then there also has to be increased presence for enforcement with community service part of the prosecution.

My Objections to the introductions of the 20mph speed limit on roads in Larkfield.

Its not right that the KCC should be spending money on this scheme when their budget is already stretched with the cost of the pandemic and Brexit.

To introduce the scheme it will mean new road signs, 20mph signs on the roads and chicanes being built.

Its a waste of money for the below reasons.

- Its impossible to police a 20mph speed limit. Theres not enough Police officers due to budget cuts. Not enough speed traps or Officers to operate them.
- In North Tonbridge where I have visited relatives, very few drivers keep to the lower speed limits. 20mph means 30mph and 30mph means 40mph to them.
- The lower speed limit will not make the mini roundabouts safer in Lunsford Lane. Its not because they approach the roundabout too fast, its because they don't have any intention of stopping. They don't respect other drivers or follow the Highway Code.
- On many side roads its impossible to do more than 20mph now because they are clogged

with parked cars and are usually only a single lane. So why impose a lower speed limit on these roads?

- Chicanes on Lunsford Lane and New Hythe lane will only make it worse for local residents. Vehicles stop at the first chicanes, then when they move onto the next one they accelerate and then probably have to stop again. This means that the vehicles produce more pollution because they are stopping and starting. If they just continued at a constant speed, pollution levels and noise levels would be lower. Watch the traffic along Castle Way. Just ask the residents of Cox Heath. Traffic calming chicanes were introduced there and because of the extra noise and pollution, they asked that the chicanes be removed. The road noise from a moving vehicle was less.
- Installation of the square speed humps does little to slow some vehicles down. It only slows down smaller cars. Larger vehicles such as white vans and buses are able to pass with their wheels either side of the square hump.

Wide sweeping reductions in speed for the majority of roads are over the top. During busy times it's impossible to travel above the current speed limits. There are also many pinch spots that slow traffic well below the speed limit. Traffic flowing to and from the motorway would likely be negatively impacted as a lower speed limit will not decrease the volume of traffic, rather slow it down and increase congestion. On open stretches of new Hythe lane reductions in speed could be achieved through the addition of zebra crossings to break the flow of the traffic. The stretch of New Hythe Lane from the junction of Bellingham way that runs past the bricklayers arms would benefit from a reduction in speed due to the volume of heavy goods vehicles that frequent that route from the industrial estates. Joyriders also frequent this stretch and it would help to deter this. Bellingham way also sees lots of heavy goods travel, but is not a densely populated with homes. The scale of the overall speed limit proposal presents concerns for how the volume of traffic in the area will flow without causing excessive congestion, which already occurs during peak travel times. A more targeted approach to the problematic areas would be more optimum solution rather than reducing speeds on all roads in the area.

In the residential roads traffic is already below the current speed limit of 30 mph. Resident parking provides natural restrictions to excessive speed. This negates the need for a 20 mph limit.

Lunsford Lane and New Hythe Lane are the traffic arteries for the housing estate roads. Restricting speeds to below 20 mph would cause traffic tail backs. Increased enforcement of the current 30 mph limit would achieve the desired safety effect.

I fully support implementing a 20mph limit on the residential roads in blue including Leybourne Lakes which already has traffic calming. New Hythe Lane and Lunsford Lane however are main roads carrying a lot of traffic at peak times with many people having to drive out of the area due to a lack of local schools. Traffic calming will increase damage to vehicles, pollution and other road users making dangerous overtaking manoeuvres for those sticking to the limit which may result in more accidents. Speed cameras or more traffic islands to enforce the 30 limit would be a much better option in these areas.

I see that this proposal includes the possibility of additional traffic calming measures to be

introduced on Gighill Road. The lower part of Lunsford Lane is already a rat run providing a faster route to traffic travelling between the A20 and the M20. Additional traffic calming measures on Gighill Road will have the affect of increasing this traffic. This is an incomplete proposal so I have no choice other than to object.

I have no particular objection to a 20 mph speed limit on roads in Larkfield, but feel that without enforcement it is largely a waste of money and a clutter of paint and road signage. The speeds on most of the roads included are already low due to parked vehicles. I doubt that it is possible to reach 20mph on many of the roads included. Is there evidence of a high rate of injury to Larkfield residents resulting from incidents with motor vehicles? If not, this scheme is not necessary. Quoting broad averages is not really sufficient to justify the expense when other services need the money so desperately.

I support a 20mph restriction outside schools, old peoples home etc but not just as a general rule everywhere houses are which is what this proposes. If everywhere it will not be observed as it will frustrate drivers and cause congestion in some places. More warning signs that light up pointing out the speed limit when approached will be better and oin some places 'sleeping policemen' to slow traffic as long as not too high so as to cause damage to the underside of a vehicle. Some sports cars are low. Certainly no barriers that stick out in the road and limit passing to one vehicle at a time. That causes speeding to beat oncoming vehicles and causes accidents.

Whilst I agree that 20mph is practice for 90% of these residential roads I would object to New Hythe Road and Leybourne way being included. Leybourne Way has existing traffic lights that help calm the roads already and NewHythe Rd has enough difficulties with poor parking along a lot of its length to also calm the traffic with the exception of the small descent past the Leisure Centre.
Any funds would be better spent on repairing the potholes - especially on the estate roads.

Note justified expense at this time. Very limited data around these roads being a hazard to pedestrian. Traffic won't be improved and money should be spent on improved access not wasted on these gimmicks.

With a short time spent on research is is easy to find many articles referencing studies that show 20mph limits do not achieve the desired effect and in many cases lead to a rise in minor accidents, largely due to driver frustrations. In addition many traffic calming measures lead to a rise in local pollution due to the inefficient manner in which they requires a vehicle to operate (i.e. a much slower speed than they are generally designed for and excessive stop/start actions). Combine this with the fact that the roads named in the proposal do not even have an accident problem, it is clear the money would be better spent on other projects. I imagine this project will gain a lot of ill-informed support from people who simply see "20mph" and automatically think slower is better. In fact the current speed limits pose no real problem and the reduction is not only unnecessary but any changes it is likely to produce in the real world would be wholly unnecessary/undesirable for the area. I have lived in the area for 10 years and the local roads are fine as they are.

Most of these roads are too small to do much more than 15mph let alone 20mph! It would

be a waste of money to implement this on all of these roads and it would just frustrate drivers like myself when it really isn't needed. I have lived in Larkfield for nearly 6 years and I cannot see the point. Whenever I drive in 20mph zones that are not required I get frustrated and annoyed especially when there is a car up my bumper making it unsafe for myself and my children in the car.

I do approve of the idea of this around the schools to keep the children safe but in all the other roads I cannot see how it is necessary. I think the money should be spent on improving footpaths and potholes.

