

TONBRIDGE & MALLING BOROUGH COUNCIL



EXECUTIVE SERVICES

Chief Executive

Julie Beilby BSc (Hons) MBA

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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

25 May 2023

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

Dear Sir/Madam

Your attendance is requested at a meeting of the Joint Transportation Board to be held in the Council Chamber, Gibson Drive, Kings Hill on Monday, 5th June, 2023 commencing at 7.30 pm.

Members of the Committee are required to attend in person. Other Members may attend in person or participate online via MS Teams.

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

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PART 1 - PUBLIC

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| 3. | Apologies for absence | 9 - 10 |
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| 5. | Declarations of interest | 13 - 14 |

Members are reminded of their obligation under the Council's Code of Conduct to disclose any Disclosable Pecuniary Interests and Other Significant Interests in any matter(s) to be considered or being considered at the meeting. These are explained in the Code of Conduct on the Council's website at [Code of conduct for members – Tonbridge and Malling Borough Council \(tmbc.gov.uk\)](http://www.tmbc.gov.uk/code-of-conduct-for-members).

Members in any doubt about such declarations are advised to contact Legal or Democratic Services in advance of the meeting.

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| 6. | Minutes | 15 - 18 |
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To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 6 March 2023.

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| 7. | Petition - Off Road Cycle Path for the A26 Hadlow Road to Hadlow | |
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In accordance with Rule 6.1 of the Joint Transportation Board agreement, a petition in respect of Off Road Cycle Path for the A26 Hadlow Road to Hadlow will be received by Members. No further discussion shall take place on the petition until the next meeting of the Board

Matters for the Borough Council

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| 8. | Parking Update | 19 - 40 |
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The Borough Council has for many years divided requests for changes to parking restrictions into separate Phases of the "Parking Action Plan", or for wider areas as discrete "Parking Reviews".

This report covers the progress of the current Phase (Phase 14), the content of the next Phase (Phase 15) of the Action Plan, and an update on the Borough's parking reviews.

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| 9. | Hadlow Parking Review - Outcomes of Informal Consultation | 41 - 104 |
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The report informs Members on the outcome of the informal consultation in relation to the parking review of Hadlow.

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| 10. | Hildenborough Parking Review - Outcome of Informal Consultation | 105 - 162 |
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The report informs Members on the outcome of the informal consultation in relation to the parking review of Hildenborough.

Matters submitted for Information

11. Kent Street Junction Improvement Update 163 - 176
The report updates Members on the Kent Street/Malling Road highway improvements.
12. Highway Forward Works Programme - 2022/23 and 2023/24 177 - 198
The report provides an update on identified schemes approved for consultation.
13. Urgent Items 199 - 200
Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

Matters for consideration in Private

14. Exclusion of Press and Public 201 - 202
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

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

MEMBERSHIP

Cllr M A Coffin (Chair)
County Cllr H Rayner (Vice-Chair)

Cllr A Cope
Cllr S Crisp
Cllr D A S Davis
Cllr F A Hoskins
Cllr A Mehmet
Cllr D Thornevell

County Cllr Mrs T Dean
County Cllr Mrs S Hohler
County Cllr M Hood
County Cllr S Hudson
County Cllr A Kennedy
County Cllr P Stepto

Representatives of Kent Association of Local Councils – Tonbridge and Malling
(non-voting):

- Owen Baldock
- David Gaunt
- Wendy Palmer

GUIDANCE ON HOW MEETINGS WILL BE CONDUCTED

- (1) All meetings of the Borough Council will be livestreamed to YouTube here, unless there is exempt or confidential business be discussed:

<https://www.youtube.com/channel/UCPp-IJISNgoF-ugSzxjAPfw/featured>
- (2) There are no fire drills planned during the time a meeting is being held. For the benefit of those in the meeting room, the fire alarm is a long continuous bell and the exits are via the doors used to enter the room. An officer on site will lead any evacuation.
- (3) Should you need this agenda or any of the reports in a different format, or have any other queries concerning the meeting, please contact Democratic Services on committee.services@tmbc.gov.uk in the first instance.

Attendance:

- Members of the Committee/Advisory Board are required to attend in person and be present in the meeting room. Only these Members are able to move/ second or amend motions, and vote.
- Other Members of the Council can join via MS Teams and can take part in any discussion and ask questions, when invited to do so by the Chairman, but cannot move/ second or amend motions or vote on any matters. Members participating remotely are reminded that this does not count towards their formal committee attendance.
- Occasionally, Members of the Committee/Advisory Board are unable to attend in person and may join via MS Teams in the same way as other Members. However, they are unable to move/ second or amend motions or vote on any matters if they are not present in the meeting room. As with other Members joining via MS Teams, this does not count towards their formal committee attendance.
- Officers can participate in person or online.
- Members of the public addressing an Area Planning Committee can participate in person or online. Please contact committee.services@tmbc.gov.uk for further information.

Before formal proceedings start there will be a sound check of Members/Officers in the room. This is done as a roll call and confirms attendance of voting Members.

Ground Rules:

The meeting will operate under the following ground rules:

- Members in the Chamber should indicate to speak in the usual way and use the fixed microphones in front of them. These need to be switched on when speaking or comments will not be heard by those participating online. Please switch off microphones when not speaking.
- If there any technical issues the meeting will be adjourned to try and rectify them. If this is not possible there are a number of options that can be taken to enable the meeting to continue. These will be explained if it becomes necessary.

For those Members participating online:

- please request to speak using the 'chat or hand raised function';
- please turn off cameras and microphones when not speaking;
- please do not use the 'chat function' for other matters as comments can be seen by all;
- Members may wish to blur the background on their camera using the facility on Microsoft teams.
- Please avoid distractions and general chat if not addressing the meeting
- Please remember to turn off or silence mobile phones

Voting:

Voting may be undertaken by way of a roll call and each Member should verbally respond For, Against, Abstain. The vote will be noted and announced by the Democratic Services Officer.

Alternatively, votes may be taken by general affirmation if it seems that there is agreement amongst Members. The Chairman will announce the outcome of the vote for those participating and viewing online.

Terms of Reference – Joint Transportation Board

Title	Terms of reference	Membership
<p>Joint Transportation Board [P]</p> <p><u>Quorum</u>: 4 Members of the Board (comprising 2 Borough and 2 County Members)</p>	<p>To advise the KCC Executive on:</p> <ul style="list-style-type: none"> - capital and revenue funded works programmes within limits set by the KCC Executive - the Highway Unit's Annual Business Plan <p>To advise the TMBC Executive on:</p> <ul style="list-style-type: none"> - Any decisions to be taken by the Executive in relation to functions delegated to TMBC under the agreement - Parking orders, taxi rank locations and street management schemes (management schemes do not include street trading consents) <p>And to:</p> <ul style="list-style-type: none"> - review the progress and out-turn of works programmes - review the performance of Kent Highway Services in the Borough - be a forum for consultation between KCC and TMBC on policies, plans and strategies related to highways, road traffic and public transport 	<p>Membership and Chair alternating between KCC and TMBC</p>

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Apologies for absence

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Joint Transportation Board – Substitute Members (if required)

	Conservative	Liberal Democratic	Green	Ind. Kent Alliance	Labour
1	Matt Boughton	Tim Bishop	Lee Athwal		
2	Robert Cannon	Garry Bridge	Kath Barton		
3	Des Keers	Trudy Dean	George Hines		
4	Dennis King	Anita Oakley	Robert Oliver		
5	Kim Tanner	Roger Roud	Bethan Parry		

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Declarations of interest

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Public Document Pack Agenda Item 6

TONBRIDGE AND MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

MINUTES

Monday, 6th March, 2023

Present: County Cllr H Rayner (Chair), Cllr R P Betts, Cllr D A S Davis, Cllr M Taylor, Cllr D Thornewell, County Cllr Mrs S Hohler, County Cllr M Hood, County Cllr S Hudson and County Cllr P Stepto.

(Note: As Borough Councillor R I B Cannon was unable to attend in person and participated via MS Teams they were unable to vote on any matters).

In attendance: Councillor R V Roud was also present pursuant to Council Procedure Rule No 15.21.

Mr Owen Baldock and Mrs W Palmer were also present on behalf of the Kent Association of Local Councils (KALC).

Virtual: Mr David Gaunt (KALC) and Councillors Mrs J A Anderson, P A Bates, V M C Branson, R I B Cannon, Mrs A S Oakley, M R Rhodes, T Shaw, K B Tanner and Mrs M Tatton participated via MS Teams and joined the discussion when invited to do so by the Chair in accordance with Council Procedure Rule No 15.21.

Apologies for absence were received from Councillors P J Montague (Vice-Chair), R I B Cannon, County Cllr Mrs T Dean and County Cllr A Kennedy.

PART 1 - PUBLIC

JTB 23/1 NOTIFICATION OF SUBSTITUTE MEMBERS

There were no substitute Members for this meeting.

JTB 23/2 DECLARATIONS OF INTEREST

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

JTB 23/3 MINUTES

RESOLVED: That the Minutes of the meeting of the Joint Transportation Board held on 21 November 2022 be approved as a

correct record and signed by the Chairman, subject to the following amendment:

- Minute JTB 22/27, Proposed Single Yellow Line Waiting Restrictions – Oldbury Lane, whereby the recommendation to be amended to read 'Old Lane Junction A25 Only'.

MATTERS SUBMITTED FOR INFORMATION

JTB 23/4 INVOLVEMENT IN HIGHWAY ASPECTS OF PLANNING APPLICATIONS

Members received the report of the Cabinet Member for Highways and Transport, Kent County Council which advised of involvement in the highway aspects of planning applications.

There was in depth discussion and a number of concerns were raised, including the confidentiality of pre-application advice and non-disclosure under a Freedom of Information request due to the potential effect on the commercial viability of the site and that the response of the Highways Authority on planning applications could not take into account assumptions or opinions of the local community.

Members questioned whether Kent County Council officers considered comments submitted via the Local Planning Authority by members of the public, Members and other organisations; whether a Parish Council could claim costs associated with the engagement of a highways engineer whose opinion contradicted that of Kent County Council officers; and if due regard was given to heavier vehicles, parking requirements, off road parking and garage sizes when a planning application was considered. Members were advised that comments raised at the meeting would be responded to by Kent County Council officers.

JTB 23/5 ACTIVE TRAVEL UPDATE

The report of Kent County Council Highways and Transportation provided an update on Kent County Council's Active Travel agenda.

During discussion, Members believed that there could be improved connections between public right of ways and questioned the likelihood of funding to reconstruct the collapsed section of the Medway Towpath, Aylesford and sought details of any data analysis undertaken to determine the popularity of the link. Furthermore, Members asked how funding for the development of a Local Cycle and Walking Infrastructure Plan would be used.

JTB 23/6 HIGHWAYS FORWARD WORKS PROGRAMME 2022/23 AND 2023/24

The report of the Kent County Highways, Transportation and Waste summarised schemes programmed for delivery in 2022/23 and provided an update on 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 Funding Works (Appendix E), Bridge Works (Appendix F), Traffic Systems (Appendix G) and the Combined Members Grant (Appendix H).

Members sought an update on the developer funded works for junction improvements at London Road/New Road, East Malling and associated land ownership issues; and the proposed additional cleansing and CCTV survey to expand the survey area between New Road and new Hythe Lane to address the flooding issues. Furthermore, reassurance was sought that the programmed machine resurfacing works on the A25 Borough Green would be undertaken on 5 June 2023 and would not be postponed further.

MATTERS FOR CONSIDERATION IN PRIVATE**JTB 23/7 EXCLUSION OF PRESS AND PUBLIC**

There were no items considered in private.

The meeting ended at 8.18 pm

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TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

05 June 2023

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

Part 1- Public

Matters For Decision

1 **PARKING UPDATE**

1.1 **Summary**

The Borough Council has for many years divided requests for changes to parking restrictions into separate Phases of the "Parking Action Plan", or for wider areas as discrete "Parking Reviews".

1.2 This report covers the progress of the current Phase (Phase 14), the content of the next Phase (Phase 15) of the Action Plan and an update on the Borough's parking reviews.

1.3 **Current Procedure**

1.3.1 The current procedure for requesting and progressing changes to parking restrictions is as follows:-

- Request received and added to waiting list.
- Sites collated into manageable phases
- Approval for the next phase reported to Joint Transportation Board with recommendation to move to informal consultation.
- Report to Joint Transportation Board on the outcome of informal consultation with recommendation to alter/adjust proposals if appropriate and to move to formal consultation.
- Report to Joint Transportation Board following formal consultation with recommendations to approve/abandon proposals.
- Install approved schemes.
- Review of impact of proposals after 12 months if required.

1.4 Phase 14

- 1.4.1 The sites within Phase 14 (Annex 1) were subject to a previous report to the Joint Transportation Board have been assessed and have been progressed to an initial design.
- 1.4.2 We are currently carrying out informal consultation on the locations that form Phase 14.
- 1.4.3 This informal consultation started on 19th May 2023 and closes on 11th June 2023, and gives frontagers the opportunity to comment on the proposals.
- 1.4.4 We will be reporting this consultation to a future meeting of this Board for consideration. Before progressing to the formal consultation.

1.5 Phase 15

- 1.5.1 Phase 15 of the Parking Action Plan shown in Annex 2 will be developed once Phase 14 progresses to it's formal consultation stage.
- 1.5.2 Members will note that the list includes 31 locations, which is considered to be the maximum number of schemes that can be addressed within the available staff resources with the Parking team.

1.6 Future Phases

- 1.6.1 A further list of 94 requests is shown in Annex 3 which is the Holding List for consideration in future phases of the Plan.

1.7 Phase 15 Consultation

- 1.7.1 Subject to Member approval it is proposed that locations and proposals recommended for consideration in **Annex 2** should now be taken forward for investigation and then to informal consultation.
- 1.7.2 The response to the informal consultation will be reported back to a future meeting of this Board.

2 PARKING REVIEWS

- 2.1.1 In addition to the Phased Parking Action Plans, the Borough Council has an agreed programme of Parking Reviews, where more complex issues or packages of measures can be addressed.
- 2.1.2 There are currently three Parking Reviews being progressed, Kings Hill, Hadlow and Hildenborough, with a future review programmed for Snodland.
- 2.1.3 The delivery of the Borough's parking reviews has been severely affected by the Covid-19 pandemic, not only has it impinged on the Council's ability to carry out

reviews, but there has also been a significant variation in day-to-day parking habits as there has been a shift to more home working and less travel to work.

2.2 Kings Hill Parking Review

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

2.2.2 Due to the size and nature of Kings Hill it has been agreed that the site would be considered as a series of estate specific reviews.

2.2.3 The Council has taken proposals through informal consultation and formal consultation. However, local Members have asked that the review be placed on-hold to allow additional locations to be brought forward.

2.3 Hadlow Parking Review

2.3.1 The Council has developed proposals for parking restrictions across Hadlow (and Golden Green) and took the proposals to informal consultation with residents and the Parish Council earlier this year.

2.3.2 The results of that consultation are the subject of a separate report to this meeting of the Board, where the responses are discussed and revisions to the proposals are to be considered.

2.4 Hildenborough Parking Review

2.4.1 The Council has developed proposals for parking restrictions across Hildenborough and took the proposals to informal consultation with residents and the Parish Council earlier this year.

2.4.2 The results of that consultation are the subject of a separate report to this meeting of the Board, where the responses are discussed and revisions to the proposals are to be considered.

2.5 Legal Implications

2.5.1 The powers allowing the Borough Council to carry out parking management activity are contained in the Road Traffic Regulation Act 1984, supplemented by formal agreement with Kent County Council as the Local Highway Authority, in respect of its powers under the Traffic Management Act 2004. In particular section 122 of the Road Traffic Regulation 1984 Act imposes a general duty on local authorities exercising functions under the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of safe and adequate parking facilities on and off the highway.

- 2.5.2 The Borough Council carries out parking enforcement under an Agency agreement with Kent County Council by way of a Traffic Regulation Order, under the terms of the Road Traffic Act 1988 (and its amendments), the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.
- 2.5.3 Changes to parking charges are made via an Amendment Orders to the Council's on and off-street parking Traffic Regulation Orders, using the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and will reflect any temporary amendments to procedures introduced to address Covid-19 restrictions. The proposals have followed and exceeded the requirements of the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996.
- 2.5.4 The matters raised in this report are considered to be routine, uncontroversial or not legally complex.

2.6 **Financial and Value for Money Considerations**

- 2.6.1 Funding to implement works associated with the Parking Action Plans and the Parking Reviews exists within the Borough Council's revenue budgets.

2.7 **Risk Assessment**

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

2.8 **Policy Considerations**

- 2.8.1 Asset Management
- 2.8.2 Communications
- 2.8.3 Community
- 2.8.4 Customer Contact
- 2.8.5 Health and Safety

2.9 **Equality Impact Assessment**

- 2.9.1 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.