I don't know where to start. This is unnecessary and restrictive and a waste of public money. The speed of travel has a large impact on the capacity of a road network. Ease of movement is essential to modern everyday life. This proposal is not only restricting general movement but includes major through routes such as Leybourne Lane, Leybourne Way and New Hythe Lane. Vehicles diverted from one route must therefore use another longer route, causing congestion somewhere else, so not even the virtue signalling green argument has any validity. This is madness, harking back to the days of the red flags. Nowhere do I read of any evidence that the present system is causing any problems, but the new one certainly will. Very few vehicles travel at excessive speeds in most of these roads and there is absolutely no enforcement activity apparent. The minority of drivers who do drive irresponsibly do not care what nominal speed limit is posted so this will have no effect on their behaviour. These proposals all seem fine in the middle of a pandemic but eventually people are going to have to earn their living again. These proposals are driven by a vocal minority of people who are lucky enough not to have to do this.

I support the 20mph speed restrictions for the majority of roads where these are small residential roads often in intimate settings and close to homes. On the majority of these roads it is difficult to exceed 20mph due to the parked cars anyway.

I fully object to the reduction in speed limits on New Hythe Lane, Lunsford Lane and Leybourne Way. These roads are main local routes that connect smaller residential streets to local destinations which such as transport nodes, employment areas and essential shops. by reducing the speed limit this will increase journey times significantly on roads suitable for 30mph driving. This is likely to result in a build up of traffic at junctions on the A20 and A228 as traffic cannot travel at sufficient speeds to disburse into the local highway network.

Specifically, Leybourne Way is a key route for HGVs, vans and other employment traffic. A change from 40mph to 20mph is a significant and dangerous drop in travelling speed which may result in increased collisions. Leybourne Way has no dwellings fronting onto the road and 40mph is a suitable speed although the road is suitable for a 50mph speed limit. A reduction to 20mph is an inappropriate speed limit for the type and condition of the road.

Having reviewed Crashmaps.co.uk, it appears that the majority of incidents appear to occur at junctions which indicates it is either human either or highway design that is the main cause of the incidents and a reduction in speed is unlikely to reduce the number of incidents.

whilst i support some of the changes, the reduced speed on the three main routes through Larkfield will result in significant inconvenience, increased journey times, potential to increase traffic on the primary road network and an increase in potential collisions.

I am concerned, especially taking into account the evidence from TFL about the rise in environmental pollution from vehicles travelling slowly after they introduced 20mph areas as it created more exposure to pedestrians from exhaust fumes, as seen in the pollution monitoring equipment statistics. There is a further problem with electric or hybrid vehicles where pedestrian, vehicle collisions have increased where these vehicles are driven slower as the noise emitted from the vehicles is reduced to a level below a safe volume for pedestrians to hear, all data available from International surveys published to date. There is also the cost of implementing this scheme. The road signs, consultation, implementation and public notices will be a cost that is deserving of serious question at a time when public coffers are bereft. The chair warmers who are involved in this scheme could be seen as creating a reason to keep their chairs warm for an extended period while they carry out all functions connected with such an implementation, while so many of the public in Kent are suffering severe financial hardship and will continue to do so long after this scheme and its huge costs are spent and fed into our projected uncomfortable rises in Poll Tax. I do support the principle of reducing speeds, provided they are enforced in a cost-effective way, on the major routes through the area, to bring them in for every individual road where it would not be possible to get up to more than the suggested 20mph in the length available, is ridiculous overkill. The lack of facts presented in this consultation to show the details such as I have listed above is not a true consultation where all sides of the argument should be clearly laid out. In case this is not covered further down this consultation, I have been pushing through our Parish Council, for the part of Lunsford Lane, north of Leybourne Way, to be reduced to 20mph as I have been personally hit by vehicles and nearly run into, causing a literal dive into the hedgerows, numerous times from the drivers who drive at considerable speed in this road which has no footpaths, is extremely constricted and more often than not has pedestrians walking legitimately though its length. Three years I have been pushing for this but the KCC say it cannot be supported, yet you come up with this over-the-top hammer to crack a nut. Highly questionable.

This is a waste of our money. The proposed speed limit reduction if introduced will only be adhered to by safe motorists that already obey the rules of the road and they are not the ones that unduly endanger others. Those that currently disregard speed limits will continue to do so, with very little risk, or no risk of prosecution and consequences as the police do not have the motivation or resources to administer this change.

If there is surplus tax payers' money available it should be spent on far more pressing needs such as pot hole repairs and roadside drainage works rather than 'vanity' projects'.

I think this is a bad idea. Not only will the majority of road users totally ignore this, but in a town where road traffic and pollution are increasing it is only going to make the air quality worse.

You would be better off putting speed cameras on New Hythe Lane, Lunsford Lane and London Road both ways just after New Road Esso garage.

Following the consultation, the following response has been issued to the objectors.

National and international studies show that lowering the speed limit from 30mph to 20mph reduces the number of casualties. This is recognised by bodies such as the World Health Organisation and the UN General Assembly recently mandated 20mph as the right speed limit where people and motor vehicles mix.

The reduction from 30mph to 20mph is already being implemented across many towns in the country.

To exclude a road from a scheme, the highway authority must show that it has considered the needs of pedestrians and other vulnerable road users. Other schemes have found:

- casualty figures fell by 23% specifically in Bath, along with other reductions in Edinburgh, Brighton and other towns
- drivers have observed the 30mph limits more as well as the 20mph in Bristol
- implementing 20mph speed limits leads to a general reduction in speeds. On faster roads, speeds are reduced more than 4mph in Bristol and 7mph in Portsmouth
- a 1mph reduction in speeds on urban roads is recognised as leading to 6% fewer casualties
- two out of three people surveyed supported the reduction before and after implementation.

Studies have shown that 20mph schemes helps to encourage active travel by increasing walking and cycling levels.

Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and reducing carbon emissions and improving the local environment.

Traffic calming measures are not always needed when reducing the speed limit. Where calming measures are needed, there are many alternatives that can be used:

- bolted down bollards
- lines
- orcas and wands
- posts
- planters
- parklets
- signs
- staggered parking bays.

Whilst speed bumps reduce the speed of motorised vehicles and are commonly used, studies have shown they are not often required. NICE recommends 20mph without speed bumps for; better air quality, less noise, vibration and road wear.

There is also no significant increase in the time it takes to cross these zones. Many bus companies have found no difference in their journey times.

As with all speed limits the police can enforce 20mph. Speed assistance technology in new cars by 2022 will automatically increase the compliance.

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APPENDIX D - Summary of Independent consultation undertaken by Trudy Dean – County Member for Malling Central

Report to KCC Highways. Larkfield 20 mph limit Consultation: Surveymonkey responses.

In addition to the KCC Consultation online and by local posters, a door to door leaflet was distributed which carried the KCC map of roads, the link to the KCC Consultation site and the KCC wording for what KCC is planning to do, together with the KCC logo.