2.10 Recommendations

It is **RECOMMENDED** that –

1. the Board agree the locations listed for Phase 15 of the Parking Action Plan shown in Annex 2, and
2. the holding list of requests shown at Annex 3 be held for future consideration in future phases of the Parking Action Plan

Background papers:

Annex 1 - Phase 14 locations

Annex 2 - Phase 15 locations

Annex 3 - Holding list

contact: Andy Bracey
Parking Manager

Robert Styles

Director of Street Scene, Leisure and Technical Services

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Parking Action Plan – Annex 1 (Phase 14 Locations)

Location ref	Town	Location	Issue	Dates	Requested by	Issue	Summary
Ph14-01	Aylesford	Howick Close	Parking at the junction	30/09/2020	Waste Services	Vehicles parking on both sides at the entrance to the road obstruct refuse collection vehicles.	New double yellow lines
Ph14-02	Aylesford	Rochester Road	Access obstruction	11/10/2018	Local resident	Would like double yellow lines around access	New double yellow lines
Ph14-03	Aylesford	The Avenue / Premier Parade	Parking on the bend	30/09/2020	Parish Council	Parking on the bend causes issues	New double yellow lines
Ph14-04	Aylesford	The Avenue / The Oaks	Parking at the junction	30/09/2020	Parish Council	Parking at the junction causes issues	New double yellow lines
Ph14-05	Blue Bell Hill	Common Road	Obstructive parking	12/02/2020	Local resident	Would like single yellow lines between 10-18 Common Road, Blue Bell Hill changed to double yellow lines	New double yellow lines
Ph14-06	Ditton	Cherry Orchard	Obstructive parking	28/07/2020	Local resident	Would like double yellow lines in turning area to prevent parking	New double yellow lines
Ph14-07	East Malling	Cottenham Close	Obstructive parking	03/02/2020	Cllr Roud	Request to extend double yellow lines along Cottenham Close as obstructive parking occurs around the bend TS/2020/64	Extend double yellow lines

Parking Action Plan – Annex 1 (Phase 14 Locations)

Location ref	Town	Location	Issue	Dates	Requested by	Issue	Summary
Ph14-08	East Malling	Edward Walk (near Elm Crescent)	Obstructive parking	16/10/2020	Cllr Roger Roud	Would like double yellow lines to prevent obstructive parking.	New double yellow lines
Ph14-09	East Peckham	Branbridges Industrial Estate (south of roundabout)	Obstructive parking	22/06/2020	Local Business	Would like double yellow lines to address obstruction and visibility issues associated with burger van in spur road off roundabout	New double yellow lines
Ph14-10	Eccles	Bull Lane / Alma Road	Obstructive parking	18/05/2020	Aylesford Parish Council	Parking outside No.206 causes obstruction issues	New double yellow lines
Ph14-11	Eccles	Hawkes Road	Obstructive parking	01/06/2020	Local resident	Obstructive parking near and opposite driveways	New double yellow lines
Ph14-12	Hildenborough	Woodview Crescent & Brookmead	Parking at the junction	27/07/2020	Local resident	Would like junction protection	New double yellow lines
Ph14-13	Larkfield	The Lakes / Reed Close	Parking at the junction	02/07/2020	Local resident	Would like double yellow lines at junction to prevent obstructive parking	New double yellow lines
Ph14-14	Larkfield	Swallow Road	Obstructive parking	27/02/2020	Local resident	Wants double yellow lines extended outside No.102 to edge of driveway	Extend double yellow lines
Ph14-15	Larkfield	The Lakes	Non-resident parking	01/06/2020	Local resident	Would like residents parking scheme to deter Leybourne Lakes visitors from parking for free	Permit parking restrictions

Parking Action Plan – Annex 1 (Phase 14 Locations)

Location ref	Town	Location	Issue	Dates	Requested by	Issue	Summary
Ph14-16	Larkfield	Springfield Road (bend near Lunsford Lane)	Parking on the bend	12/08/2020	Petition of local residents	Would like double yellow lines to prevent parking on the bend	New double yellow lines
Ph14-17	Leybourne	Little Oxley	Obstructive parking	15/01/2020	Local resident	Request for double yellow lines - Little Oxley, Leybourne TS/2020/35	New double yellow lines
Ph14-18	Platt	Grange Road (opposite The Blue Anchor)	Obstructive parking	24/07/2020	Local resident	Would like double yellow lines to prevent driveway obstruction and parking close by visitors to The Blue Anchor	New double yellow lines
Ph14-19	Snodland	Bramley Road	Non-resident parking	27/08/2020	Local resident	Would like permit parking to deter non-resident parking	Permit parking restrictions
Ph14-20	Snodland	Nevill Road	Access issues	30/06/2020	Local resident	Would like double yellow lines at junction near No.24 to prevent obstructive parking	New double yellow lines
Ph14-21	Tonbridge (Cage Green)	Howard Drive	Obstructive parking	18/06/2020	Local resident	Would like double yellow lines to make access / egress / visibility better	New double yellow lines
Ph14-22	Tonbridge (Higham)	Lawrence Road	Obstructive parking	12/08/2019	Local resident	Would like new double yellow lines on Lawrence Road to keep parking to one side only	New double yellow lines
Ph14-23	Tonbridge (Medway)	Goldsmid Road	Non-resident parking	14/03/2020	Cllr Boughton	Would like a resident permit scheme	Permit parking restrictions
Ph14-24	Tonbridge (Medway)	Mill Lane	Additional parking request	07/09/2020	Local resident	Would like parking bays in Mill Lane (just off Hadlow Road) extended	Permit parking restrictions

Parking Action Plan – Annex 1 (Phase 14 Locations)

Location ref	Town	Location	Issue	Dates	Requested by	Issue	Summary
Ph14-25	Tonbridge (Trench)	The Chase	Parking on the bend	04/02/2020	Cllr Thomas	Extend double yellow lines from bend on The Chase to improve safety and visibility.	Extend double yellow lines
Ph14-26	Tonbridge (Trench)	Forest Grove & 18-24 Forest Grove	Obstructive parking	14/04/2020 & 12/10/2020	Local resident	Would like restrictions to prevent obstructive parking around centre of island. Would like double yellow lines to prevent obstructive parking	New double yellow lines
Ph14-27	Tonbridge (Vauxhall)	Baltic Road	Obstructive parking	01/03/2020	Cllr Hoskins	Would like double yellow lines across access to rear of properties and garages (east of The Drive)	New double yellow lines
Ph14-28	Tonbridge (Vauxhall)	Woodside Road	Non-resident parking	11/10/2020	Local resident	Would like all-day permit parking controls to deter non-resident parking	Extend permit parking times
Ph14-29	Walderslade	Woodbury Road	Obstructive parking	12/02/2020	Local resident	Would like double yellow lines restrictions outside 44 & 46 Woodbury Road	New double yellow lines
Ph14-30	Walderslade	Woodbury Road & Falkland Place	Parking at the junction	22/06/2020	Local resident	Would like double yellow lines to prevent parking close to the junction	New double yellow lines
Ph14-31	Walderslade	87 Tunbury Avenue	Obstructive parking	06/07/2020	Local resident	Would like double yellow lines to prevent obstructive parking in front of access	New double yellow lines
Ph14-32	Wrotham	West Street	Obstructive parking	07/10/2020	Local resident	Would like double yellow lines to prevent obstruction of driveway	New double yellow lines

Parking Action Plan – Annex 2 (Phase 15 Locations)

Location ref	Town	Location	Dates	Requested by	Issue	Summary
Phase 15-01	Snodland	Brook Lane (near No.38)	20/10/2020	Local resident	Would like DYL to prevent obstructive parking.	New double yellow lines
Phase 15-02	Wrotham	West Street / Bancroft Road junction	21/10/2020	Local resident	Would like junction protection DYL	New double yellow lines
Phase 15-03	Tonbridge	Chiltern Way / Dernier Road (to Rowan Mews)	22/10/2020	Local resident	Would like junction protection DYL and restrictions up to Rowan Mews entrance to prevent obstructive parking	New double yellow lines
Phase 15-04	East Malling	Temple Way (footpath from Owen Close)	26/10/2020	Cllr Roger Roud	Would like DYL across end of footpath (and nearby driveways) to assist pedestrians visibility	New double yellow lines
Phase 15-05	Snodland	Charles Close	13/11/2020	Local resident	Would like a resident parking scheme to stop non-resident parking.	Permit parking scheme
Phase 15-06	Borough Green	Fairfield Road	13/11/2020	Local resident	Would like DYL removed to allow parking (no address given)	New double yellow lines
Phase 15-07	Walderslade	Hallsfield Road	19/11/2020	Local resident	Would like a permit parking scheme so they don't have to relocate cars to the other side each day.	Permit parking scheme
Phase 15-08	Snodland	May Street	27/11/2020	Urbaser	Would like junction protection to enable access by refuse collection vehicle	New double yellow lines

Parking Action Plan – Annex 2 (Phase 15 Locations)

Location ref	Town	Location	Dates	Requested by	Issue	Summary
Phase 15-09	Wouldham	Worrall Drive	04/12/2020	Local resident	Would like restrictions to manage pavement parking outside the school	New double yellow lines
Phase 15-10	Snodland	Booth Close	23/12/2020	Local resident	Would like restrictions on bend to prevent obstructive parking	New double yellow lines
Phase 15-11	Shipbourne	Upper Green Road	07/01/2021	Local resident	Obstructive parking for long lengths causes problems	New double yellow lines
Phase 15-12	Tonbridge	Norfolk Road	12/01/2021	Local resident	Permit parking scheme needed due to lack of parking	Permit parking scheme
Phase 15-13	East Malling	The Rocks Road (near Paris House)	14/01/2021	Cllrs Tatton & Roud	Would like DYL to prevent obstructive and pavement parking	New double yellow lines
Phase 15-14	Tonbridge	West Rise & College Avenue	15/01/2021	Local resident	Parking on the bends and junction	New double yellow lines
Phase 15-15	Larkfield	Kingfisher Road (near Magpie Close)	18/01/2021	Local resident	Would like DYL extended to prevent obstructive parking	New double yellow lines
Phase 15-16	Tonbridge	Shipbourne Road (near 250)	19/01/2021	Local resident	Would like DYL across driveway to prevent obstructive parking	New double yellow lines
Phase 15-17	Plaxtol	The Street	21/01/2021	Local resident	Would like DYL outside driveway to No.17 to prevent obstructive parking	New double yellow lines
Phase 15-18	Ditton	Bell Lane	01/02/2021	Local resident	Would like permit parking for residents	New double yellow lines
Phase 15-19	Ryarsh	Woodgate Road & Roughetts Road junction	17/02/2021	Ryarsh Parish Council	Would like restrictions in Woodgate Road and around the junction	New double yellow lines

Parking Action Plan – Annex 2 (Phase 15 Locations)

Location ref	Town	Location	Dates	Requested by	Issue	Summary
Phase 15-20	Larkfield	Lunsford Lane (near 371)	25/02/2021	Local resident	would like DYL to ease access and prevent pavement parking	New double yellow lines
Phase 15-21	Snodland	Charles Close	25/02/2021	Local resident	would like DYL to prevent obstructive parking on west side and in turning head	New double yellow lines
Phase 15-22	Ditton	Scott Close (junction by 32/41)	25/02/2021	Local resident	Would like junction protection restrictions as residents park on the junction.	New double yellow lines
Phase 15-23	Aylesford	Hermitage Lane (near McDonalds)	25/02/2021	Local resident	Would like DYL on Hermitage Lane as Deliveroo drivers and lorries park on Hermitage Lane, blocking the junction.	New double yellow lines
Phase 15-24	Snodland	Holly Hill	25/02/2021	Local resident	Would like DYL on Holly Hill	New double yellow lines
Phase 15-25	Walderslade	Taddington Wood Lane	25/02/2021	Local resident	Would like DYL extended to deter commuter parking	New double yellow lines
Phase 15-26	Tonbridge	Douglas Road (access between 92 & 94)	17/03/2021	Cllr Hood	Would like DYL across access.	New double yellow lines
Phase 15-27	Borough Green	Wye Road	25/03/2021	Cllr Taylor	Would like to extend DYLS	New double yellow lines
Phase 15-28	Borough Green	Wye Road, Annetts Hall, Tolsey Mead & Eaglestone Close	25/03/2021	Cllr Taylor	Would like a resident parking scheme	Permit parking scheme
Phase 15-29	Walderslade	Woodbury Road	25/03/2021	Local resident	Would like DYL extended alongside No.32	New double yellow lines

Parking Action Plan – Annex 2 (Phase 15 Locations)

Location ref	Town	Location	Dates	Requested by	Issue	Summary
Phase 15-30	Tonbridge	Douglas Road (access between 92 & 94)	12/04/2021	Local resident	Would like DYL across access.	New double yellow lines
Phase 15-31	Tonbridge	Cage Green Road	21/10/22	Local resident	Would like DYL extended past access.	New double yellow lines

Parking Action Plan – Annex 3 (Holding List)

Location ref	Town	Location	Date requested	Requested by	Issue
Ph-15 Hold-01	East Malling	Elm Crescent	12/04/2021	Local resident	Would like DYL to ease traffic movements and assist emergency access
Ph-15 Hold-02	East Malling	Bradbourne Park Road	12/04/2021	Property Manager for FirstPort Ltd	Would like DYL on entrance to estate as parked cars cause blind spots.
Ph-15 Hold-03	Tonbridge	Shipbourne Road	12/04/2021	Local resident	Would like permit parking bays outside 59-61 Shipbourne Road and a permit parking scheme
Ph-15 Hold-04	Mereworth	Butchers Lane (cul-de-sac)	14/04/2021	Local resident	Would like DYL to prevent dropped kerb obstruction in cul-de-sac
Ph-15 Hold-05	Wrotham	St Marys Road	14/04/2021	Local resident	Would like a resident permit parking scheme
Ph-15 Hold-06	Tonbridge	Derwent Road	19/04/2021	Local resident	Would like restrictions at the junction of Derwent Road and Rother Road
Ph-15 Hold-07	Tonbridge	St Marys Road	21/04/2021	Local resident	Would like resident permit times extended to 9-5, Mon-Fri
Ph-15 Hold-08	Hildenborough	Noble Tree Road, Rings Hill & Watts Cross Road	22/04/2021	Local resident	Would like DYL extended
Ph-15 Hold-09	Tonbridge	Cheviot Close	26/04/2021	Local resident	Would like DYL at the junction of Cheviot Close and Chiltern Way
Ph-15 Hold-10	Wateringbury	Glebe Meadow & Allington Gardens	24/05/2021	Local resident	Would like DYL on the bend
Ph-15 Hold-11	Tonbridge	Higham Lane & Delius Drive junction	24/05/2021	Local resident	Would like DYL around junction
Ph-15 Hold-12	Tonbridge	95 Trench Road	24/05/2021	Local resident	Would like DYL across access (no dropped kerbs)
Ph-15 Hold-13	Wateringbury	Bow Road	24/05/2021	Local resident	Would like DYL extended near No.59

Parking Action Plan – Annex 3 (Holding List)

Ph-15 Hold-14	Snodland	Godden Road & Roberts Road	24/05/2021	Local resident	Would like DYL at Godden Road / Roberts Road junction
Ph-15 Hold-15	Larkfield	Marlowe Road	24/05/2021	Local resident	Would like DYL round cul-de-sac 59-65
Ph-15 Hold-16	Shipbourne	Upper Green Road	24/05/2021	Local resident	Would like DYL passing places
Ph-15 Hold-17	West Malling	Norman Road (opposite 91)	24/05/2021	Local resident	Would like bays reduced to ease turning movements.
Ph-15 Hold-18	East Peckham	Pound Road (outside the Village Butcher & Store)	26/05/2021	Parish Council	Parking outside the store is dangerous
Ph-15 Hold-19	East Peckham	Crown Acres & Old Road	26/05/2021	Parish Council	Parked cars affect visibility for traffic turning right out of Crown Acres
Ph-15 Hold-01	Borough Green	Wye Road	22/06/2021	Local resident	Would like restrictions to deter non-residents parking
Ph-15 Hold-20	Tonbridge	Dernier Road - top flat area	04/07/2021	Cllr Branson	Resident permit parking
Ph-15 Hold-21	Hadlow	Tainter Road / Twyford Road	06/07/2021	Local resident	Would like restrictions at the junction
Ph-15 Hold-22	Hildenborough	Riding Lane (opposite 34 & 36)	06/08/2021	Local resident	Would like DYL to prevent obstructive parking
Ph-15 Hold-23	Tonbridge	Annison Street	06/08/2021	Local resident	Would like DYL one side to prevent obstructive parking
Ph-15 Hold-24	Aylesford	Mill Hall	10/08/2021	Local business	Would like DYL on bends, junctions and opposite cottages to prevent obstructive parking and allow emergency and HGV access
Ph-15 Hold-25	Tonbridge	Trench Road	16/08/2021	Local resident	Would like DYL outside No.102 to prevent obstructive parking
Ph-15 Hold-26	Burham	Church Street	16/08/2021	Local resident	Would like DYL outside No.8 to prevent obstructive parking
Ph-15 Hold-27	Tonbridge	Quarry Bank	23/09/2021	Local resident	Would like SYL changed to DYL to prevent obstructive parking at the junction

Parking Action Plan – Annex 3 (Holding List)

Ph-15 Hold-28	Tonbridge	Bracken Walk	27/09/2021	Local resident	Request for DYL across driveway
Ph-15 Hold-29	Snodland	Holboough Road	27/09/2021	Local resident	Wants more parking options or permit parking
Ph-15 Hold-30	Blue Bell Hill	Maidstone Road & Kissick Gardens	27/09/2021	Local resident	Wants parking bays on Maidstone Road reduced to improve visibility for vehicles exiting Kissick Gardens
Ph-15 Hold-31	West Malling	Offham Road	27/09/2021	Local resident	Wants permit times changed to 8am-10pm, 7 days a week
Ph-15 Hold-32	Offham	North Meadow & Teston Road	27/09/2021	Parish Council	Would like DYL at the junction of North Meadow and Teston Road as parking close to the junction affects visibility.
Ph-15 Hold-33	Tonbridge	Chiltern Way & Dernier Road	05/10/2021	Local resident	Would like DYL at Chiltern Way & Dernier Road junction to prevent driveway obstruction and parking around the bend.
Ph-15 Hold-34	Tonbridge	Gainsborough Gardens	07/10/2021	Local resident	Would like DYL extended opposite the driveway 43
Ph-15 Hold-35	Borough Green	Rock Road (bays near No. 10)	19/10/2021	Local resident	Would like 2 spaces outside No. 10 removed to prevent obstruction of gates and steps.
Ph-15 Hold-36	Snodland	Hook Road	30/10/2021	KCC Sarah Hohler	Would like DYL extended both sides to cover driveway of No.1
Ph-15 Hold-37	Borough Green (Basted Mill)	Mill Lane (near Stone Barn)	04/11/2021	Local resident	Would like DYL as the road is narrow and parking makes it difficult to pass.
Ph-15 Hold-38	Tonbridge	St Marys Road	09/11/2021	Local resident	Would like parking bay o/s 105b St Marys Road reduced to prevent obstructive parking
Ph-15 Hold-39	East Malling	The Rocks Road and Rocks Close	15/11/2021	Local resident	Would like SYL removed and permit parking introduced.
Ph-15 Hold-40	Larkfield	New Hythe Lane (on roundabout by river wall)	24/11/2021	Local resident	Would like DYL around roundabout at northern end of New Hythe Lane to prevent obstructive parking and pavement parking.

Parking Action Plan – Annex 3 (Holding List)

Ph-15 Hold-41	Larkfield	Lunsford Lane, junction with Brook Road	10/12/2021	Local resident	Would like DYL at junction of Lunsford Lane and Brook Road
Ph-15 Hold-42	West Malling	Norman Road	13/12/2021	Local resident	Would like bays reduced to prevent driveway overhang issue
Ph-15 Hold-43	Tonbridge	Kendal Drive	13/12/2021	Local resident	Would like an additional permit parking bay outside no.13
Ph-15 Hold-44	Tonbridge	Manor Grove	22/12/2021	Local Resident	Resident permit scheme
Ph-15 Hold-45	West Malling	Police Station Road - change permit areas	07/01/2022	Local resident	Not enough parking opportunities in Police Station Road during evenings as local pub and restaurant patrons park there.
Ph-15 Hold-46	East Malling	The Rocks Road	10/01/2022	Local resident	Would like DYL opposite double gates in narrow section to prevent obstructive parking.
Ph-15 Hold-47	Leybourne	Oxley Shaw junction with Castle way	24/01/2022	Local Resident	Would like extended DYL to the Castle way Junction to stop Obstructive parking.
Ph-15 Hold-48	East Peckham	Pound Road (Bramley Road and Westwood Road junctions)	25/01/2022	East Peckham Parish Council	Would like junction protection to prevent parking around the junctions and improve visibility.
Ph-15 Hold-49	Tonbridge	Mill Crescent Triangle	31/01/2022	Local Resident	Would like revised Parking bays and re line work.
Ph-15 Hold-50	Walderslade	Little John Ave	31/01/2022	Local Resident	DYLS on turning Circle
Ph-15 Hold-51	Snodland	Pridmore Road junction with Roberts Road	10/02/2022	Local Resident	Would like Junction DYLS to stop obstructive and restrictive view of the road.
Ph-15 Hold-52	Wouldham	Keepers Cottage Lane	11/02/2022	Local Resident	No current restrictions but is adopted, DYLS for vehicles parking on pavements. Danger to cars and pedestrians.
Ph-15 Hold-53	Tonbridge	The Brent	15/02/2022	Local resident	DYLS at the junction o/s no 2
Ph-15 Hold-54	East Malling	The Rocks Road (near 66 & 68)	25/02/2022	Cllr Trudy Dean	Obstructive parking

Parking Action Plan – Annex 3 (Holding List)

Ph-15 Hold-55	Walderslade	Hallsfield Road	28/02/2022	Local resident	Would like SYL converted to resident parking permits
Ph-15 Hold-56	Eccles	Springett Road	08/03/2022	Local Resident	Would Like DYLS and a dropped kerb(told to speak to KCC for the kerb)
Ph-15 Hold-57	East Peckham	Pound Road / Fell Mead DYLS Junction protection	23/03/2022	Local Resident	Would like Junction DYLS to stop obstructive and restrictive view of the road.
Ph-15 Hold-58	Tonbridge	Brook Lane	28/03/2022	Local Resident	DYLS down either side of the road
Ph-15 Hold-59	Larkfield	Lunsford Lane / Partridge Avenue	19/04/2022	Cllr Oakley	Would like DYL on approaches to Lunsford Lane / Partridge Ave mini-roundabout
Ph-15 Hold-60	Snodland	Brooke Lane, Snodland corner of Vauxhall Crescent	26/04/2022	Local Resident	SYL changed to a DYL to avoid accidents
Ph-15 Hold-61	Wrotham	Kemsing Road	29/04/2022	Local Resident	DYLS to deter drivers for blocking pavement access.
Ph-15 Hold-62	West Malling	A20 London Road	18/05/2022	Local Resident	Would like DYL on west side of Parkfoot Garage removed to allow his work van to park
Ph-15 Hold-63	Tonbridge	Orchard drive Follow up email 02/02/2023	30/05/2022	Local Resident	Double yellow lines opposite 26 orchard drive
Ph-15 Hold-64	Snodland	193 Holborough Road	11/05/2022	Local Resident	Remove parking bays to allow access for emergency services
Ph-15 Hold-65	Tonbridge	Oast Lane	01/06/2022	Local Resident	DYLS around cul de sac and on entrance to Oast Lane from London road.
Ph-15 Hold-66	Larkfield	6, the lakes	06/07/2022	Local Resident	DYLS over driveway to stop obstructive parking.
Ph-15 Hold-67	Tonbridge	Swanmead Way	23/08/2022	Local Resident	Ended DYLS to stop congestion on exit of ALDI
Ph-15 Hold-68	Tonbridge	Old Barn Close	11/09/2022	Local Resident	DYL on Cul De Sac
Ph-15 Hold-69	West Malling	167-181 Norman road	12/09/2022	Local Resident	DYL request to stop pavement parking

Parking Action Plan – Annex 3 (Holding List)

Ph-15 Hold-70	Wouldham	150 High Street	22/09/2022	Local Resident	DYL across their drop kerb/raised kerb.
Ph-15 Hold-71	Larkfield	Partridge Ave	10/10/2022	Local Resident	DYLs junction protection on roundabout
Ph-15 Hold-72	Aylesford	The Avenue	10/10/2022	Local Resident	Junction Protection
Ph-15 Hold-73	Walderslade	Sarsen Heights	13/10/2022	Local Resident	DYL/SYL/Permit Parking.
Ph-15 Hold-74	Snodland	Churchfields	17/10/2022	Business manager Smurfit	Lengthening DYL
Ph-15 Hold-75	Hildenborough	184 Tonbridge Road	21/10/2022	Local Resident	Would like DYL's between rear driveway to 184 Tonbridge Road
Ph-15 Hold-76	Tonbridge	24 Hadlow road	26/10/2022	Local Resident	Amending Current permit zone / Add Mitre court to a Resident permit zone.
Ph-15 Hold-77	Snodland	Malling Road/Lewis Mews also opposite Lewis Mews	22/11/2022	Local Resident	Extending the Malling Road DYL as its difficult to exit Lewis Mews at school time.
Ph-15 Hold-78	Tonbridge	Dry Hill Crescent	15/12/2022	School Access	Double Yellow Lines on access points for the school
Ph-15 Hold-79	Wrotham	West Street / Bancroft Road junction	15/12/2022	Local Resident	Would like DYL on junction of West street into Bancroft
Ph-15 Hold-80	Wrotham	3 Battlefields Road, Wrotham	05/01/2023	Local Resident	Extended DYL o/s 3 battlefields road
Ph-15 Hold-81	Leybourne	Little Oxley and Woodlea	30/01/2023	Local Resident	DYL junction protection
Ph-15 Hold-82	Hildenborough	Hillview Road	06/02/2023	Local Resident	DYL around the Cul de sac and at junctions.
Ph-15 Hold-83	Tonbridge	3 St Mary's Road	07/02/2023	Local Builder	Removal of parking bay o/s no 3 St Mary's road due to new drop kerb installed
Ph-15 Hold-84	Tonbridge	10 Weald View Road	07/02/2023	Local Resident	Removal of parking bay o/s 10 Weald View Road due to new drop kerb installed
Ph-15 Hold-85	Hadlow	Ashes lane and high house lane junction	06/02/2023	Local Resident	DYL Junction Protection

Parking Action Plan – Annex 3 (Holding List)

Ph-15 Hold-86	St Peters Village	Worrall Drive	07/03/2023	Local Resident	DYL on entrance to Trevithick road
Ph-15 Hold-87	Tonbridge	Judd Road	23/03/2023	Local Resident	extend the resident parking outside 44, historic drive that is no longer in use. KCC said paint new bay instead of removing drop kerb
Ph-15 Hold-88	Tonbridge	Priory Road	23/03/2023	Local Resident	Full Bay removal outside St Eanswythe's Court due to dangerous exit from private parking area.
Ph-15 Hold-89	Snodland	Birling Road	27/03/2023	Local resident	Would like bay restrictions on Birling Road or Permit Bays.
Ph-15 Hold-90	Tonbridge	Howard Drive	31/03/2023	Local resident	Would like additional DYL protection on Howard Drive
Ph-15 Hold-91	Tonbridge	Cherwell Close and Long Mead Way	04/04/2023	Cllr Branson	Junction protection request to deter parking as speeding on Long Mead Way by rat-running traffic is a problem.
Ph-15 Hold-92	Walderslade	179A Robin Hood Lane	19/04/2023	Local resident	Double yellow lines to prevent vehicles blocking drive.
Ph-15 Hold-93	Snodland	Hollow Road	20/04/2023		Restrictions to stop vehicles parking in road then walking to LLCP
Ph-15 Hold-94	Wouldham	School Lane	17/05/2023	School Manager	DYL protection across school entrance gate.

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TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

05 June 2023

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

Part 1- Public

Matters For Decision

1. HADLOW PARKING REVIEW

1.1 As part of the Borough's Parking Action Plan, the Borough Council has been carrying out a parking review of Hadlow. The review started some years ago, and proposals were prepared for consultation in 2020. However, due to the COVID19 pandemic and the following changes to traffic patterns the consultation was not carried out until earlier this year, as "a new normal" of parking demand and traffic movements were established.

1.1.1 The proposals taken to informal consultation are shown in Annex 1

2 SUMMARY OF INFORMAL CONSULTATION

2.1 We carried out informal consultation with the immediate frontagers to the proposals from 20th January to 27th February 2023. We received 83 discrete responses. Hadlow Parish Council also commented on the proposals.

2.1.1 Details of the public responses (redacted of personal information) are shown in Annex 2

2.1.2 The Parish Council response is shown in Annex 3

3 RESPONSES

3.1.1 The responses indicated 38 in favour of proposals, 41 not in favour and 5 where responses were mixed or covered a number of issues.

3.1.2 Further analysis looked at the detail of the responses, and the differing elements of the proposals.

3.1.3 *In relation to Plan ref: DD/587/02 A26 Tonbridge Road*

Residents commented that they did not want restrictions in the layby where there are already "KEEP CLEAR" markings as they found those areas useful for parking.

3.1.4 ***The Parish Council commented:***

Junction Carpenters Lane and A26: The proposed “No Waiting Mon-Sat, 8am-6pm” (single yellow line, marked in purple on TMBC’s plan) – This was considered extremely dangerous as any parking in this vicinity would cause visual impairment exiting Carpenters Lane.

Parish response – proposal rejected.

High Street: Proposed “No Waiting at any time” (Double Yellow Lines) – positioning would effectively prevent the elderly and disabled from being able to park or disembark from a vehicle in a suitable and close enough area to their destination.

Parish response – proposal rejected.

Maltings and Old Carpenters Lane: Proposed “No Waiting at any time” (Double Yellow Lines) - not seen as beneficial and the only acceptable proposals were double yellow lines on visual displays for each side road off of Carpenters Lane as they were seen to reinstate the psychology “do not park”.

Parish response – 10m visual displays on roads off Carpenters Lane but remaining proposals rejected.

3.1.5 ***In relation to Plan ref: DD/587/03 A26 High Street & Hadlow Square***

Residents have raised a number of differing views, from support and requests for additional restrictions, to objection to any change and concern about the introduction of parking meters (though these have never been considered). Concerns were raised that the proposals did not create new parking, and that the proposals may displace parking to nearby roads.

Residents proposed having a free “residents parking scheme” and “no entry except for access” in Church Street, and potentially in to Appletons, The Forstal and Maltings Close.

There were also concerns that The Square was a conservation area and any further restrictions would be unsightly.

There was also discussion about relaxing the existing 2 hour limited waiting to unlimited parking, and conversely to 20 minute short-stay parking.

3.1.6 ***The Parish Council commented:***

Church Street – due to its narrowness and limited space, parking is normally only by house owners on the street and funeral vehicles who need access to the church.

Parish response: proposal rejected.

The Old Barn, The Square down to Grays House: “Proposed Limited Waiting Mon-Sat, 8am-6pm, 2 hrs, no return 2 hours in marked parking bays”. It would only exacerbate the current limited parking available to visit shops and homes. The existing 1 hour only parking in the village square is rarely enforced and increasing the limitation was not seen as beneficial.

Parish response: White marking to designate available parking bays in existing laybys but all other proposals rejected.

3.1.7 ***In relation to Plan ref: DD/587/04 Great Elms***

Responses from residents in relation to Great Elms, Smithers Close and The Cherry Orchard were mixed, with some in support of the proposals, and asking for more, and others seeing no issue with the parking as it is, and that the proposals were not necessary.

3.1.8 ***The Parish Council commented:***

Great Elms – Proposed “No Waiting at any time” (Double Yellow Lines) - double yellow lines at the entrance from A26 seemed excessive.

Parish response: Double yellow lines on all 10m visual displays for Great Elms and feeder roads with only 3&5 remaining unmarked.

Tonbridge Road - Proposed “No waiting at any time” (Double Yellow Lines) - along the Tonbridge Road towards and after Great Elms was seen as unnecessary as not an existing issue other than occasional Sunday church attendance. If parking was restricted, then the visitors would start encroaching on side roads that already have limited parking.

Parish response - proposal rejected.

3.1.9 ***In relation to Plan ref: DD/587/05 Court Lane***

There were 9 public responses in relation to proposals in the Court Lane area, 8 supporting the changes and 1 unclear. The Parish Council also responded.

The residents’ comments were supportive, but with discussion on whether the proposed restrictions on the northern side were warranted.

3.1.10 ***The Parish Council commented:***

Court Lane: Proposed “No waiting at any time” (Double Yellow Lines) - on the left side of the road from A26 entrance was seen as unnecessary cost. The road is used by agricultural vehicles and as a “cut through”, with

parked cars keeping to the opposite side of the road. There seemed no reason to make any adjustments, unnecessary expenditure.

Parish response – Proposal rejected.

Appletons & The Forstal – Proposed “No waiting at any time” (Double yellow lines) - visual display lines beneficial as site impaired and heavy use of Court Lane.

Parish response: Proposed 10m visual displays approved.

3.1.11 ***In relation to Plan ref: DD/587/06 A26 Maidstone Road (south)***

Residents commented that the proposals may displace parking in to nearby areas including private parking facilities.

3.1.12 ***The Parish Council commented:***

Proposed “Limited Waiting Mon-Sat, 8am-6pm” (Single yellow line) - Pound House & Alma Place – Already restricted parking for visiting shops and for residential parking in the locations such as Pound House. The proposals would further exacerbate the problem. Parking in surrounding roads already at a premium.

Parish response: Proposal rejected.

The Vicarage & The Terrace. Proposed “No Waiting Mon-Sat, 8am-6pm” (Single yellow line) – both seen as unnecessary. Parking in these areas particularly on the Vicarage side assists with natural traffic calming.

Parish response: Proposal rejected.

- Maidstone Road: Proposed “No waiting at any time” (Double yellow lines) – Most vehicles only park on the Vicarage side of the road and generally there are only a few parked cars around Henley House which are seen as natural traffic calming.

Parish response: proposal rejected.

3.1.13 ***In relation to Plan ref: DD/587/07 A26 Maidstone Road (north)***

- Residents commented that the introduction of double yellow lines would prevent deliveries and limit disabled access. However, loading and unloading is permitted on double yellow lines and disabled drivers have concessions for parking on double yellow lines through the Blue Badge scheme.

3.1.14 ***The Parish Council commented:***

- Monypenny Close & Caxton Lane - no reason to extend the double yellow lines past the 10m visual displays on Monypenny Close but agree with double yellow line visual display for both roads.

Parish response: 10m visual display line only on both roads.

3.1.15 ***In relation to Plan ref: DD/587/08 Carpenters Lane (north)***

- The responses from residents were mixed, with some in favour, and some against. Parking in Water Slippe seemed to be a particular concern, again with differing views.

3.1.16 ***The Parish Council commented:***

- Mill View, Hope Avenue, Freehold, Water Slippe, Twyford Road, Warren Gardens: Proposed “No waiting at any time” (Double yellow lines). - The extended lines on Water Slippe and Warren Gardens deemed unnecessary. The 10m visual display double yellow lines will ensure clear visual when entering road or exiting onto Carpenters Lane particularly as Carpenters Lane often has numerous parked cars on it which although may block visibility do act as natural traffic calming on a road that would be a fast-track rat run if the vehicles were not parked there.

Parish response: all the above noted roads to have standard 10m visual display (yellow lines).

3.1.17 ***In relation to Plan ref: DD/587/09 Carpenters Lane (mid)***

- There were 4 public responses in relation to proposals in the Carpenters Lane (mid) area, 2 supporting the changes, 1 against and 1 unclear. The Parish Council also responded.
- The residents’ comments were supportive, but with differences of opinion about whether the lines should be extended or not. The objection was on a similar basis, that the restrictions should be extended further on the west side of Carpenters Lane.
- There were conflicting comments relating to restrictions in Monypenny Close, some wanting far more restrictions and some wanting less.

3.1.18 ***The Parish Council commented:***

- Monypenny Close & Caxton Lane - no reason to extend the double yellow lines past the 10m visual displays on Monypenny Close but agree with double yellow line visual display for both roads.
- Parish response: 10m visual display line only on both roads.

3.1.19 ***In relation to Plan ref: DD/587/10 Carpenters Lane (south)***

- Residents comment both in favour and against the proposals, with some wanting extension in to Kenward Court and others wanting reductions.

3.1.20 *The Parish Council commented:*

- this has already been addressed under DD/587/02 A26 Tonbridge Road.

3.1.21 *In relation to Plan ref: DD/587/11 Maltings Close*

3.1.22 *The Parish Council commented:*

- Proposed “No waiting at any time” (Double yellow lines) Kenward Court – extending the double yellow lines onto the cobbled area would ruin the aesthetics.

Parish response: Dray Court – 10m visual displays beneficial.