Residents were invited in addition to return a Surveymonkey questionnaire, with the same questions as the KCC survey, either online, or using FreePost.

The responses which come in via Survey Monkey are completed via an online form by the resident. At the bottom of the form, we have our GDPR statement, with a link to our privacy policy. Once the resident has submitted their response, it cannot be altered by anyone. Responses are then downloaded and saved from Survey Monkey.

All responses can be made available to KCC for Scrutiny. We are confident our GDPR statement permits this.

Results

A total of 106 responses were received from Freepost or Survey Monkey.

4 were from outside Larkfield which have been included in the results. Three were in favour and one against the proposal.

1. In Favour of the proposal 79 75%

2. Opposing the proposal 27 25%

Of those who opposed the proposal (ticking the NO response),

4 nevertheless made it clear in their remarks that they DID support the 20 mph limit for the Blue roads, but opposed 20 mph for Red routes. If these remarks are taken into account, the totals are:

1. In favour of the proposal for 20mph on blue roads 83 78%

2. Opposing 20 mph limit for the blue roads. 23 22%

24 hard copy responses were returned by FREEPOST. These are included in the above results. It is interesting to note however that these

FREEPOST returns are more heavily weighted in favour of the proposal. ie.

1. In favour of the proposal. 22. 92%

2. Opposing the proposal. 2. 8%

This result perhaps indicates that residents without IT and internet access have greater concerns about speeding traffic.

The Results of these returns therefore indicate residents support the scheme as proposed by a factor of 3 to 1.

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Kent Street Improvement Scheme

To: **Tonbridge & Malling Joint Transportation Board – 8 March 2021**

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

Classification: **Unrestricted**

Local Electoral Division: **Malling Rural East**

Summary: This report provides an update on outline design options being developed to improve the road and junction alignment at Kent Street, Mereworth. A recommendation is sought to endorse the proposals for Officers to develop an affordable option that is also supported by the landowner.

For recommendation

1.0 Introduction and Background

S106 funding was secured from Kings Hill Phase 2 development and carried through to the S106 for the Phase 3 development.

The funds are for 'Local Traffic Management and Calming' for:

- A scheme of off-site highway works at Kent Street, Mereworth junction with the A228 designed to mitigate the impact of traffic arising from the Development and to enhance safety and conditions for local residents, pedestrians and cyclists; and

- A scheme of traffic management at Offham Village designed to mitigate the local impact of traffic arising from the Development and to enhance safety and conditions for local residents, pedestrians and cyclists.

1.1 The proposed options being considered are shown in **Appendix A** options 1 to 4.

1.2 The matter was previously reported to a September 2017 JTB. The highway improvement measures for Offham are complete therefore the balance of the S106 funds can be used on Kent Street improvements.

2.0 Design Options

- 2.1 Design options being considered are aimed at improving visibility at the Kent Street junction with the A228 plus some additional footway provision, signing, surfacing and strengthening of ironwork/service chambers within the carriageway of the A228 over the length of the scheme; provision of uncontrolled crossing points on A228, keeping as close to the Kent Street desire line as possible; providing a footway link from Kent Street to the wider Kings Hill area and consideration to the potential for the widening of A228 Malling Road.
- 2.2 It is intended for this to provide a safer environment for pedestrians, bus users, and improved visibility for vehicles emerging from the side roads (Kent Street). It will also increase the exposure of the junction to through traffic and reduce maintenance demands and the disruption this causes for this section of the A228.
- 2.3 Option 1 (4300758-000-06 Rev A) consists of realigning Kent Street West away from the property at the junction (No 349) to allow better visibility exiting Kent Street; removal of the hedge which bounds the field and the Highway; replanting the hedge further back into the field to allow better visibility; provision of a footway on A228 to 2 locations with dropped kerbs to allow easier crossing of the A228; removing the vegetation and placing of a footway on A228 to the south of Kent Street East to provide better visibility (there already exists a footway to the north of Kent Street on the east of A228) and provision of 2 bus stops opposite each other to the north of the junction. All Options are also looking at providing a footpath link from Kent Street East to Kings Hill Estate (additional land required from private landowner).
- 2.4 Option 2 (4300758-000-08-Rev A) consists of option 1 but widening the carriageway, reducing the length of the footway on A228 to the north side of Kent Street and provision of a central refuge island to better aid the crossing of A228.
- 2.5 Option 3 (4300758-000-10-Rev 0) mirrors Option 2 but also includes moving the bus stops further north away from the junction and extending the footway to the bus stop heading north and removing the dropped kerbs and footway to the south of Kent Street Junction on the east side of A228.
- 2.6 Option 4 (4300758-000-12-Rev 0) is a much larger scheme and consists of realigning the Kent Street West junction as in the other options, widening the carriageway and the provision of a footway from Kent Street to Beech Road; a small section of footway between Beech Road and Mosquito Road; the widening of the carriageway from Kent Street East heading south to just short of the layby where the road widens.

3.0 Finances

3.1 The remaining balance of £826,609 is available for the design and construction of the Kent Street improvements.

Option	Estimated scheme cost range
Option 1	£375,000 - £475,000
Option 2	£400,000 - £500,000
Option 3	£400,000 - £500,000
Option 4	£1,000,000 - £1,200,000

Option 4 exceeds the available budget however all options will still be considered when discussing with the landowner to establish a preferred design improvement.

4.0 Legal

4.1 All options require additional land (beyond the highway boundary). KCC is in discussion with the landowner who holds the land for all options adjacent to the A228 and discussions are starting with the landowner who holds the land to the east of Kent Street to allow a connection to Kings Hill.

5.0 Recommendation(s)

5.1 The Board notes the options outlined and recommends approval to progress to detailed design on an option to be agreed once land negotiations and full costs are known. Officers will work closely with the local Councillors to agree the preferred option.

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

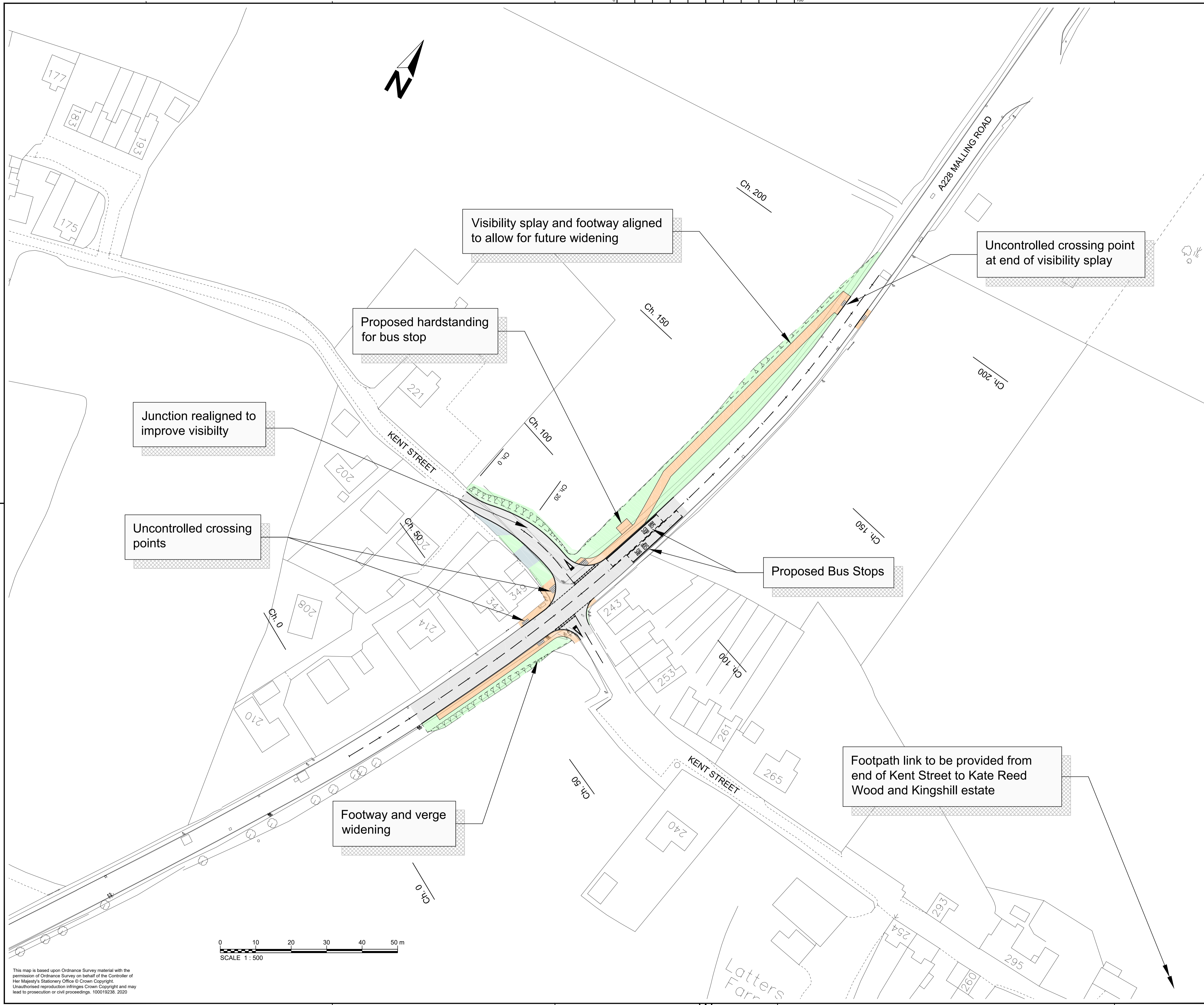
Appendices

Appendix A – Outline designs of Options 1 to 4.

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KEY:

- Carriageway Improvement
- Footway
- Property access
- Verge / Embankment / Landscaping



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A	Drawing title amended.	SG	RJHF	02.10.20

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Chkd: RJHF	For tender	<input type="checkbox"/>
Appd: RJHF	For construction	<input type="checkbox"/>
Date: 10.06.2020	As constructed	<input type="checkbox"/>



Client
A228 MALLING ROAD, MEREWORTH

Drawing Title
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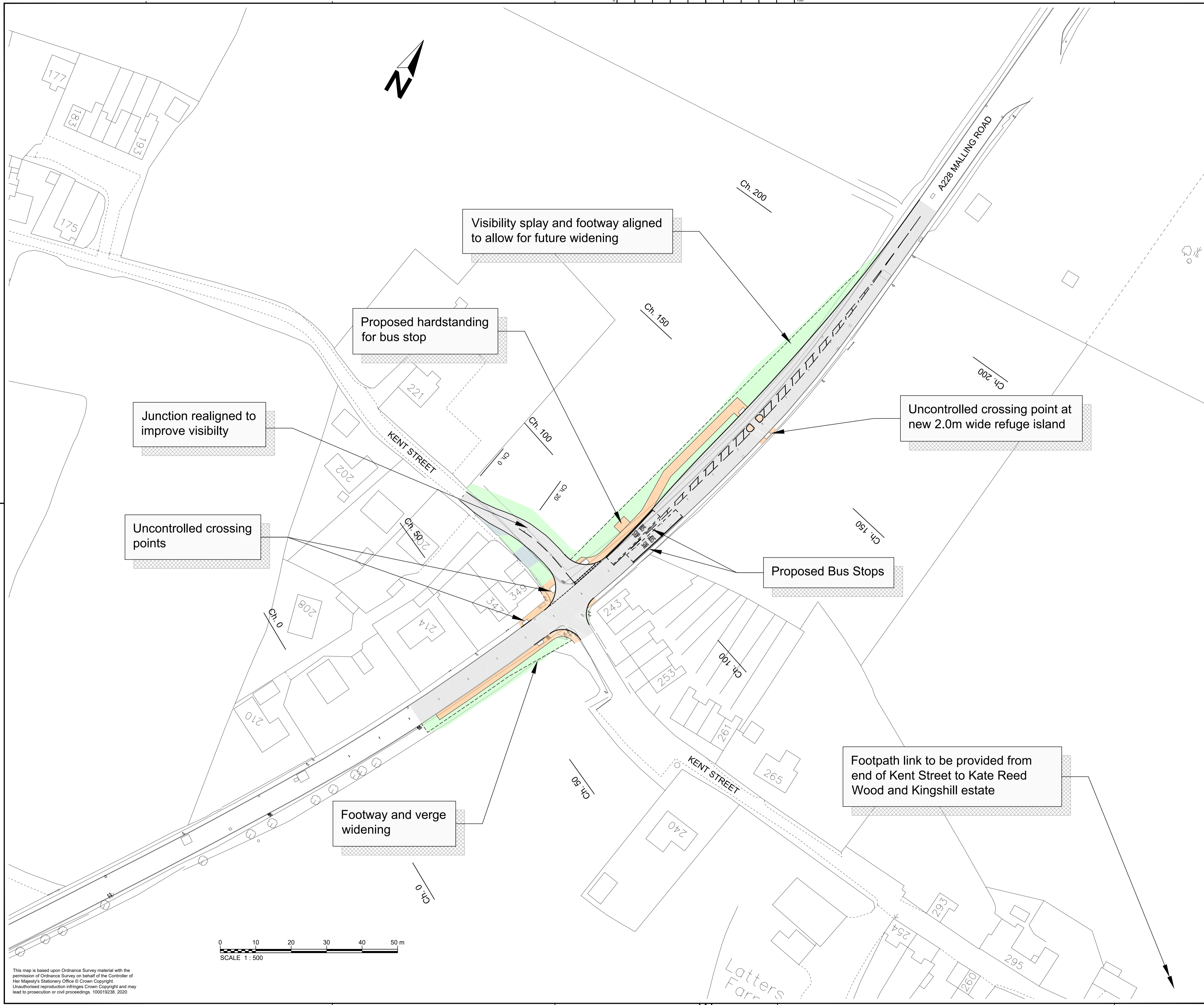
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Scale : 1:500	Copyright © Amey