Maltings Close – 10m visual displays beneficial

Toby Gardens – 10m visual displays beneficial

Old Carpenters Lane – commented on drawing DD/587/02 A26 Tonbridge Road

3.1.23 *In relation to Plan ref: DD/587/12 Victoria Road & Three Elm Lane (Golden Green)*

3.1.24 *The Parish Council commented:*

- Victoria Road – the proposed double yellow lines on the Victoria Road Close extended to the end of #22 seems excessive although the 10m visual display lines would be beneficial providing clear site line onto the main Victoria Road.
- Victoria Road by The Bell Inn - proposed double yellow lines are also too extensive with no general issues currently noted. Surely cheaper and just as effective to white Dog Bone outside #1 if there has been an issue entering or existing their drive.
- Carrickstarne (Three Elm Lane corner with Victoria Road) – limited parking available and mainly used by residents so extended double yellow lines unnecessary.
- Bus Stops – the proposed clearway seems unnecessary as no current parking issues in these locations. On occasion hall parking at a night event may intrude on the bus stop area but routine buses have stopped running at this point in the evening and are therefore not affected.

- Parish response: 10m Visual displays in all areas indicated on the drawing are acceptable but not elongation of these lines. Unnecessary and not cost effective to delineate the bus stop clearway.

3.1.25 ***Additional Parish Council comments***

3.1.26 in addition to Recommendations provided above for each Drawing the Parish Council would put forward the following suggestions from residents.

- Re-instate all Keep Clear dropped kerbs throughout the Parish.
- White line parking bays on A26 so it is easier to see just how many vehicles could be parking and to prevent inconsiderate parking over two bays.
- Bump Up Box particularly along the A26 at areas such as Castle View to Hadlow Castle where cars regularly park on the pavement to ensure there is a defined line that they do not surpass ensuring safe passage for disability chairs, push chairs and other pedestrians.

3.2 **Other issues raised.**

3.2.1 There were requests for additional off-street car parking to be provided – on the area in front of 2-8 Pound House, the area alongside Littlefields and the area to the southwest of Hadlow alongside the A26 Tonbridge Road. However, this is outside the remit of the Borough Council.

3.2.2 There were also requests for enforcement of the existing speed limits and for a new 20mph speed limit through Hadlow. However, this would be an issue for KCC as speeding and safety on the public highway are the responsibility of the Highway Authority.

3.2.3 There were calls for a number of roads to be made “residents and visitors only” – however this cannot be taken forward on the adopted public highway without the introduction of a permit parking scheme.

4 **ANALYSIS OF INFORMAL CONSULTATION**

4.1.1 It is clear that the Parish Council are wishing for the Borough Council’s scheme to be significantly reduced. Residents are wishing for controls that promote safety, but do not want restrictions that could displace parking in to the residential areas.

4.1.2 There are a number of conflicting views, where residents report problems in their street, and their neighbours are happy with the current arrangements and the windfall parking that they benefit from, though this is to the detriment of other road users.

4.1.3 In light of the informal consultation, we have listened to the responses and adapted the proposals. However, the result is less of a cohesive scheme aimed at addressing the parking issues across Hadlow as a whole, but a selection of separate locations where new parking restrictions are to be introduced, or existing restrictions are to be made fit for purpose, in line with the requirements of the Highway Code and modern highway design standards.

5 **REVISION OF THE PARKING SCHEME**

5.1 The changes to the proposals are;

5.1.1 ***Plan ref: DD/587/02A A26 Tonbridge Road***

The proposals were intended to protect access, maintain flow and to provide off peak parking. However, in light of the comments from residents and the Parish Council, we have deleted lengths of double yellow lines in the lay-by and the single yellow line proposals near Littlefields.

5.1.2 We are retaining minor yellow line changes to make the existing parking restrictions fit for purpose near the layby on the northern side and are formalising the bus stop clearway.

5.1.3 ***Plan ref: DD/587/03A A26 High Street & Hadlow Square***

The proposals were intended to allow longer-stay parking for residents in and around The Square, but in light of the comments from residents and the Parish Council, we are withdrawing the proposed resident permit scheme and permit parking area.

5.1.4 We are also deleting the proposals for double yellow lines in Church Street, the laybys outside Littlefields and Pound House.

5.1.5 We are also reinstating the disabled parking bay to the layby outside Pound House, removed during the resurfacing work.

5.1.6 ***Plan ref: DD/587/04A Great Elms***

As the proposals reflect the requirements of the Highway Code, and are intended to prevent obstructive parking, there are no changes to proposals in Great Elms, Smithers Close and The Cherry Orchard.

5.1.7 ***Plan ref: DD/587/05A Court Lane***

As the proposals reflect the requirements of the Highway Code, and are intended to prevent obstructive parking, there are no changes to proposals shown for Court Lane, Appletons and The Forstal.

5.1.8 ***Plan ref: DD/587/06A A26 Maidstone Road (south)***

In light of the concerns about displaced parking, we are removing the proposal for single yellow line restrictions that allow for overnight parking. We are retaining the proposals to prevent obstructive parking near Henley House and around the junction with Court Lane.

5.1.9 **Plan ref: DD/587/07A A26 Maidstone Road (north)**

Following the Parish Council's comments we have deleted the proposals for double yellow lines to prevent displacement parking and maintain traffic flow, but are retaining the junction protection restrictions around the junction of Great Elms.

5.1.10 **Plan ref: DD/587/08A Carpenters Lane (north)**

As the proposals reflect the requirements of the Highway Code, and are intended to prevent obstructive parking, no changes to proposals for Carpenters Lane, Mill View, The Freehold, Water Slippe, Warren Gardens, Twyford Road and Hope Avenue.

5.1.11 **Plan ref: DD/587/09A Carpenters Lane (mid)**

The proposals have been amended – reduction of the proposals in Monypenny Close and an extension of the proposals on the western side of Carpenters Lane.

5.1.12 **Plan ref: DD/587/10A Carpenters Lane (south)**

As the proposals reflect the requirements of the Highway Code, and are intended to prevent obstructive parking, at junctions and in front of accesses, no changes are proposed for Carpenters Lane, The Maltings, Kenward Court and Maltings Close.

5.1.13 **Plan ref: DD/587/11A Maltings Close**

As the proposals reflect the requirements of the Highway Code, and are intended to prevent obstructive parking, no changes to proposals for Maltings Close, Dray Court, Toby Gardens or Hailstone Close.

5.1.14 **Plan ref: DD/587/12A Victoria Road & Three Elm Lane (Golden Green)**

As the proposals reflect the requirements of the Highway Code, and are intended to prevent obstructive parking, no changes to proposals for Victoria Road and Three Elm Lane.

6 **LEGAL IMPLICATIONS**

6.1.1 The powers allowing the Borough Council to carry out parking management activity are contained in the Road Traffic Regulation Act 1984, supplemented by formal agreement with Kent County Council as the Local Highway Authority, in respect of its powers under the Traffic Management Act 2004. In particular section 122 of the Road Traffic Regulation 1984 Act imposes a general duty on local authorities exercising functions under the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of safe and adequate parking facilities on and off the highway.

6.1.2 The Borough Council carries out parking enforcement under an Agency agreement with Kent County Council by way of a Traffic Regulation Order, under the terms of the Road Traffic Act 1988 (and its amendments), the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.

6.1.3 Changes to parking charges are made via an Amendment Orders to the Council's on and off-street parking Traffic Regulation Orders, using the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and will reflect any temporary amendments to procedures introduced to address Covid-19 restrictions. The proposals have followed and exceeded the requirements of the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996.

6.1.4 The matters raised in this report are considered to be routine, uncontroversial or not legally complex.

6.2 **Financial and Value for Money Considerations**

6.2.1 Funding for the development of the Parking Plan is provided within existing revenue budgets.

6.3 **Risk Assessment**

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

6.3.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals both informally and formally.

6.4 **Equality Impact Assessment**

6.4.1 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.

6.5 **Policy Considerations**

6.5.1 Asset Management

6.5.2 Communications

6.5.3 Community

6.5.4 Customer Contact

6.5.5 Health and Safety

7 **RECOMMENDATIONS**

7.1 It is recommended that the revisions discussed in Section 5 of the report are taken forward to formal consultation, and the results be reported to this Board for further consideration.

Background papers:

Annex 1 Informal consultation plans

Annex 2 Parish Council response

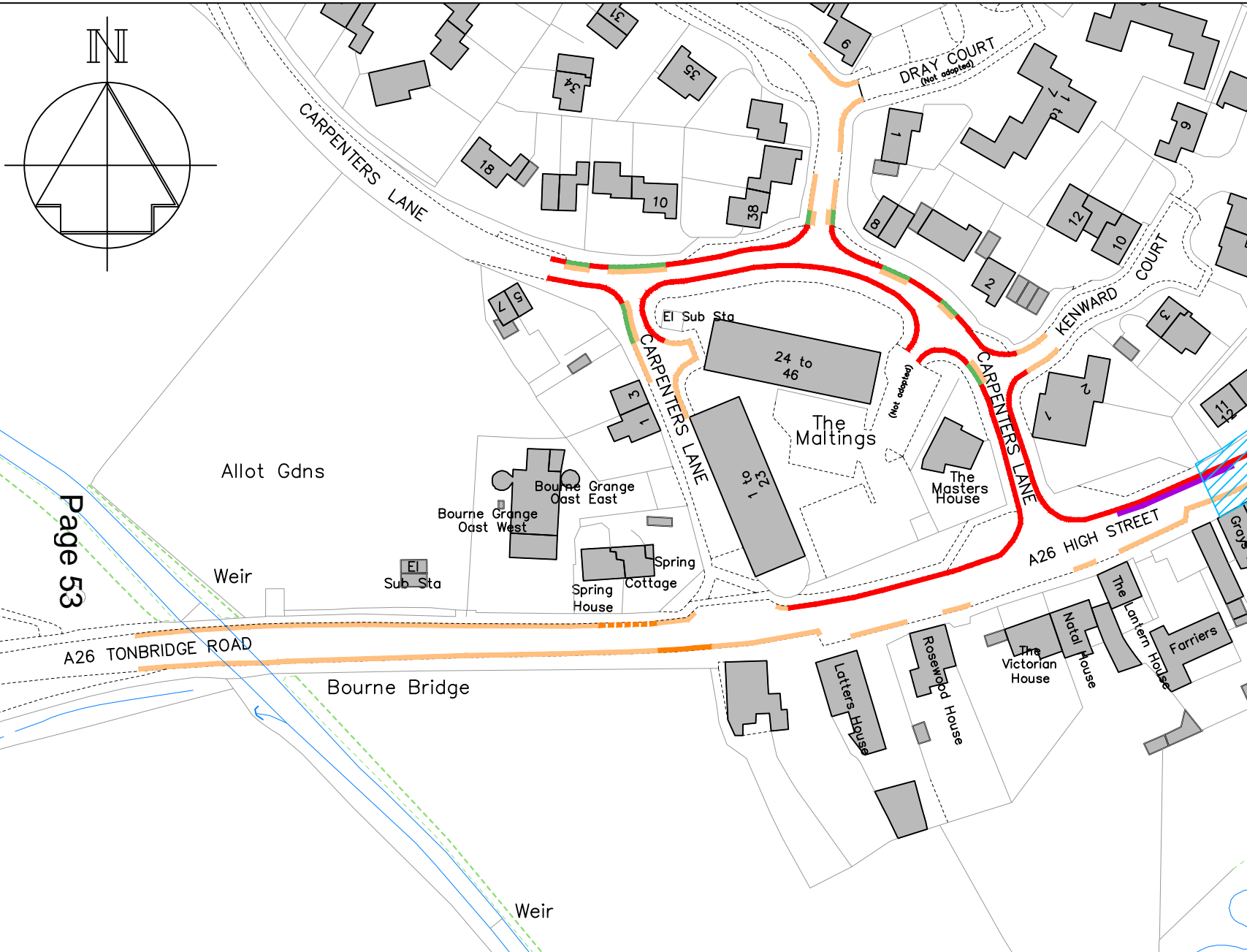
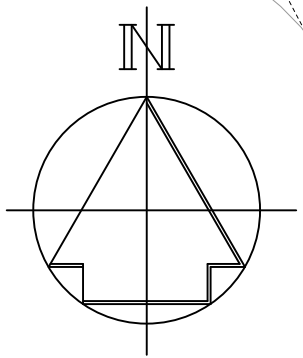
Annex 3 Informal consultation responses (redacted)

Annex 4 Revised plans for formal consultation

contact: Andy Bracey
Parking Manager

Robert Styles
Director of Street Scene, Leisure and Technical Services

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- ### Key
- Existing "No waiting at any time" (Double yellow lines)
 - Proposed "No waiting at any time" (Double yellow lines)
 - Existing bus stop clearway
 - - - Proposed bus stop clearway
 - Pedestrian crossing controlled zone (white zig-zags)
 - Proposed "No waiting, Mon-Sat, 8am-6pm" (Single yellow line)
 - Proposed "Limited Waiting, Mon-Sat, 8am-6pm, 2 hrs, no return 2 hours" (short stay parking bays)
 - Proposed "Limited Waiting, Mon-Sat, 8am-6pm, 2 hrs, no return 2 hours in marked parking bays" parking zone
 - Existing "Access protection marking" (white line in front of driveway)

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Technical Services
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Project Title
Hadlow Parking Review
A26 Tonbridge Road

Drawing Title
Informal Consultation
Draft Proposals

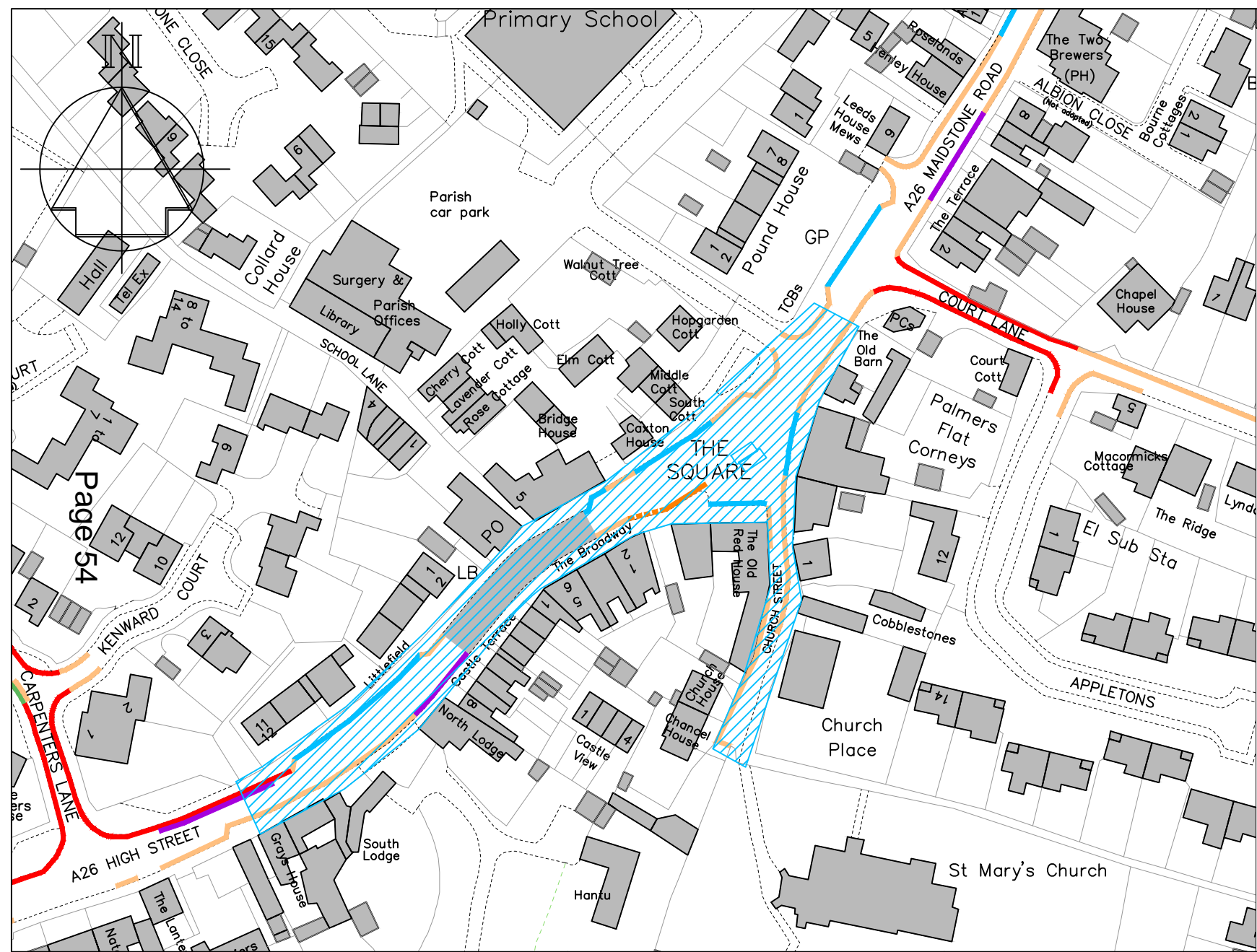
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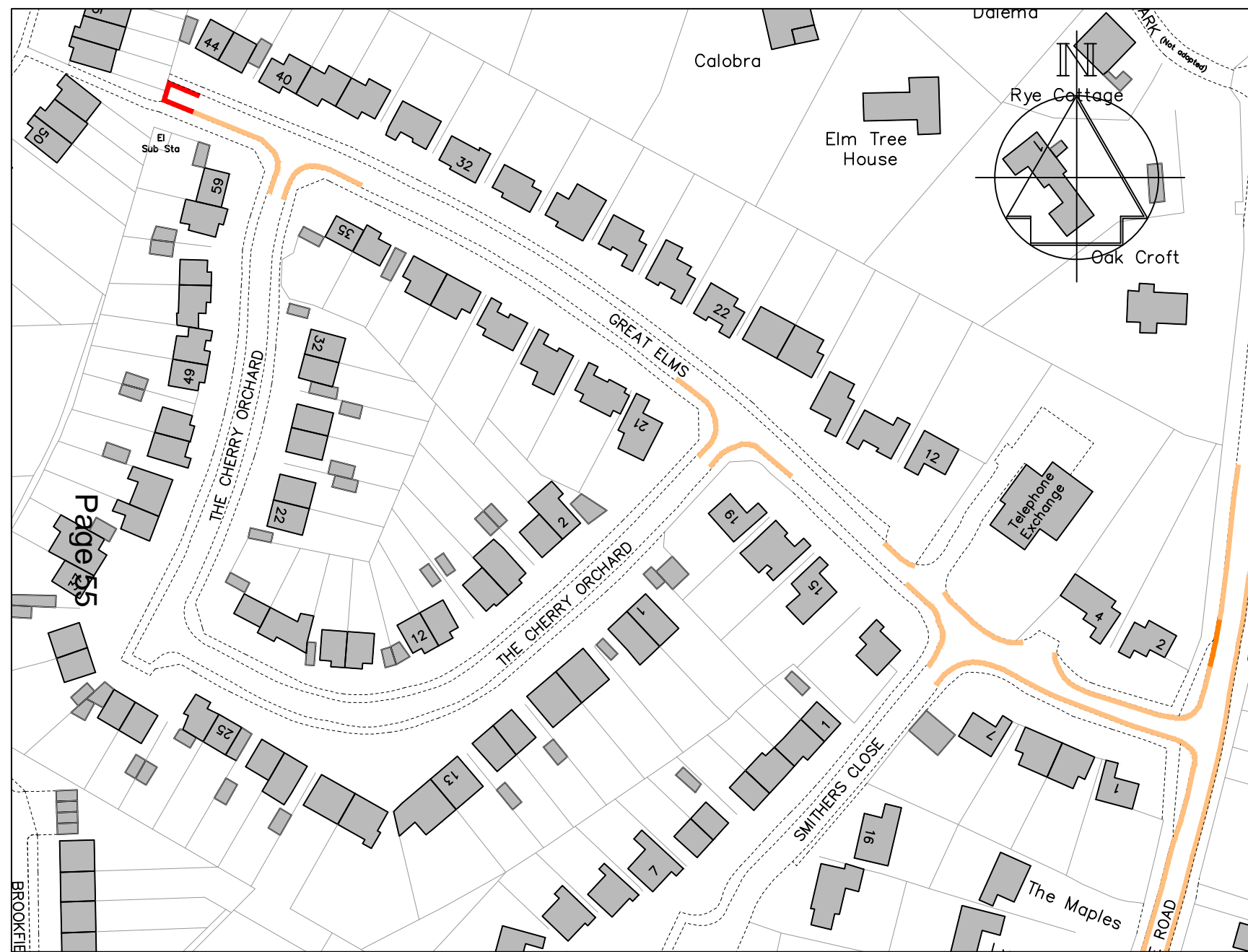
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 A26 High Street & Hadlow Square**