Drawing No 4300758/000/06	Rev A
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- KEY:**
- Carriageway Improvement
 - Footway
 - Property access
 - Verge / Embankment / Landscaping



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Date:	29.07.2020	As constructed	<input type="checkbox"/>



Client
A228 MALLING ROAD, MEREWORTH

Drawing Title
**PROPOSED LAYOUT - OPTION 2
 NEW REFUGE ISLAND**

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Scale :	1:500	Copyright ©	Amey

Drawing No	4300758/000/08	Rev	A
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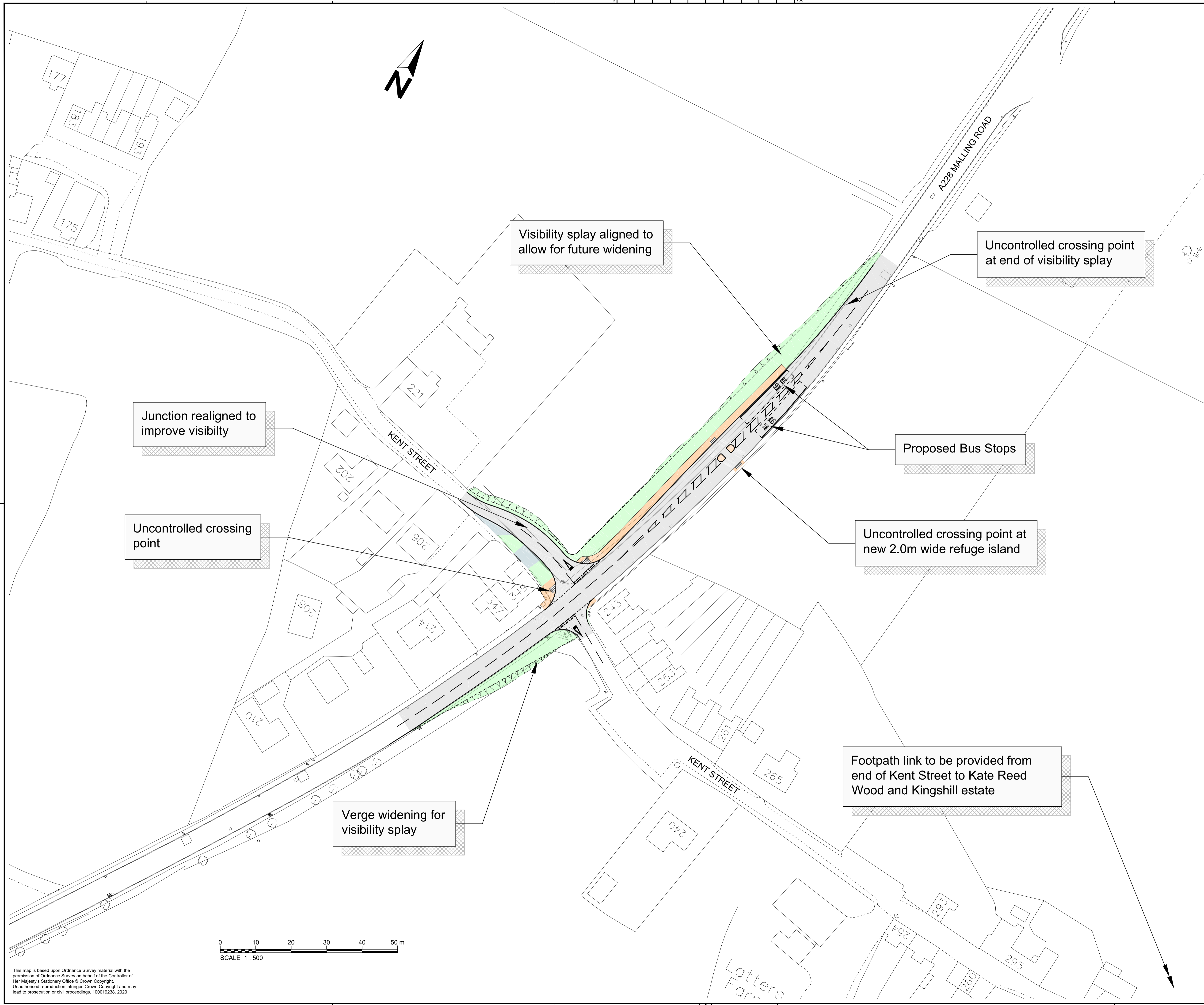
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SCALE 1 : 500

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KEY:

- Carriageway Improvement
- Footway
- Property access
- Verge / Embankment / Landscaping



Rev	Revision details	Chkd	Appd	Date
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Design: -				For comment
Chkd: SG				For tender
Appd: RJHF				For construction
Date: 02.10.2020				As constructed



Client
A228 MALLING ROAD, MEREWORTH

Project Name
A228 MALLING ROAD, MEREWORTH

Drawing Title
**PROPOSED LAYOUT - OPTION 3
 NEW REFUGE ISLAND**

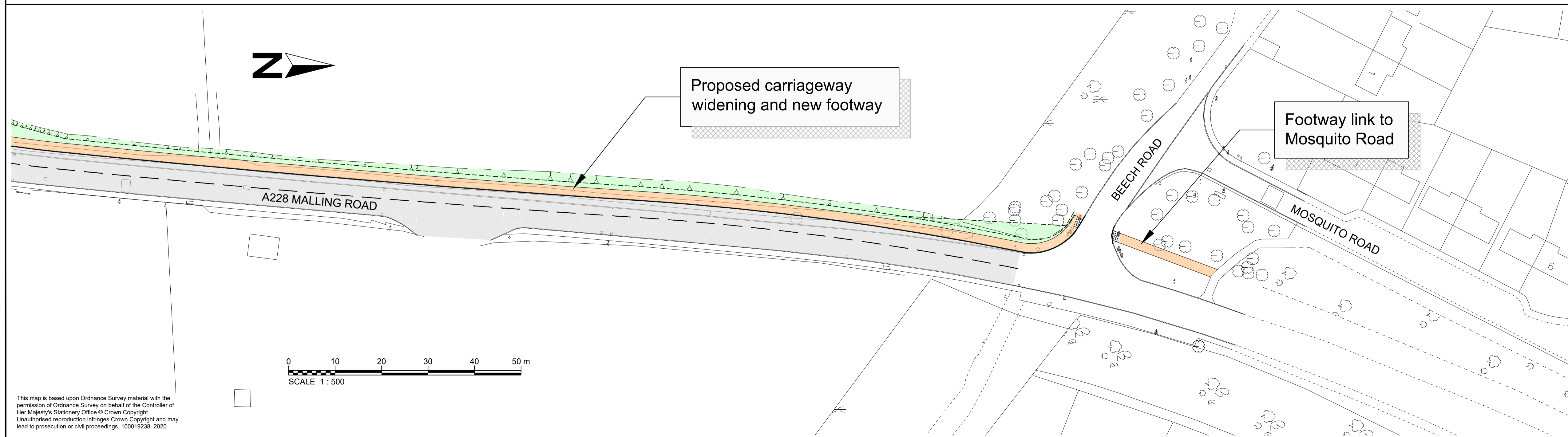
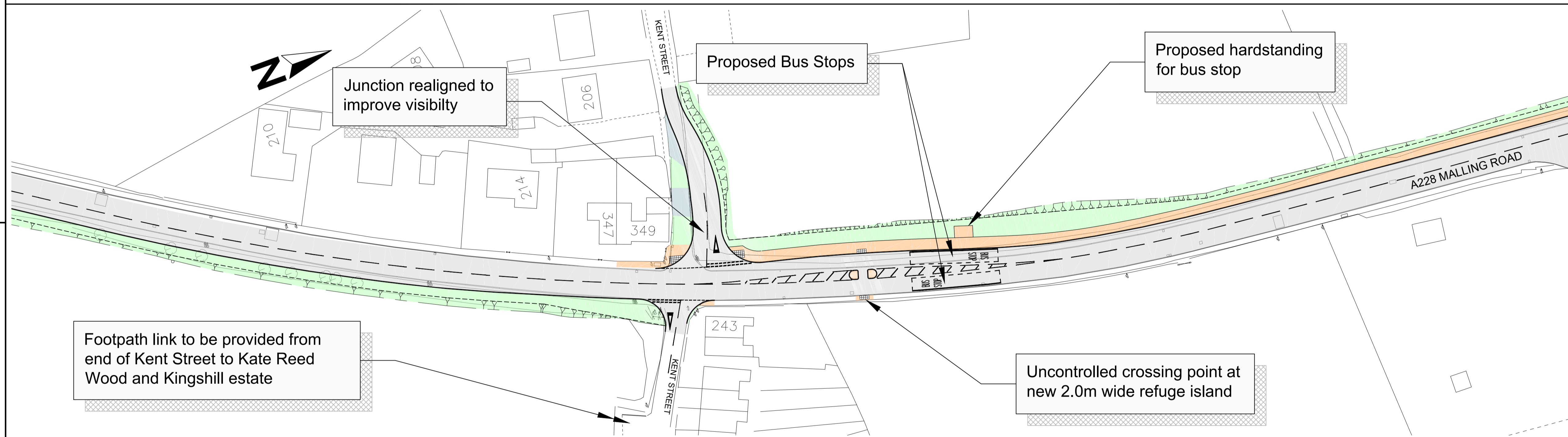
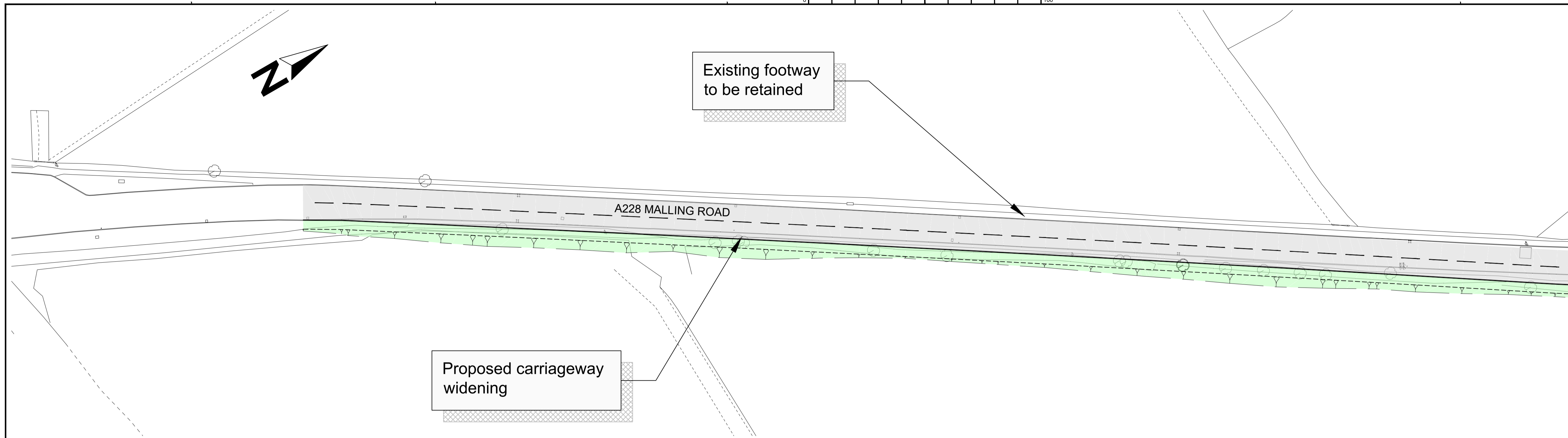
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KEY:

- Carriageway Improvement
- Footway
- Property access
- Verge / Embankment / Landscaping



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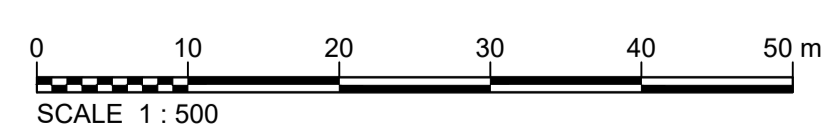
Project Name
A228 MALLING ROAD, MEREWORTH

Drawing Title
PROPOSED LAYOUT - OPTION 4 FULL WIDENING SCHEME

Original Drawing Size : A1	Dimensions : Metres
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To: Tonbridge and Malling Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 8th March 2021
Subject: Highway Forward Works Programme – 2021/22 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 2021/22.