Drawing Title
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 Draft Proposals**

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- Existing bus stop clearway



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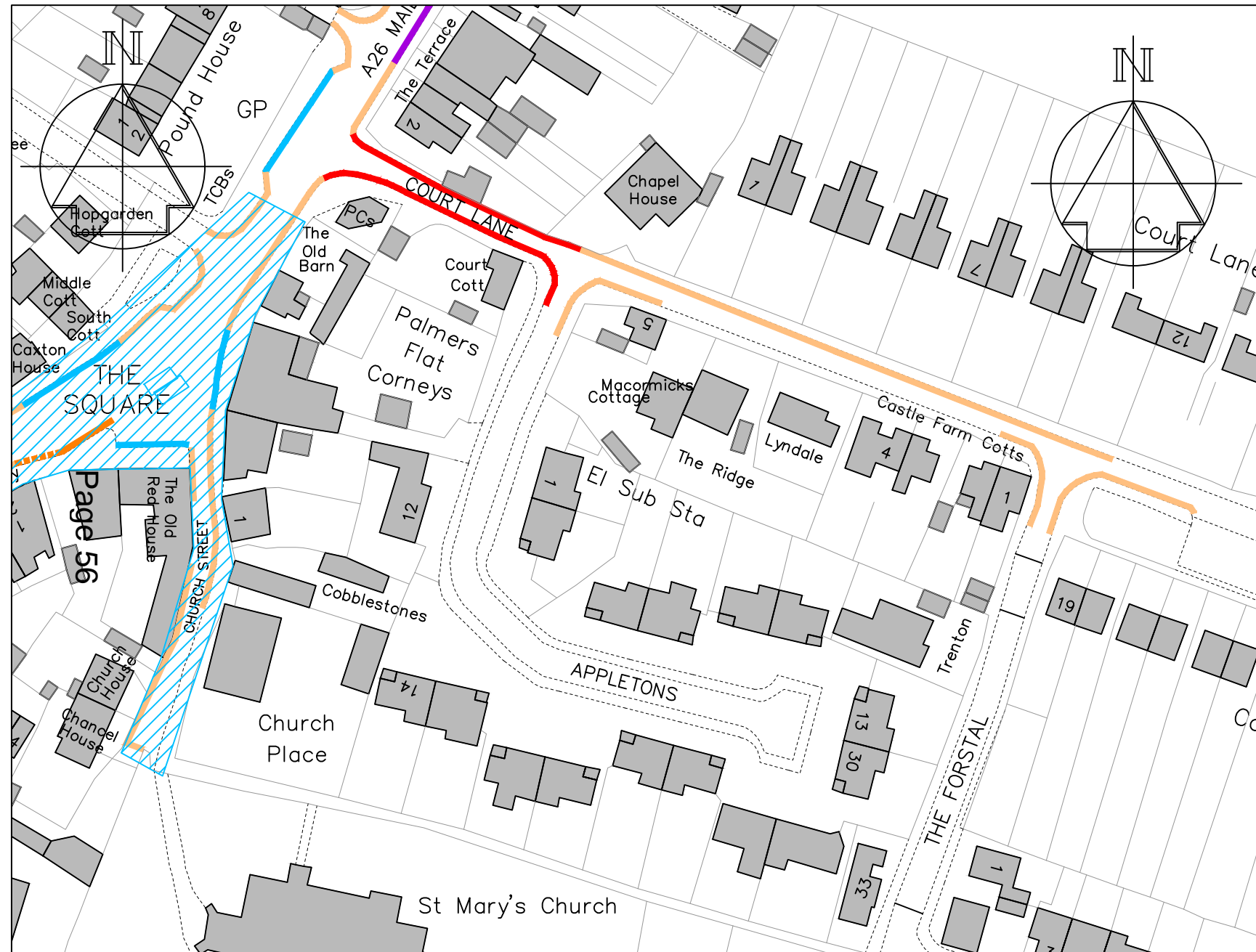
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 Great Elms**

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 Draft Proposals**

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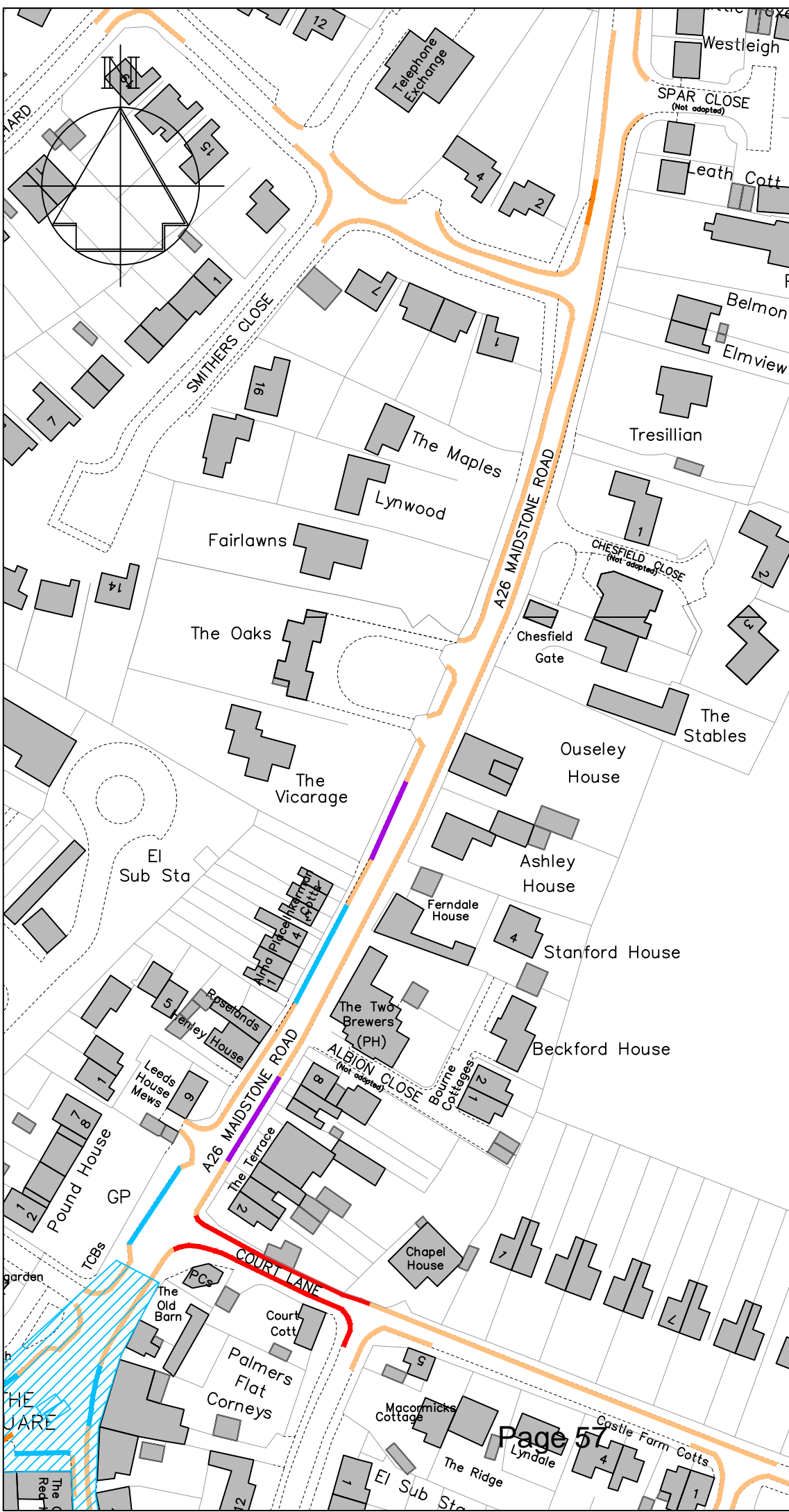
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 Court Lane

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Revision	Date



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Project Title
**Hadlow Parking Review
 A26 Maidstone Road
 (South)**


Drawing Title
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Project Title
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 A26 Maidstone Road
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Drawing Title
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 Proposed "No waiting at any time" (Double yellow lines)



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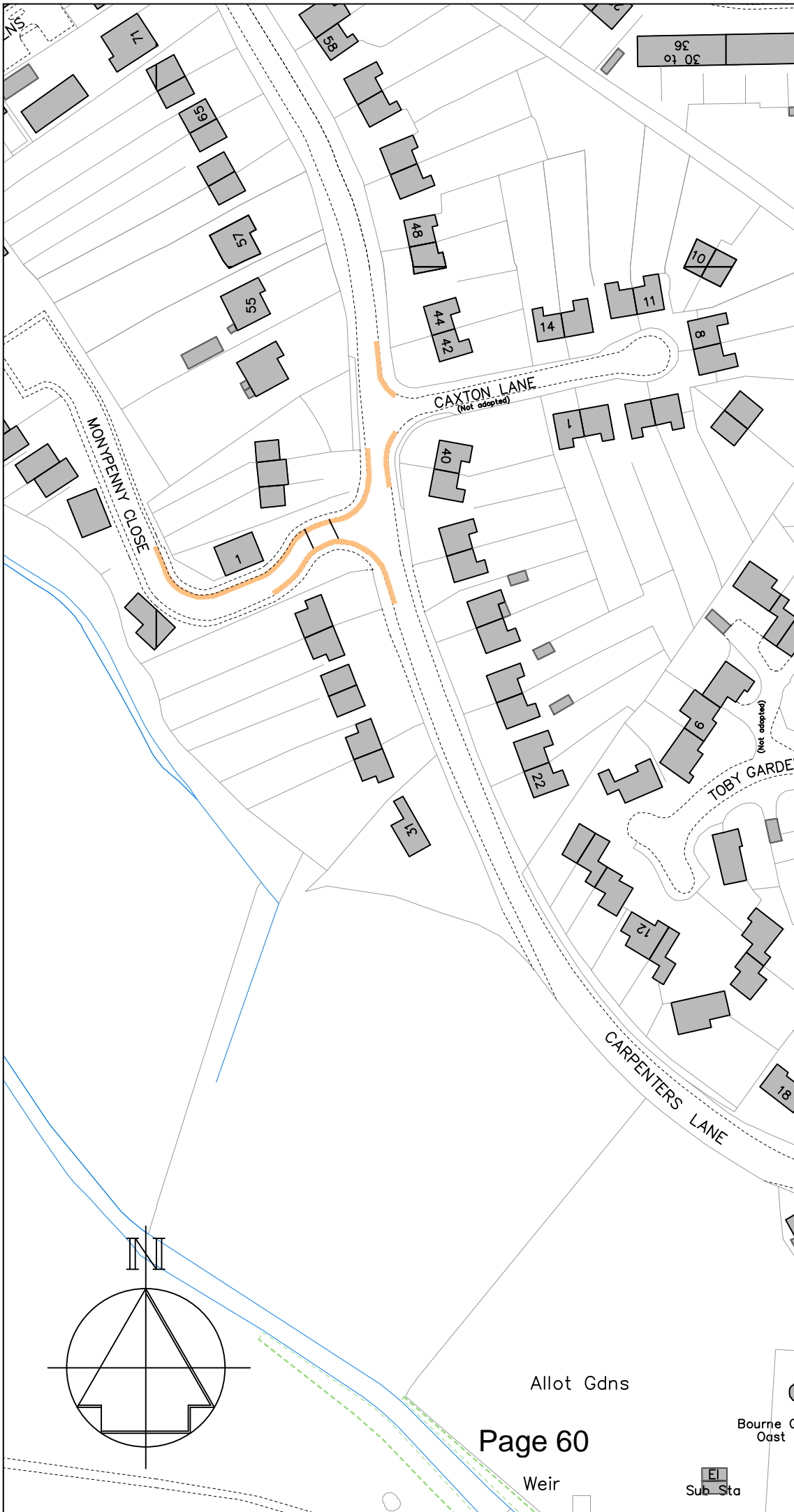
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 (North)**

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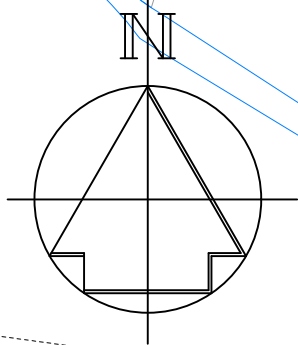
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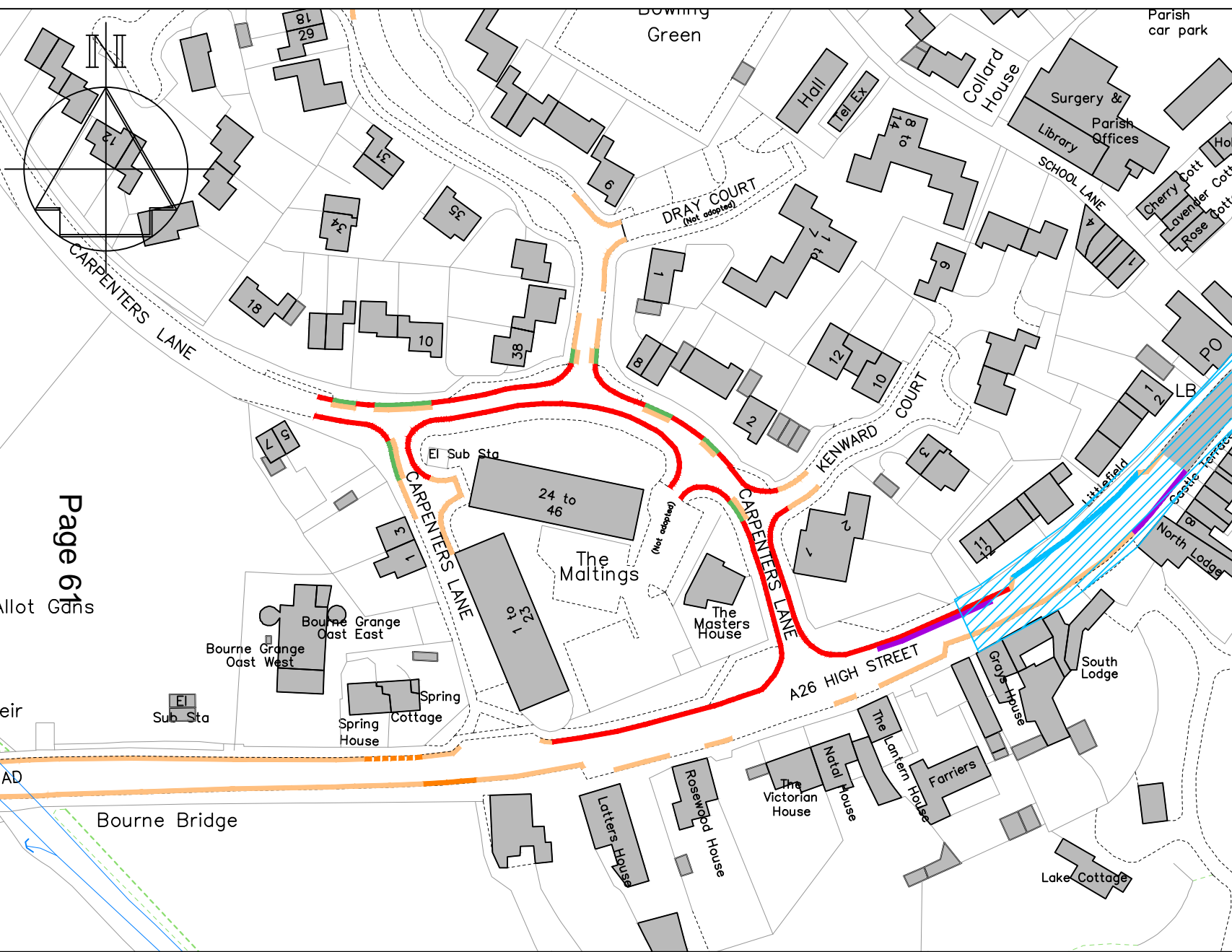
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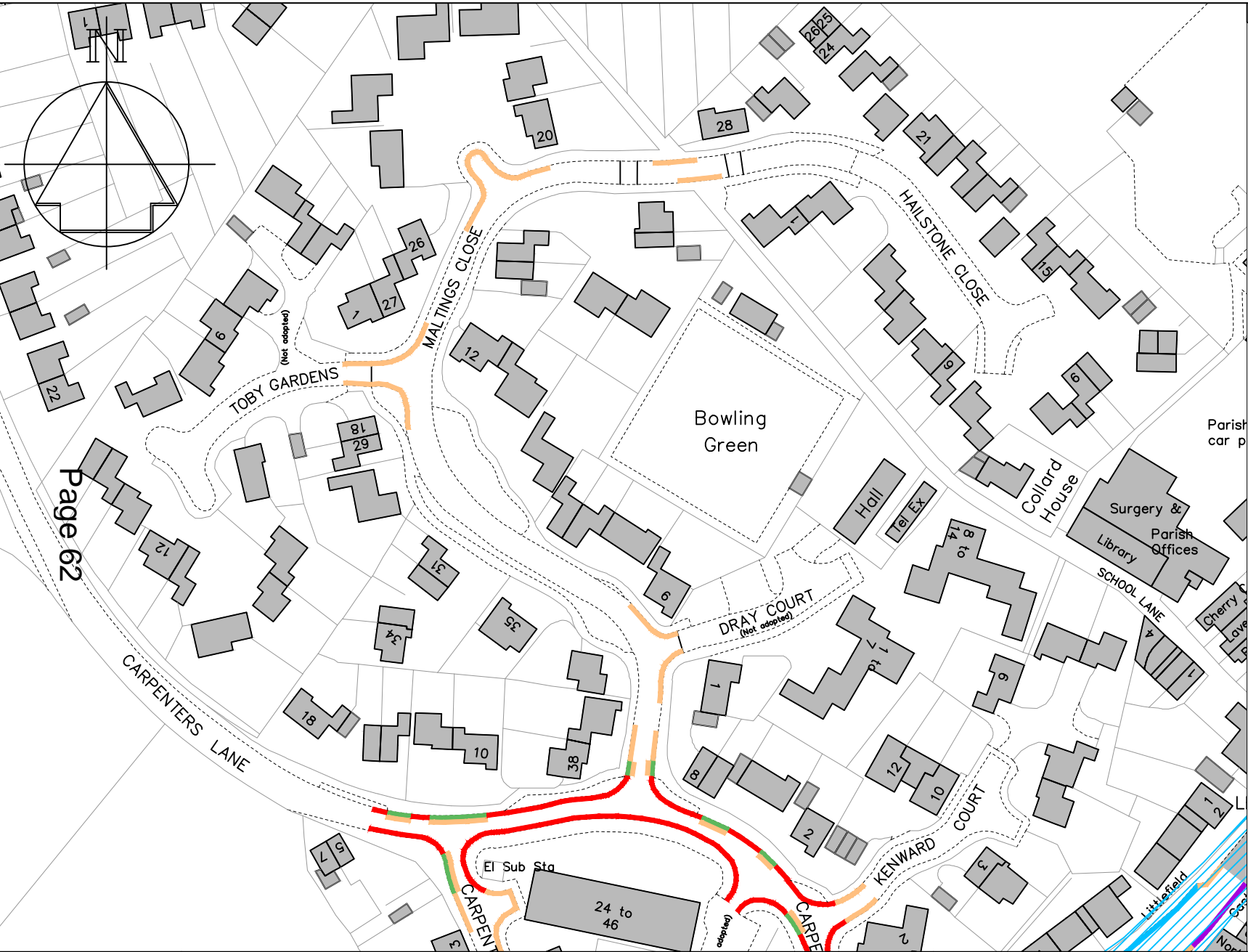
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Project Title
**Hadlow Parking Review
 Maltings Close**

Drawing Title
**Informal Consultation
 Draft Proposals**

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- Proposed bus stop clearway

Revision	Date



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Project Title
 Hadlow Parking Review
 Victoria Road & Three Elm Lane
 (Golden Green)

Drawing Title
 Informal Consultation
 Draft Proposals

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Drawing No.
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Andy Bracey FIHE
Parking Manager
Tonbridge & Malling Borough Council

07/03/2023

Email: Andy.Bracey@tmbc.gov.uk

Dear Mr Bracey

Please see below the response from Hadlow Parish Council with regards to the Hadlow Parish Parking Plan Review which we hope the Borough will take into consideration.

TMBC Parking Plan Review

DD/587/02 A26 Tonbridge Road:

Junction Carpenters Lane and A26: The proposed “No Waiting Mon-Sat, 8am-6pm” (single yellow line, marked in purple on TMBC’s plan) – This was considered extremely dangerous as any parking in this vicinity would cause visual impairment exiting Carpenters Lane.

Recommendation – proposal rejected.

High Street: Proposed “No Waiting at any time” (Double Yellow Lines) – positioning would effectively prevent the elderly and disabled from being able to park or disembark from a vehicle in a suitable and close enough area to their destination.

Recommendation – proposal rejected.

Maltings and Old Carpenters Lane: Proposed “No Waiting at any time” (Double Yellow Lines) - not seen as beneficial and the only acceptable proposals were double yellow lines on visual displays for each side road off of Carpenters Lane as they were seen to reinstate the psychology “do not park”.

Recommendation – 10m visual displays on roads off Carpenters Lane but remaining proposals rejected.

DD/587/03 A26 High Street & Hadlow Square:

Church Street – due to its narrowness and limited space, parking is normally only by house owners on the street and funeral vehicles who need access to the church.

Recommendation: proposal rejected.

The Old Barn, The Square down to Grays House: “Proposed Limited Waiting Mon-Sat, 8am-6pm, 2 hrs, no return 2 hours in marked parking bays”. It would only exacerbate the current limited parking available to visit shops and homes. The existing 1 hour only parking in the village square is rarely enforced and increasing the limitation was not seen as beneficial.

Recommendation: White marking to designate available parking bays in existing laybys but all other proposals rejected.

DD/587/04 Great Elms:

Great Elms – Proposed “No Waiting at any time” (Double Yellow Lines) - double yellow lines at the entrance from A26 seemed excessive.

Recommendation: Double yellow lines on all 10m visual displays for Great Elms and feeder roads with only 3&5 remaining unmarked.

Tonbridge Road - Proposed “No waiting at any time” (Double Yellow Lines) - along the Tonbridge Road towards and after Great Elms was seen as unnecessary as not an existing issue other than occasional Sunday church attendance. If parking was restricted, then the visitors would start encroaching on side roads that already have limited parking.

Recommendation - proposal rejected.

DD/587/05 Court Lane:

Court Lane: Proposed “No waiting at any time” (Double Yellow Lines) - on the left side of the road from A26 entrance was seen as unnecessary cost. The road is used by agricultural vehicles and as a “cut through”, with parked cars keeping to the opposite side of the road. There seemed no reason to make any adjustments, unnecessary expenditure.

Recommendation – Proposal rejected.

Appletons & The Forstal – Proposed “No waiting at any time” (Double yellow lines) - visual display lines beneficial as site impaired and heavy use of Court Lane.

Recommendation: Proposed 10m visual displays approved.

DD/587/06 A26 Maidstone Road (South):

Proposed “Limited Waiting Mon-Sat, 8am-6pm” (Single yellow line)

Pound House & Alma Place – Already restricted parking for visiting shops and for residential parking in the locations such as Pound House. The proposals would further exacerbate the problem. Parking in surrounding roads already at a premium.

Recommendation: Proposal rejected.

The Vicarage & The Terrace. Proposed “No Waiting Mon-Sat, 8am-6pm” (Single yellow line) – both seen as unnecessary. Parking in these areas particularly on the Vicarage side assists with natural traffic calming.

Recommendation: Proposal rejected.

Maidstone Road: Proposed “No waiting at any time” (Double yellow lines) – Most vehicles only park on the Vicarage side of the road and generally there are only a few parked cars around Henley House which are seen as natural traffic calming.

Recommendation: proposal rejected.

DD/587/07 A26 Maidstone Road (North) – except for visual displays, the reasons for rejecting the plan already stated on other plans.

Recommendation: - Stated under other Plans.

DD/587/08 Carpenters Lane (North)

Millview, Hope Avenue, Freehold, Water slippe, Twyford Road, Warren Gardens: Proposed “No waiting at any time” (Double yellow lines). - The extended lines on Water Slippe and Warren Gardens deemed unnecessary. The 10m visual display double yellow lines will ensure clear visual when entering road or exiting onto Carpenters Lane particularly as Carpenters Lane often has numerous parked cars on it which although may block visibility do act as natural traffic calming on a road that would be a fast-track rat run if the vehicles were not parked there.

Recommendation: all the above noted roads to have standard 10m visual display (yellow lines).

DD/587/09 Carpenters Lane (Mid):

Monypenny Close & Caxton Lane - no reason to extend the double yellow lines past the 10m visual displays on Monypenny Close but agree with double yellow line visual display for both roads.

Recommendation: 10m visual display line only on both roads.

DD/587/10 Carpenters Lane (South) – this has already been addressed under DD/587/02 A16 Tonbridge Road.

DD/587/11 Maltings Close:

Proposed “No waiting at any time” (Double yellow lines)

Kenward Court – extending the double yellow lines onto the cobbled area would ruin the aesthetics.

Recommendation: Dray Court – 10m visual displays beneficial.

Maltings Close – 10m visual displays beneficial

Toby Gardens – 10m visual displays beneficial

Old Carpenters Lane – commented on drawing DD/587/02 A26 Tonbridge Road

DD/587/12 Victoria Road & Three Elm Lane (Golden Green): Proposed “No waiting at any time” (Double yellow lines) & Proposed bus stop clearway.

Victoria Road – the proposed double yellow lines on the Victoria Road Close extended to the end of #22 seems excessive although the 10m visual display lines would be beneficial providing clear site line onto the main Victoria Road.

Victoria Road by The Bell Inn - proposed double yellow lines are also too extensive with no general issues currently noted. Surely cheaper and just as effective to white Dog Bone outside #1 if there has been an issue entering or existing their drive.

Carrickstarne (Three Elm Lane corner with Victoria Road) – limited parking available and mainly used by residents so extended double yellow lines unnecessary.

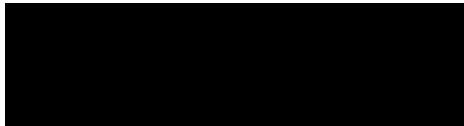
Bus Stops – the proposed clearway seems unnecessary as no current parking issues in these locations. On occasion hall parking at a night event may intrude on the bus stop area but routine buses have stopped running at this point in the evening and are therefore not affected.

Recommendation: 10m Visual displays in all areas indicated on the drawing are acceptable but not elongation of these lines. Unnecessary and not cost effective to delineate the bus stop clearway.

Summary: in addition to Recommendations provided above for each Drawing the Parish Council would put forward the following suggestions from residents.

1. Re-instate all Keep Clear dropped kerbs throughout the Parish.
2. White line parking bays on A26 so it is easier to see just how many vehicles could be parking and to prevent inconsiderate parking over two bays.
3. Bump Up Box particularly along the A26 at areas such as Castle View to Hadlow Castle where cars regularly park on the pavement to ensure there is a defined line that they do not surpass ensuring safe passage for disability chairs, push chairs and other pedestrians.

Yours sincerely



M Stepkowski – Parish Clerk
On Behalf of Hadlow Parish Council

Road	In favour	Against	Unclear	Point 1
High Street		1		There is already a KEEP CLEAR sign access to the entrance to my drive. At present, if no parking spaces are available I or my guests can park there. Should this be replaced with double yellow lines I or they could be fined for parking across my own drive. There is not sufficient parking in Hadlow, limiting further is not a good idea.
Tonbridge Road		1		My husband has limited mobility and needs to be picked-up/set down outside our house. Also delivered can only be made to the front door. While there is a layby quite close, it cannot be seen from a distance and often has vehicles parked in it all day.
High Street	1			I think the proposals are fair and sensible. But, in front of the Castle Gates should have a white line. Concern - where are people living in the terraces, "Littlefields" etc. supposed to park during the day? Littlefields should be permanent, not 2 hours! Suggest 20mph through village.
The Square	1			How are the proposals to be enforced? Without parking meters and/or traffic wardens, nothing will change. There is already a restricted parking notice in The Square that nobody takes any notice of in the 5 years I have lived here. I have never seen a traffic warden.
Church Street	1			Further to your letter I am responding via email to say I am all in favour of the proposals but I have a couple of questions. How are you going to maintain the parking restrictions once in place as we never see any traffic wardens. People are constantly parking in the bus stop and holding up a stream of traffic. Will there be parking permits for the residents of Church Street and the square as where are we to park as there will be limits on parking. Will there be parking ticket machines for the square? I am lucky that I have a drive but only for one car. Also people constantly park on the do not park sign opposite the bakers and block access to Church Street.
Castle Terrace		1		You have not offered any parking at all. Of course we can all park at the Doctors/School car park! Oh, I forgot, its PRIVATE. Who owns the car park?
Littlefields		1		I am disabled and need to park as near as I can to my flat. If your proposal goes ahead where are residents supposed to park? There is so much communal area around the flats that is never used - could there not be a way to use this for parking, or is permits the answer?
School Lane		1		Not in favour. It runs perfectly well as it is. More interested in a 20 zone. Suggest make Pound House land into a car park for residents.

Road	In favour	Against	Unclear	Point 1
The Square		1		<p>I am NOT in favour of the Borough Council's proposals for changes to the on-street parking arrangements for A26 Tonbridge Road/High Street, The Square and Church Street in the parish of Hadlow shown on plan DD/587/03. I am in favour of retaining parking in sections of the A26 within the village as a vehicle speed reduction aid. It is important to encourage business for the shops and other services in the village centre to help prevent further shop closures and I can see that there would be advantages in allowing more short term parking in The Square to allow for visitors' easy access. However there are overriding disadvantages to this scheme which outweigh any advantages, including:</p> <ol style="list-style-type: none"> 1. There are a considerable number of older/period residences in the historic village centre, which were built before the widespread use of motor vehicles and do not have garaging or parking facilities. These residents' cars/vans are largely parked on the A26 both day and night and I have noted that there are usually at least 30 such vehicles parked on the A26 during the night. 2. Where are these vehicles to park? Whilst you seem to be allowing nearly this number to park on the A26 between 6pm and 8am (or even for most between 4pm and 10am using the 2 hour parking allowance), there is no parking provision between 10am and 4pm for residents who do not use their vehicles during the day, which includes retired residents and residents working from home. They will no doubt find and make use of unrestricted parking areas in places such as Church Street, the Parish Car Park and Primary School access road, Court Lane, Appletons, The Forstal and Maltings Close. 3. The parking restrictions will not be a direct problem personally for my family and me because we have access to our drive and garaging from Appletons. I am however concerned that Appletons is already used by residents of houses fronting the A26 for regular day and night parking and I can see greater parking pressure leading to congestion in Appletons and blocking of drives. The same thing could happen in the other roads mentioned in item 2 above. 4. Church Street is a particular problem because residents from the A26 will soon discover this will have unrestricted parking for about 9 or 10 cars. These parked cars will prevent any cars turning in the street and will result in vehicles reversing in or out of The Square. Extra pressure on parking will lead to considerable difficulties at the time of weddings and funerals. There will be a particular problem for the owners of The Old Red House, a prominent building in the Conservation Area about to undergo substantial repair and renovation works. The only answers would be to investigate having either a free Residents' Parking Scheme or "No Entry except for access" signs. 5. Before long the same action could be necessary in Appletons, The Forstal and Maltings Close, etc. In these roads "access protection markings" are likely to be necessary. 6 The Square and surrounding areas are a Conservation Area and any further road markings, including double yellow lines, and signage are bound to add to the unsightly street scene. Overall, the proposals in the whole scheme will add to and extend the parking problems and cause added opposition to the Borough Council, particularly if the new restrictions are backed up by traffic officers imposing fines. In order to allow short term parking for village centre businesses, I propose that <ol style="list-style-type: none"> 1. the 5 parking bays outside The Old Red House and The Hadlow Pharmacy are made subject to "Limited Waiting Mon-Fri 8am-6pm 20 mins" and 2. no further action is taken.
The Square		1		<p>These parking proposals would cause so many problems for residents who have no designated parking areas in Hadlow. Also if any changes are made, how and when will they be administered as we never see any Police or Traffic Controllers now. We do not want traffic restricted more than it is now. Double yellow lines on corners of all roads would be useful to prevent illegal parking as often happens.</p>
Church Street		1		<p>I do understand that there is a need for a review regarding the parking in Hadlow but looking at your proposed plan there are a couple of glaring inconsistencies. One is the fact that all temporary parking will be pushed down Church Street, the basis for this is all best will in the world most people park in the village for 20/30 minutes at max whilst they pop into a shop. Whilst in the square this is fine and they are aware they cannot go down Church Street. If they are now aware they can they will? Secondly and without being selfish you have proposed double yellow lines outside my own house? How am I expected to park outside my own house, considering I am expecting you to enforce these double yellow lines? I look forward to a revised parking review which will enable me to park outside my own house.</p>
Great Elms	1			