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 2021/22, 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**

Richard Emmett	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	Completed
FOREST GROVE	Tonbridge	Whole Road	Completed
STOCKS GREEN ROAD	Hildenborough	From Leigh Road to 30mph Markers	Completed
THREE ELM LANE	Hadlow	A26 junction to 540 metres east	Completed
TONBRIDGE ROAD	East Peckham	Hartlake Road to 340 Tonbridge Road	Completed
YARDLEY PARK ROAD	Tonbridge	Throughout	Completed
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)	To be programmed in 2021
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	Completed
A26 Vale Rise (Roundabout)	Tonbridge	Roundabout and approaches	Programmed 26 th February 2021
High Street	Tonbridge	Between River Walk and Dry Hill Park Road	Programmed 22 nd March 2021
A227 Bordyke	Tonbridge	Bourne Lane to A227 High Street	To be programmed April 2021
A20 Wrotham Heath/Nepicar roundabout	Wrotham	Retexturing Full extents of roundabout plus exits to A20	To be programmed Spring 2021
A227 Shipbourne Road	Tonbridge	Oaks Close to White Cottage Road	To be programmed Spring 2021

A227 Shipbourne Road	Hadlow	HFS approaches to Higham Lane junction	To be programmed Spring 2021
A20 London Road	Wrotham	Between Whitehill roundabout and A227 roundabout	To be programmed Spring 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)	Completed
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

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 – to discuss with team leader. Site is on forward works programme
Lakeside	Snodland	Investigations for works to alleviate flooding in heavy rainfall events	Waterman's consultant engineers developing options to mitigate flooding. Report to be completed
Brookfield Avenue	Larkfield	Drainage scheme to resolve flooding issue between River Way and Marsh Way	With schemes engineer, ground investigations completed 5 th February 2021
Pembury Road	Tonbridge	Flooding issue next to Police Station. System appears liable to blockage	Further assessment required. Monitoring for flood reports in the meantime
London Road	Larkfield	Flooding at junction with New Road. Defects in pipework addressed as noted above, existing soakaways likely to require further work	Entered onto 21/22 Forward Work Programme. Further assessment required
High House Lane	Hadlow, Tonbridge	Installing two new brick-built headwalls and replacement culvert	Works Completed
London Road	Wrotham Heath	Replacing and raising dropped kerbs	Works Completed
Vines Lane	Hildenborough	Dig out 40m of ditch outside Vines Cottage	Works Completed
Sandy Lane	Addington, West Malling	Installing 2 new gullies and 1 catchpit outside Woodlands	Works Completed
St Leonards Street	West Malling	Replacing and raising dropped kerbs opposite No.108	Works Completed

Styants Bottom Road	Seal Chart	Carriageway reshaping, clearance of ditch and drainage improvements to alleviate localised drainage issues.	Works Completed
Cuckoo Lane	Tonbridge	Dig out 156m of ditch between Fouracres and Tonbridge Road	Works Completed
New Hythe Lane	Larkfield, Aylesford	Replace 4 sections of collapsed pipework	Works Completed
Long Mill Lane	Plaxtol, Sevenoaks	Drainage improvement and repair works to resolve pipe defects and blocked ditch	Works Completed
High Street	Snodland	Remove old linear channel and install 10m of new Linear drainage channel system connecting to catchpit.	Works Completed
Trench Road	Tonbridge	New precast concrete manhole and associated pipework connections	Works Completed
The Stream	Ditton, Aylesford	Clearance of build-up of silt within the Ford obstructing outlet from highway drains	Works Completed
Three Elm Lane	Golden Green, Tonbridge	Dig out 217m of ditch between The Pines and No.14	Works Completed
Rings Hill	Hildenborough	Take up and replace section of kerbs, laid with a higher face to prevent flooding from highway	Works Completed
Tonbridge Road	East Peckham	Dig out 78m of ditch Between Little Mill / No.212 and No.182. Dig out 25m of ditch opposite No.370 on S-bend.	Works Completed
Hatham Green Lane	Stansted, Sevenoaks	Replace 32m of Chestnut fencing between carriageway and pond.	Works Completed
Discovery Drive	Kings Hill, West Malling	Investigate void next to soakaway in grass area outside No.8. Please open a small area and remove any very loose material, backfill with compacted type 1 and topsoil to make safe.	Works Completed

Wilson Road	Tonbridge	South East Water has dug down and found a broken pipe. They have left excavation open with barriers around. Replace collapsed section of 150mm pipework (Appox 1m) Pump is required as there is a constant flow of water flowing through the pipe and filling excavation.	Works Completed
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Appendix C – Street Lighting

Structural testing of KCC owned street lights 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
Simpson Road JSBS020	Snodland	Removal of the redundant concrete column	Completion by end June 2021
Waveney Road JWAR014	Tonbridge	Removal of the redundant column	Completion by end June 2021
Colin Blythe Road JCCX008	Tonbridge	Replacement of Lamp Column	Completion by end June 2021
London Road JLCA028	Ditton	Replacement of Lamp Column	Completion by end June 2021
Lunsford Lane JLDD032	Larkfield	Replacement of Lamp Column	Completion by end of June 2021
Shipbourne Road JSBO006	Cage Green	Replacement of Lamp Column	Completion by end of June 2021
Shipbourne Road JSBO008	Cage Green	Replacement of Lamp Column	Completion by end of June 2021
Maidstone Road JMAH004	Walderslade	Replacement of Lamp Column	Completion by end of June 2021
Dry Hill Park Road JDAW301	Castle	Replacement of Lamp Column	Completion by end of June 2021
The Rocks Road JTBY002	East Malling	Replacement of Lamp Column	Completed
Pembury Road JPAT015	Medway	Replacement of Lamp Column	Completion by end of June 2021
Borough Green Rd JBCK002	Borough Green	Replacement of Lamp Column	Completion by end of June 2021
Robin Hood Lane JRBB104	Bluebell Hill - Walderslade	Replacement of Lamp Column	Completion by end of June 2021
Bow Road JBCO001	Wateringbury	Replacement of Lamp Column	Completion by end of June 2021

Wrotham Road JWCP010	Borough Green	Replacement of Lamp Column	Completed
The Ridgeway JTBW014	Tonbridge	Replacement of Lamp Column	Completed
Castle Way JCAP044	Leybourne	Replacement of Lamp Column	Completed
Russet Way JRDF003	Kings Hill	Replacement of Lamp Column	Completion by end June 2021
Russet Way JRDF009	Kings Hill	Replacement of Lamp Column	Completion by end June 2021
Pippin Way JPDO007	Kings Hill	Replacement of Lamp Column	Completion by end June 2021
Pippin Way JPDO008	Kings Hill	Replacement of Lamp Column	Completion by end June 2021
Pippin Way JPDO018	Kings Hill	Replacement of Lamp Column	Completion by end June 2021
Dry Hill Park Road JDAW013	Castle Tonbridge	Replacement of Lamp Column	Completion by end June 2021
Dry Hill Park Road JDAW001	Castle Tonbridge	Replacement of Lamp Column	Completion by end June 2021
Alexander Grove JACE006	Kings Hill	Replacement of Lamp Column	Completion by end June 2021
Alexander Grove JACE020	Kings Hill	Replacement of Lamp Column	Completion by end June 2021
Tonbridge Road JTDB024	Wateringbury	Replacement of Lamp Column	Completion by end June 2021
Lambourne Drive JLEJ101	Kings Hill	Replacement of Lamp Column	Completion by end June 2021
Lambourne Drive JLEJ102	Kings Hill	Replacement of Lamp Column	Completion by end June 2021
Lambourne Drive JLEJ103	Kings Hill	Replacement of Lamp Column	Completion by end June 2021
Ightham By-pass JIAD007	Ightham	Replacement of Lamp Column	Completion by end June 2021

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 16/02/2021.