Road	In favour	Against	Unclear	Point 1
Great Elms	1			I am most certainly in favour of these plans. Cars at houses on the corner of The Cherry Orchard park in front of these properties making manoeuvring in and out of my garages difficult. Yellow lines shall be an end to this.
Great Elms	1			We think it's a good idea. Cars at bottom of Great Elms do cause hazards.
Smithers Close	1			To ensure safe access and exit from Smithers Close for residents and emergency vehicles additional double yellow lines should be installed in Smothers Close parallel to garden of No.7 Great Elms (see plan). The new proposals will encourage more non-resident parking Smithers Close.
Smithers Close	1			
Smithers Close	1			
The Cherry Orchard	1			I would like to see the lines extended further along The Cherry Orchard at the junction with Great Elms.
The Cherry Orchard		1		Vehicles are never parked where yellow lines are proposed at the junction with Smithers Close or The Cherry Orchard. I have never seen any on the A26 near the junction with Great Elms. Occasionally a vehicle has parked for a short time outside No.1 Great Elms. There is no need to waste money when potholes are a priority.
Great Elms		1		While accepting that on street parking in Hadlow High Street and Maidstone Road creates traffic flow problems. The removal or restriction of the on-street parking will undoubtedly create displaced parking into Great Elms, Cherry Orchard and Smithers Close. The other proposed yellow lines shown on the drawing may only have the effect of pushing any displaced parking in front of other properties in the road potentially blocking or partially blocking driveways. Because of this footway parking may result which can cause problems for pedestrians particularly those who are blind and there is at least one person that would fall into this category The removal or restriction of on street parking on Maidstone Road will increase vehicle speeds through the village which from observation are already often well in excess of the speed limit. Something that already occurs. The proposed yellow lining set out on the drawing No.DD/587/04 would only be beneficial safety wise at the immediate entrance to Great Elms from Maidstone Road as there are frequently parked vehicles often close to the junction some waiting to collect children from school. However, even these lines may create parking problems for visitors to those properties which would be exacerbated by any displace parking. I am therefore not in favour of the proposals for changes to on street parking set out in drawing DD/587/04. I would however, suggest that following any changes ultimately implemented in Maidstone Road and the High Street the parking arrangements in the Great Elms area be reviewed after 6 to 9 months to fully assess the impact.
Great Elms		1		We think that yellow lines are unnecessary as the volume of traffic is very light on this road.
Great Elms		1		I have reviewed the plan sent to me as an effected resident. While I can see that car ownership is becoming a major problem, simply placing lines on a road to restrict parking does not stop people buying cars. In fact this just adds to an overall problem of poor decisions regarding housing and public transport in Hadlow. Where are the cars, already existing and affected by these proposals, supposed to park? Cars parked on the main road do keep vehicle speeds down so add to residents safety. If car ownership is the problem why add to it with new housing developments? Where is the thought on infrastructure and, especially, better transport links? Double yellow lines on the corners of the exit from Great Elms encourages peoples common sense but further up Great Elms seems pointless in an otherwise quiet residential road. Are you worried that you will push the problem from the main road on to the feeding roads? Stop housing developments and improve bus services, that will encourage less car ownership. I am not in favour of the Borough Councils proposals shown on plan DD/587/04

Road	In favour	Against	Unclear	Point 1
Great Elms		1		Not agree: Inconsistent argument - argument of reducing congestion by removing parking in front of private house. Where do they park during the day? - side roads/lanes = Great Elms. Argument of reducing speed through the village at night by allowing parking is irrelevant as speed restriction is not obeyed in any case - current experience. Parking in side roads will increase and block the roads as restrictions within the village do not allow alternatives. Impacts Smithers Close and Great Elms. Weddings, funerals etc. will significantly increase parking on side roads. Double yellow lines in Great Elms unnecessary if proposal is rejected as no significant issue. If proposal is accepted, double yellow lines required ONLY at entrance to Great Elms.
Great Elms		1		I am not in agreement with your proposals. I live at [REDACTED] and we have 3 cars at our house & only space on our driveway for 2 of them. If there were parking restrictions put directly outside my house, as per your proposal, that would therefore make it impossible for one of us to park on the road & we would therefore have to park further up the road outside someone else's house. Any visiting guests would also have to do the same. This would not only be inconvenient, but also insecure and no doubt a problem with our insurers. As Great Elms, does not currently have a parking problem at all, this would obviously be both a waste of Council money & a huge inconvenience to us as residents. I agree that the double yellow lines should be placed on the corners of the road, although I understood that you weren't allowed to park there anyway. It appears that the residents on the main road through the village are also going to be penalised and end up with nowhere to park. Whilst the parking on the Maidstone Road occasionally causes a queue, particularly by the Two Brewers pub, it also controls the traffic to a certain extent and stops the speeding out of the village. We have no zebra crossing near Great Elms and no speed cameras. There are a number of children, including mine, elderly residents and other adults, who take their life in their hands to cross Maidstone Road to catch a bus. Why is this not being addressed? We can hear the speed of the traffic from our house and it is clearly far in excess of the 30 mph limit. I think it is necessary for the council to explain to us residents, why these parking restrictions have been proposed as no-one seems to understand why and the general feeling seems to be that it will kill the lovely feeling of our village. If the reasons are explained to us and they make sense, then I think that the least you need to do is make the restrictions in the side roads, like Great Elms, as Residents Only parking, provide a zebra crossing near Great Elms & install speed cameras near there too.
The Cherry Orchard				I am in favour of stopping parking on the corners but concerned about potential increase in cars along Great Elms & Cherry Orchard as it is very congested already.
				Thank you for your letter advising of the parking review in Hadlow and informal consultation. Whereas we appreciate the theory behind why this is being considered, I cannot see how it can be feasible. Assuming the councils parking restrictions plans are to be implemented in Hadlow Village centre and along Maidstone Road, this will only push traffic and parking to out to the nearest proposed restriction free zones including just after 12 Great Elms, down Smithers Close and around Cherry Orchard, which will in effect make the area one big car park. This area is a quiet and safe residential cul de sac, with limited through traffic. Pushing visitor parking out to GE, CO & SC will increase cars in this area which will increase the risk, particularly to families with young children and will also be an eyesore for residents who live here. May I suggest; 1. You either keep the parking as it is, with no restrictions in the village centre which will mean residents in the village who do not have off street parking do not have to park too far away from their properties 2. You operate a parking permit scheme for the Village centre where residents can apply for permits so they can park near their properties. This means only visitors who drive to Village will be impacted by the restrictions. 3. If A and B are not acceptable then you increase the restriction zone to include GE, CO & SC as we will no doubt be impacted by the overspill from the Village.
The Forstal	1			My only concern is more people parking in The Forstal that aren't residents

Road	In favour	Against	Unclear	Point 1
Court Lane	1			We would welcome the proposed parking changes at the end of our driveway as regular parking here makes it very difficult for us to use our drive properly and is quite dangerous as it blocks a lot of the lanes off and makes visibility really bad as we have to edge out and if someone is driving fast it will cause an accident.
Court Lane	1			We welcome the proposed double yellow lines at the corners of Appletons & The Forstal as this will improve visibility and road safety. The proposed double yellows on the Chapel House side of Court Lane have little real moaning as all parking takes place on the other side. The plan merely reflects the status quo on this.
The Forstal	1			
The Forstal	1			
Appletons	1			I am most concerned about when turning left or right from Appletons. As at most times due to parking in the right side of Court Lane sometimes large vehicles also is a blind corner an accident waiting to happen. I do realise that people do need to park but Court Lane is very much a problem. And if planning permission does go through for the new build houses in the old Hadlow College site I think that the problem will worsen. Appletons is used as a parking site!!! Sometimes area full and pavements.
The Forstal	1			I am in favour of your parking proposals.
The Forstal	1			Measures in Court Lane are inadequate. I live in The Forstal and it is lethal to pull out in to Court Lane with cars parked in Court Lane, which should be double yellow on both sides. Someone will be killed left as is.
Court Lane			1	<p>Court Lane - The double yellow lines proposed for the north side of Court Lane may be unnecessary; I have never seen a vehicle parked there for more than a few minutes in over 30 years. Parking around the corner of The Forstal with Court Lane can be a problem, but people need to park somewhere. Could the council buy the derelict plot along The Forstal between 19 Court Lane and 1 The Forstal and convert to parking spaces? Residents on Court Lane, Appletons and The Forstal would be affected by the proposal to restrict parking outside the houses opposite The Two Brewers pub and Pound House. Many people would need to park elsewhere, increasing the number of cars parked on roads and pavements on Court Lane, Appletons and The Forstal and make it more difficult for residents on those streets to park or even to use the pavements. Church Street - I am also [REDACTED]. I am concerned about the proposed double yellow lines outside Chancel House and Church House. This would result in vehicles parked on the east side of Church Street, which would impede access by hearses to the church for funerals. Vehicles parked there would also spoil the view down Church Street of the historic buildings: Church Place (once the King's Head), the church and Hadlow Tower. I would suggest parking restrictions, if any, on the east side of Church Street with exemptions for loading and unloading or limited waiting, e.g. for hearses, church activities, tradesmen. Maidstone Road - What is the purpose of the Limited Waiting zone opposite The Two Brewers? Means vehicles would continue to park there during the day, impeding the flow of traffic that the parking changes are intended to prevent. And they would be allowed to be there overnight, so why not allow residents to continue to park there? Also see note above about the effect on Court Lane, etc. The Limited Waiting zone outside 3-7 The Terrace on Maidstone Road could cause an accident by motorists being unfamiliar with finding parked vehicles at night where there were none before. I suggest double yellow lines instead if necessary.</p>
Maidstone Road	1			Maybe one hour limited waiting in The Square would be preferable.
Maidstone Road		1		

Road	In favour	Against	Unclear	Point 1
Maidstone Road		1		<p>The proposed restrictions are likely to cause non-resident drivers to use Leeds House Mews for parking. This is a privately owned courtyard for residents of Leeds Hose Mews only. Unauthorised parking would block resident private bays and garages - how would you mitigate this? The proposals would mean an increase in traffic speed through the village during the day, making it more difficult and dangerous for residents to pull out onto the A26. An increase in traffic speed during the day increases the risk of accidents to pedestrians as there is only one crossing. What is the propose provision for parking for residents along the A26 who do not work or work shifts and will therefore be at home during the day and on Saturdays? What is the proposed provision for parking for builders/tradespeople/district nurses/ removals lorries/visitors etc. servicing properties along the A26 that do not have off-road parking? Your letter states on-street parking is proposed overnight, but the map show proposed double yellow lines (no waiting at any time) between Court Lane and Great Elms. Currently traffic is frequently blocked southbound by buses having to stop in the road at The Square because cars are parked in the bus stop. If the bus stop was enforced, the traffic flow would improve, as would bus access for disabled users. Do you have the resources to enforce the proposed restrictions? The proposal seems to be designed for through traffic, not residents or their visitors. Restricting parking on the A26 will force parked cars to other roads such as Court Lane, Appletons, The Forstal and private property where there is already no room.</p>
Albion Close			1	<p>Speed: You make a very valid point about parked cars slowing traffic down. This is very important in the village centre as there are no traffic calming measures. There is a history of accidents in the village with myself having been involved in one, although no fault of my own. I understand that calming measures are not possible as it is designated a major route with no alternative. Removing the longer-term parking will not help with vehicle speeds – in fact it will have the reverse affect! Residents and increased traffic: Most spaces are taken by residents, so the proposed changes to “Limited Waiting” will cause stress and anxiety. Surely improvements should be just that: to improve the local community! This will also be pushing the issue away from the village centre so will affect not just those who live on the A26 but all those living in the surrounding roads. You also mention that volumes of traffic have increased. This will continue to increase mainly because of development outside of the village. Seems very unfair that the local residents are paying the penalty for this. Local Business: One of the nice things about living in Hadlow is that it still has several shops. These will undoubtedly suffer. We have many visitors who start their walks or come to see the fine church and castle, these people may think again with increased parking issues. The “Local Plan”: Whilst not your department, an extension to the East Peckham By-Pass to the Somerhill Roundabout (Jn A26 to B2017) would create a wonderful bypass of all the villages and help nullify the impact of the development at Capel and other proposed housing developments. This would then allow calming measures noted in issue 1). Congestion will get worse, and all the villages and local routes will be blighted if provision for existing locals are not considered seriously. Whilst I concede that a bit of paint and a few signs is a cost-effective way of trying to improve the flow of traffic, this will not improve the situation for those people you are supposed too most concerned about. In essence a full review of the parking spaces and traffic calming measures (including cycle lanes) is required for the village. If the Borough Council is serious about a long-term plan, then a more holistic approach is required to consider more public transport and most importantly a “proper” cycle lane/path from Kings Hill to Tonbridge.</p>

Road	In favour	Against	Unclear	Point 1
Hailstone Court	1			I generally agree with the proposals for the additional 'No waiting at any time' markings for Maltings Close and Hailstone Close. I would suggest the Double Yellow Lines proposed for the road between the speed humps where School Lane crosses be extended to the complete length of road between the two speed humps on both sides of the road. This is a safety issue as cars do park between the road humps making it dangerous for people using School Lane when crossing the route to Hailstone Close. On a number of times when returning to the close at approximately 8am children going to school have darted out from behind these vehicles without warning. Only quick thinking by the driver has averted an accident. If the proposals are introduced can the parking be regularly policed. With regard to parking in the High Street can traffic calming measures be introduced as cars passing through when it is clear can travel at speed and ignore the traffic signal on the Panda Crossing.
Hadlow Park		1		This is totally inappropriate and likely to cause gridlock within the village. It is a little short of madness.
James Close		1		I have received your communication along with Drawing DD/587/07 (I have also looked at your proposal for other areas around Hadlow) and am NOT in FAVOUR of the proposed changes. The system that exists currently in the village is not perfect (especially parking control in the village square and I have in the past 20 years never heard of anyone getting a parking ticket !!) but by putting unreasonable restrictions on those that live on Maidstone Road will just force them to park further along the road , maybe closer to where the road bends by James House and the sight line is poor. No cars should not park on the pavements which is clearly against the law but what is being done to stop it. The current parkin situation does slow traffic down in the centre so why change things that work okay as they are. As to the future maybe consider providing land for a village car park (permit holders) say acquire the field next to Weathered and Worn or look near to where the fencing company is.... Just a thought. But please NO double yellows all the way up the A26 as this will create more problems. These are my views.....the other option is a by-pass !!
Maidstone Road		1		I am NOT in favour of the Borough Council's proposals for changes to the on-street parking arrangements for A26 Maidstone road, Great Elms to Hadlow Park in the parish of Hadlow shown on plan DD/587/07. 1) I am a wheelchair user (who is too disabled to drive and I do not have access to most shops in Hadlow) so I am heavily reliant on delivery drivers. How would I get food and other essentials if they cannot stop on Maidstone road? 2) I run several community groups from my home (it is the only one that is wheelchair accessible so we cannot meet in other homes without excluding me). Some need to park in Great Elm when they come (many elderly). How would I stop becoming socially isolated again and no longer able to make a contribution to my community? 3) As long as they are not parked all the way on the pavement the parked cars are an advantage to me as they slow traffic down. It makes it safer to cross the road. Even more importantly for me it makes it safer to get into the road to navigate around the rubbish bins when they are left strewn across the pavement. This is a regular problem and has been highlighted many times with the council. The road is terrifying as it is and cars would drive even quicker if it was marked as a clearway (in my experience psychologically drivers associate this with no pedestrians). How would I avoid being run over if they drove even faster? 4) Some of my neighbours would be in real difficulties in parking their own cars when they have workmen in. There is nowhere to put their car and the workman's vehicle on their drive simultaneously. These are not regular occurrences but when your boiler breaks or you have a leak you need someone to come. How would we get emergency repairs done to our homes if larger work vehicles cannot park temporarily on Maidstone road? 5) I cannot see that there is much of an issue at present and do not see why we even need these restrictions. People rarely park on my section of Maidstone road except for deliveries and as for Great Elm it usually quiet down there during the day and my community visitors only park there a couple of times a month if there is no more room on my drive.

Road	In favour	Against	Unclear	Point 1
Warren Gardens	1			I have attached a counter proposal extending the double yellow lines to the far end of the development.
Hope Avenue	1			
Waterslippe	1			I am in favour of the proposal, it will bring this end of Carpenters Lane in line with the High Street end. It's a shame the Highway Code needs to be enforced like this but it will make the roads a lot safer.
Waterslippe	1			
Waterslippe	1			I would welcome the addition of double yellow lines to the junctions between Carpenters Lane and all of the side roads - turning visibility has become quite challenging. I disagree with the extension of the double yellow lines to the front of number 18 Waterslippe, thus removing an existing parking space where parking is already limited. The driveway of number 18 is at an angle and I believe the lines should terminate at that driveway.
Carpenters Lane		1		Whilst I agree it is beneficial For junctions to be kept clear, any restrictions to parking in this area would cause problems for residents as many properties have little or no off-road parking. For example, the four flats opposite me (70/74 Carpenters Lane) have no off-road parking and neither do many of the older properties in the area, particularly in the Freehold . This results in considerable competition For parking spaces and difficulties with deliveries and tradesmen not willing to work if they cannot park. There are opportunities to create more off-road parking in the area which would improve the situation but, until that happens, the restrictions you are proposing would exacerbate the situation. As far as traffic speed and flow is concerned, Carpenters Lane already suffers From vehicles travelling far too fast. It is used as a cut through often by large commercial vehicles and is, periodically, on the 'boy racer' circuit. In my view Carpenters Lane would benefit from traffic calming measures rather than speeding things up, particularly with the prospect of 101 new houses being built in the vicinity.
Warren Gardens		1		We are residents of [REDACTED], Hadlow. Mr [REDACTED] is disabled by taking away the parking bay he will lose his independence. He will have to find somewhere else to park which he will not be able to walk to. Where are all the visitors supposed to park when all the parking has gone?
Waterslippe		1		As a resident of Waterslippe [REDACTED] I do NOT see the need to double yellow line the non-residential side of the road as it is so narrow, no double sided parking can take place or does take place. Plus, what is the purpose of taking the lining across the front entrance and boundary fencing of No.18. This does not make sense; I believe the residents do get particularly distressed about any traffic hindering their coming and going, but I don't see double yellow lining would ease their concerns, apart from taking away two parking spaces in front of the fencing (which to my knowledge has never been a problem for other residents). In my opinion, any extension of a double yellow line down the road is NOT necessary, other than both sides at the top entrance from Carpenters Lane. I have never heard other residents say that we have a parking problem! The only ongoing problem, whether a resident or not, is at the top of Waterslippe junction with Carpenters Lane (ingress/egress), opposite Twyford Road; traffic travelling down or up Carpenters Lane is NOT visible when cars/vans are parked less than 10 metres from the corner (particularly when cars are travelling at speed). Near accidents have occurred!!
Waterslippe		1		I am not in favour of the Borough Council's proposals for changes to the on-street parking arrangements for Hadlow shown on plan DD/587/08. As a resident of Waterslippe for over 37 years have never had any problems with people parking opposite the houses in Waterslippe or the areas specified in Twyford Road or Hope Avenue. In my opinion it would be a waste of the councils money in difficult times.
Waterslippe		1		We have no parking on that side of Waterslippe. Most dangerous parts of Carpenters Lane. Waste of money yellow lines in my road.
Carpenters Lane		1		Portion in front 91 Carpenters Lane is parking space and has dropped kerb to allow for such. Double yellow lines only required down Mill View section of corner. Not sure if all of Money Penny needs the lines, just the entrance.
Carpenters Lane	1			I think the lines should carry on past Caxton Lane on the left, as very poor parking on the bend (see highlighted area).