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	Job completed on site 19 November 2020
A20 London Road junction with Hawley Drive	Ryarsh	Speed limit reduction and introduction of pedestrian refuge on the A20	Ian Grigor	Speed limit reduction handed over to contractor. Phase 2: Refuge island in design for delivery in 2021
A20 Coldharbour Lane roundabout to M20 slip	Aylesford	Vision reduction blades on northern approach to the roundabout	Ian Grigor	In design for delivery in 2021
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	Job completed on site 15 January 2021
Tonbridge Road	Hadlow	Speed limit reductions, improved signing and lining on the bends either side of Faulkners, potential placement of safety cameras	Ian Grigor	Speed limit reductions, improved signing and lining handed over to contractor. Phase 2: Placement of safety cameras in design for delivery in 2021
Exedown Road / Kemsing Road	Wrotham	Road markings and additional warning signage	Ian Grigor	In design for delivery in 2021
A20 London Road (outside the Nepicar Shell Garage)	Wrotham	Road markings and additional warning signage	Ian Grigor	In design for delivery in 2021

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	Ian Grigor	Handed over to contractor for delivery

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 Thameside/West Kent (delete as applicable) LSTF this financial year.

Location	Parish	Description of Works	Lead officer	Current Status
A26 from the borough boundary to its junction with Brook Street	Tonbridge and Tunbridge Wells	Installation of a cycle route either as a whole route or parts of a route on the A26 from Grosvenor Road, Tunbridge Wells to Brook Street, Tonbridge.	Jamie Watson	Investigations are progressing with providing additional cycle facility from the Boundary with Tunbridge Wells to Tonbridge Station (Bidborough to Tonbridge Station).

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 consultation ends on 3 rd March 2021 however the trial will continue either for 12 or 18 months with data collection taking place in order for a recommendation to be made on whether the trial should remain in its present form.

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
Carpenters Lane, Hadlow	TO004009	Hadlow	New bellmouth access and footway link	Awaiting technical Submission
Nepicar Oast, A20 London Road, Wrotham	TO004008	Wrotham	New Bellmouth Access	Undergoing Technical Review
The Old Coal Yard, Leybourne Way/New Hythe Lane, Larkfield	TO004007	Larkfield	New bellmouth access and footway link	Awaiting technical Submission
Land fronting Vale Rise and Vale Road	TO004006	Tonbridge	New access to industrial site and closing of existing access	Undergoing Technical Review
Lidl, A20 London Road, Ditton	TO004005	Ditton	Access to new Lidl Store	Undergoing technical review
Oakdene Business Park, London Road, Wrotham	TO004003	Wrotham	Access to Trade Park	Undergoing technical review
Co-Op Store, Holborough Road/High Street, Snodland	TO004002	Snodland	Vehicle crossover to car park, loading bay and bus stop amendments	Undergoing technical review
Sportsmans Farm, King Hill, West Malling	TO003427	West Malling	Access to residential development	Undergoing technical review
Judd School Access, Mabledon Road, Tonbridge	TO003426	Tonbridge	Access to rear of Judd School	Technical Acceptance Issued – Awaiting details of new contractor

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	First Certificate issued - Site on maintenance
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	Technical Acceptance issued
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	Letter of Agreement for short term construction vehicle access, long term crossovers	Agreement Signed
The Orpines, Wateringbury	TO003128	Wateringbury	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	Works in Progress
Pelican View, Rochester Road, Rochester	TO003124		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 completed.
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	Works to improve Coldharbour Roundabout and A20/Mills Road/Hall Road – passed to KCC Major Projects. Works programmed to commence at Coldharbour Roundabout in May 2021 with commencement on A20/Mills Road/Hall Road junction during summer 2021.
Tower View and A228	Kings Hill	Improvements to A228/Tower View roundabout	Condition 15 of approval to TM/13/01535/OAEA (phase 3), requires a scheme for this junction to be completed prior to occupation of the 200th dwelling. Revised scheme drawings and capacity analysis are expected from Prologis in due course.
A228 Malling Road	Mereworth	Visibility improvements at A228 / Kent Street junction	Junction improvement options passed to Schemes, Planning & Delivery Team – see separate report
Various	Various	Enhancement of 155 bus service and new east bank service associated with Peters Village development	Changes to the service are currently on hold due to the Coronavirus Pandemic. A review is required to determine whether the solution can be delivered as previously envisioned given reduced usage and service revenue.
Various	Various	Traffic calming in Ryarsh and surrounding villages	Scheme complete.

Various	Various	Enhancement of Ryarsh bus services	<p>The Rural Bus Scheme Pilot in West Malling, the 58 Feeder Service, commenced operation on 15th 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.</p> <p>For more information on the pilot bus service please contact ruralbusschemepilots</p>
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Appendix F – Bridge Works

Bridge Works – Contact Officer David Aspinall			
Road Name	Parish	Description of Works	Current Status
Old Hadlow Road	Tonbridge	Stair No.212 3T weight restriction Deck Strengthening Road closure required	Construction phase deferred until 2021
East of Mill Lane	Tonbridge	Mill Cottage No.3125 3T weight restriction Deck replacement	Construction phase programmed for 2021.

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, Tonbridge	Upgrade existing crossing to near-sided Puffin	Completed January 2021
Station Road near Medway Court, Aylesford	Upgrade existing crossing to near-sided Puffin	Proposed February 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 16/02/2021.

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.

Peter Homewood

Details of Scheme	Lead Officer	Status
Fernleigh Rise – phase 5 Installation of bollards to protect grass verges from vehicle erosion.	Mark Simmons	Works expected to be completed 31 March 2021 – currently waiting for new bollards to be delivered.
Bluebell Village Increase signage to direct HGV's away from Bluebell Hill Village and towards the A229.	Mark Simmons	Works expected to be completed 31 March 2021 – currently waiting for new signs to be delivered.
New post to protect the verge erosion opposite Keefe Close from turning lorries.		Completed 28 January 2021

The Square Aylesford To purchase the blocks for the enhancement works to The Square Aylesford High Street	Mark Simmons	Delivery expected to arrive before 31 March 2021.
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Trudy Dean

Details of Scheme	Lead Officer	Status
20 mph schemes	Stewart Fowler	Extents agreed and in consultation process at present

Harry Rayner

Details of Scheme	Lead Officer	Status
7.5 tonne Weight Limit Quarry Hill Road Borough Green	Ian Grigor	TRO going out to public consultation in February

Sarah Hohler

Details of Scheme	Lead Officer	Status
Stangate Road Birling Provision of Signage to improve Stangate Hamlet community from speed and inappropriate HGV's.	Mark Simmons	Works completed 5 February 2021

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: Richard Emmett / Mark Simmons 03000 418181

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Agenda Item 11

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

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Agenda Item 12

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

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

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