Road	In favour	Against	Unclear	Point 1
Monypenny Close	1			Re: Monypenny Close! This is a good & favourable plan. I would suggest that lines are also in place on the left hand side on the corner leading to Bungalow No.2 as there are many people parkin on this corner making visibility bad and blocking the route. Personally I don't think the lines should be placed outside Bungalow No.1, not directly outside anyway.
Carpenters Lane		1		No way would I ever agree to the Borough Council proposals. We wanted yellow lines outside of our place years ago. When we go out of our drive we cannot see what is coming up or down the road when vans & cars are parked outside our drive. Now with the new houses at the top of Carpenters Lane it is going to be worse.
Monypenny Close			1	As a resident of Monypenny Close we agree it's a great idea, but it will push the cars which already (park) in our close (at the end) further in, and stop residents parking. It will only move the problem. 3 cars us our area are non-residents.
Kenward Court	1			We would like to see double yellow lines extended into Kenward Court to the boundary of No.3 and the entrance of No's 10,11 &12. Kenward Court is a turning place for all deliveries to the area. With what is proposed Kenward Court will become a car park. Is it not possible to have this turned in to a residents & visitors only road.
Kenward Court	1			Why not consider construction of a permanent car park to the south of Hadlow on what appears to be spare lanes next to the café and the antique shop behind the bus stop. If there is to be parking in Kenward Court it should be on one side only to ensure access for emergency and refuse collection vehicles. There should be not parking permitted in front of dropped kerbs to ensure residents have access to their driveways and garages.
Carpenters Lane		1		It will just cause more parking problems elsewhere
Carpenters Lane		1		I object to the proposed addition of 'No waiting at any time' double yellow lines to the entrance of Kenward Court from Carpenters Lane. My house is marked [REDACTED] on your plan, just before the entrance to Kenward Court. However, although the postcode identifies the house as Kenward Court this is an anomaly, because the only entrance to my house is in Carpenters Lane itself; there is no means to access my house from Kenward Court. In practical terms, it is important that contractors working on my house are able to park at the entrance of Kenward Court. For 26 years this has been possible because there is no parking restriction. It would therefore be extremely unhelpful, and conflict with my practical needs as a householder, were double yellow lines to be added to the Kenward Court/Carpenters Lane junction, as proposed in your plan. In any case, I cannot see what additional benefit would follow from making this change. In general terms: I have lived in the village for some 26 years. Although there are traffic issues in Hadlow because of the volume and type of traffic using the A26, I have observed that in practice, things work reasonably well as the parking and road signage is presently organised. I very much doubt whether the wholesale reorganisation that is proposed would bring sufficient benefits to justify either the cost or the upheaval that would be required for their implementation, or involved in adjusting to it. Your covering letter makes the point that 'some on-street parking can be beneficial in helping keep vehicle speeds down'. That is precisely the situation as it is at present, with vehicles having sometimes to negotiate their passage on the A26 through Hadlow. My reading of your plans and your proposed changes is that this scheme would be likely to facilitate higher vehicle speeds, something that would not benefit residents. Indeed, in my perception, these changes (if they did in fact ease the passage of traffic), would be more likely to reduce Hadlow's identity as a village, and make it seem more an anonymous part of the sprawling ribbon development expanding out of Tonbridge.
Kenward Court		1		I feel it does not give residents in Littlefields flats, or the main road an option for parking which will in turn have a knock on effect for local roads - Kenward Court, we are just around the corner & I feel we will be used as a daily alternative parking area for the A26, but I do not think the cars will be moved each evening. We have struggled recently during the roadworks on the A26 to remove the blocks to tarmac, due to excess car parking and no space or access for Kenward Court Residents. I feel that this will only get worse now.

Road	In favour	Against	Unclear	Point 1
The Terrace		1		I think that it is madness that you want to put double yellow lines and two hour parking in the village. Parking has never been an issue in the village. As a resident of the village, I would like to know where you propose that we park if we cannot park in the lay-by or the square. We park in Court Lane as we live on the main road, if you put everything in to action we will have big problems parking as all the other residents will be parking in Court Lane and anywhere else they can find a place to park. I don't want to be carrying all my food shopping a long way from our car to home. I suffer with Arthritis and struggling with walking sometimes. It's all very well you coming up with this bad idea but you haven't come up with a good and sensible solution for us residents who live in the village.
Hailstone Close	1			We are generally in favour of proposals for changes to the on-street parking arrangements as set out on the plan received. However, whilst we appreciate that some sort of parking policy is needed for the village we have concerns that there will be more cars parking in Hailstone Close, particularly as walking access to the village is only a couple of minutes along the alleyway running alongside the close. There are already cars parking all day that are non-residents (presumably working in the village). Also, some residents with more than one car have to park in the road as some driveways are not big enough for two cars. Having more cars parked in Hailstone Close will mean less for space for visitors and trades people, and will make it very difficult, maybe even impossible, for emergency vehicles to access the far end of the close. This may also affect the waste collection vehicle each week. Although not mentioned in your letter we understand parking charges may also be introduced for the village which will likely mean people parking in the above areas to avoid payment.
Toby Gardens	1			Cars and particularly large vans parked on this corner make it difficult to see oncoming traffic from either direction. If anyone were to be travelling too fast it becomes dangerous and could be the area for an accident.
Hailstone Close	1			Residents permits should be given. In the past a fire engine and dust van couldn't get through because of parking either side. Will it be policed?
Maltings Close	1			Talking with neighbours who reside [REDACTED] the consensus is that the parking around us is generally acceptable. Perhaps cancel the lines around the entrance to Dray Court as most visitors park either with DC or further along Malting Close
Dray Court		1		There have been no problems with parking over the last 30 years, since the houses have been built and I think it will only MAKE problems if you carry through with your proposals. People will only start parking in our complex's Residents and visitors only car park.
Maltings Close		1		I do not think double yellow lines are required in Maltings Close. Having been a resident for 15 years I have never know any parking problems. Yellow lines would be a waste of time and money.
Maltings Close		1		I am NOT in favour of the proposals for these 4 roads. The restrictions are unnecessary and would lead to parking problems for the residents.
Toby Gardens		1		Currently with parked vans and cars, it is a blind corner, which always needs care in passing. Double yellow lines would be the answer. The proposed yellows on the opposite corner could be discarded.
Dray Court		1		I find it incredible that you would want to put yellow lines on the corners stating that there is a parking problem, this is absolutely untrue, I live in Dray court and walk my dog three times a day around the area, and I can categorically tell you this is no parking issues, I personally think you might create some, it would also spoil the look of our roads to have hideous yellow lines on the comers for no reason, what I would suggest you do ,is repair the roads around Kent and stop making yourselves busy trying to solve a problem that doesn't exist, also you could put some salt bins around so when it snows, me and other able body residents could grit the pavements for the older people. In dray court the average age is about 70 so that would be more useful. NO TO YELLOW LINES

Road	In favour	Against	Unclear	Point 1
Maltings Close		1		We are NOT in favour of the Borough Council's proposals for changes to the on-street parking arrangements in the parish of Hadlow. Furthermore, we wish to comment on the informal consultation as follows: 1. The proposals affect the whole village and hence it appears disingenuous at the very least not to advise all residents affected of all sets of proposals. Indeed, it appears that several individual informal consultations are being undertaken rather than a single informal consultation. For that reason, we wish to object to all component informal consultations making up the Hadlow Parking Review. 2. The principle of allowing on-street parking overnight on the A26 as proposed "to help manage vehicle speeds" is dangerous. Parked cars should not be a substitute for formal traffic calming measures. 3. The removal of all existing "Access protection marking" ("Dog-bone" white lines) and their replacement with the proposed "No waiting at any time" (Double yellow lines) is, however, pragmatic. Indeed, it is my understanding that access protection marking is unenforceable and should not be in use in any case. 4. The proposed "Limited waiting" parking zone in the village centre is counterproductive on many levels. It will lead to vehicle displacement to dangerous locations, as per the proposed principle 2 above. It will also lead to vehicle displacement to side roads which, when coupled with proposed reductions in parking locations there, will inevitably lead to further congestion and dispute. 5. The proposed application of "No waiting at any time" appears random. For instance, it has been applied across the entrances to the driveways to No 37 & 38 Maltings Close but not in front of the driveways to both No 1 Maltings Close & No 8 Carpenters Lane. 6. We strongly object to "No waiting at any time" in front of the house at 37 Maltings Close but we do not object to "No waiting at any time" in front of the driveway at that address. For these reasons we consider the proposals are poorly drafted and believe they should be withdrawn in their entirety for reconsideration at the very least. We trust that our comments of objection will be considered going forward.
Maltings Close			1	Thank you for the (informal consultation) for proposed changes to parking in the area of Hadlow. The area of Hadlow and the quality of Life would be much improved by building a bypass and could be the ultimate solution for dealing with the high density of traffic passing through Hadlow. The volume of polluting heavy commercial traffic has now reached serious proportions, Can we please have a proper debate covering all aspects and come forward with some possible solutions for how this can be dealt with. Painting various lines on the road restricting parking will not provide alternative parking for residents and visitors The effect of placing parking restrictions adjacent to houses would badly effect property value. Alma Place! the houses located at the end of the Village on the other side of the road to the Two Brewers Pub! this is where there is a traffic problem (a bottle neck), parked vehicles outside of the houses does interrupt the flow of traffic. Before any restrictions are considered ? the interests of the residents of Alma Place must be looked after, restricting parking outside these houses would be a major blow to the residents.
Maltings Close			1	We are concerned about the parking plans for Maltings Close, Hadlow that will have an impact on our match days against visiting bowls clubs on some Saturdays and Sundays. We have matches against clubs from a radius of about 20 miles. Usually the visitors park mainly on Maltings Close as Dray Court is for their residents only. As a resident of Maltings Close I envisage even more general parking will take place as Hadlow residents are restricted with fewer parking space available in the village. Parking on the bend in Maltings Close is already dangerous. If the members of the visiting clubs find it too difficult to park near the bowls club they may choose to not play matches against us in the future. These matches are our main source of income and without them the club will struggle to survive and Hadlow will then lose a valuable amenity. Hopefully we will be able to use the Old School hall car park on these occasions. I hope you will understand our concern and give it some consideration.
Victoria Road	1			I am very pleased its being done as is an accident waiting to happen.
Victoria Road	1			I am very much in favour of the changes. Some drivers are very selfish when they park in these area which then causes congestion and problems for other road users and residents

Road	In favour	Against	Unclear	Point 1
Victoria Road	1			In front of 1, 3, 5 Victoria Road - can we have Residents Only painted on road?
Victoria Road	1			Please do my lines outside my drive as promised (please check my letters I have written to you) . I have years ago applied or lines because of pub residents and visitors from East Peckham and surrounding areas parking outside my dropped kerb to use the pub and the Golden Green Hut for every event. This means nine out of ten times I cannot get on or off my drive, and means we park round the cul-de-sac to the lane. This is not fair as I'm disabled and cannot walk far and I'm in terrible pain. I'm in agreement and hope this applies to my lines to be done outside of my drive as promised to be done while doing Hadlow to save money.
Victoria Road	1			
Victoria Road		1		I have lived in Victoria Road since 2005. I haven't seen any problems with parking so why are you wasting money on unnecessary yellow lines when there is no need.
Three Elm Lane		1		Strongly recommend relocation of the bus stop outside 1 Bell Cottages to where there is plenty of space in front of The Bell public house. This would also reduce the huge sweep into the pinch point in Victoria Road. Also want 20mph speed limit.
Three Elm Lane		1		We are against the proposed changes to the eon-street parking arrangements for Golden Green as there are not enough parking spaces now. There is very limited parking for users of Golden Green mission hall and they have to park on the road where they can find a space. Why restrict parking in the lay-by in Victoria Road? Why restrict parking to make it easier for speeding motorises through the village. Golden Green needs flashing "slow down" signs to deter speeding motorists. If the Council decides to restrict parking in Golden Green then alternative parking should be provided. The area at the top of Kelchers Lane is in a bad state of repair with huge puddles. Maybe the Council could approach Hadlow Estates to release some land for residents and hall users to park. They are happy to sell off a huge plot to Tunbridge Wells BC to build thousands of houses that will cause huge problems in the area.

Hadlow Parking Review – Informal Consultation

Joint response from [REDACTED] (addresses below).

We are not in favour of the Borough Council's proposals for changes to the on-street parking arrangements shown on plan DD/587/03.

Please see our comments and suggestions below, including annotated map and photos. We would also like our comments on the other parking proposals in the village taken into consideration (see end of document)

A26 Tonbridge Road / High Street, Hadlow Square, Church Street and Maidstone Road South (between Weathered & Worn and Two Brewers/Vicarage)

In the past cars were able to park on both sides of the A26 as there were no parking bays and no pelican crossing.

When the pelican crossing was installed and zig-zag lines painted some parking spaces disappeared. Later, The Maltings were converted to residential and houses built over the brewery land, Carpenters Lane was realigned and more spaces disappeared. Finally, when the High Street was relaid with brick paviers, the pavements widened and lay-bys installed more spaces disappeared.

Also, during this time, Littlefield, a council-owned housing block of 12 flats, in the centre of the High Street, was given over to a housing association and tenancies changed from favouring elderly people with no cars to younger people with cars or motorbikes. If Pound House, opposite Court Lane, were to make the same change, a proportion of its tenants could consequently own cars requiring parking spaces.

We are a car-owning society but a situation has been created whereby we in the centre of the village already have a restricted number of parking spaces and now, it appears, residents are in danger of losing even more spaces. We may be on a main road but we are still a village and we want to preserve the village atmosphere but the brick paving, which gave us a special feel, has recently been removed and the appearance of the centre diminished as a consequence.

There are 51 residences (on both sides of the A26) between Weathered & Worn and the Two Brewers/Vicarage that have no off-road parking space. Between these two points there are 38 parking spaces in lay-bys (if people park sensibly) and 13 on-street spaces, totalling 51 spaces which, coincidentally, matches the 51 residencies! The current proposal is to time limit a mixture of 38 bay & street spaces. If these are designated as two hour limited then retired residents, those who work from home or are on night shift, maintenance people, carers etc. will have to find somewhere else in the village to park. Residents of Appletons, The Forstal, Maltings Close and Court Lane will not be happy when more cars are parking outside their houses and cluttering up their streets.

Having surveyed the shops and businesses in the centre of the village we have established that 12 workers need an on-street parking space during the day.

Suggestions and informatives

- Remove all the lay-bys from the proposed Limited Waiting Mon-Sat 8am-6pm. These lay-bys are for residents' parking and shop workers and, where there are gaps during the day, people visiting and using the shops, hairdressers and Dentist.

You say that complaints have been made by residents, the Parish Council and local Borough Councillors. If they are related to customer access to businesses in the village then that is understandable. In a former exercise about parking in Hadlow, the Square was designated 'time limited' to one hour and 8 spaces marked out. There is a notice to this effect but, it appears, the area is no longer patrolled, and hasn't been for some time, probably because of a lack of staff. As a consequence cars are often parked there all day. In this case the authorities are responsible for the failure of this particular parking strategy.

If the authority does not have enough staff to manage this area what hope for the proposed 38 other spaces in the High Street and Maidstone Road? We would suggest that 8 spaces at a max of 2 hours per space would surely be enough for most people using the shops or other amenities. Say you drove into Hadlow for a hair-cut and a bit of shopping 2 hours would be enough. You wouldn't need 2 hours to visit the pharmacy or the baker's or the convenience store or the newsagent's. How many dental or surgery visits take 2 hours?

- Do NOT implement the yellow lines outside Alma Place and Inkerman Cottages. The on-street parking outside these houses (approx 6 spaces) helps to slow down the traffic in both directions and makes the centre of the village safer. Without these parked cars the High Street will become a racetrack.

- Do NOT yellow line Church Street, there are four car parking spaces for residents and shop workers, and since spaces are at a premium this would exacerbate the problem of parking elsewhere.

If the complaints are related to vehicles parking partially, or wholly, on pavements then that too is understandable if it impedes pedestrians, prams or mobility scooters.

- Do NOT yellow line the area outside 7 & 8 Castle Terrace/North Lodge. Because of limited space there are usually 3 cars parked here with nearside wheels on the pavement. These cars help to slow down otherwise speeding traffic during the day as well as at night. There is usually enough space for a large pram or mobility scooter to pass but
 - a demarcation white line painted on the pavement would provide a beneficial solution to any potential conflict (see photos on sheet **A, B & C** and measurements on map).

There are often cars parked entirely on the pavement between the Castle gateway and the chip shop and that can make passage by a mobility scooter difficult.

- White-lining on the pavement would help here too (see photos on sheets **D & E**).

Conclusion

The yellow lines will only be required if the 38 car parking spaces are disallowed in the lay-bys and little odd spaces around the Square and High Street area. Unless the Parish Council or others have a plan for a High Street residents' car park the only option for the 51 residencies who have no allocated parking space of their own (through no fault of their own) can only be the lay-bys and part-shared pavements as is currently the case as, with the best will in the world, there are not 38 spare car parking spaces anywhere else in the village and certainly not within a sensible walking distance of people's homes.

All that is really needed is enforcement of the time limited parking in the Square (the original marked 8 spaces), a letter to residents to point out how to park sensibly and considerately in the lay-bys that we do have and some white lining where sensible pavement parking can be allowed.



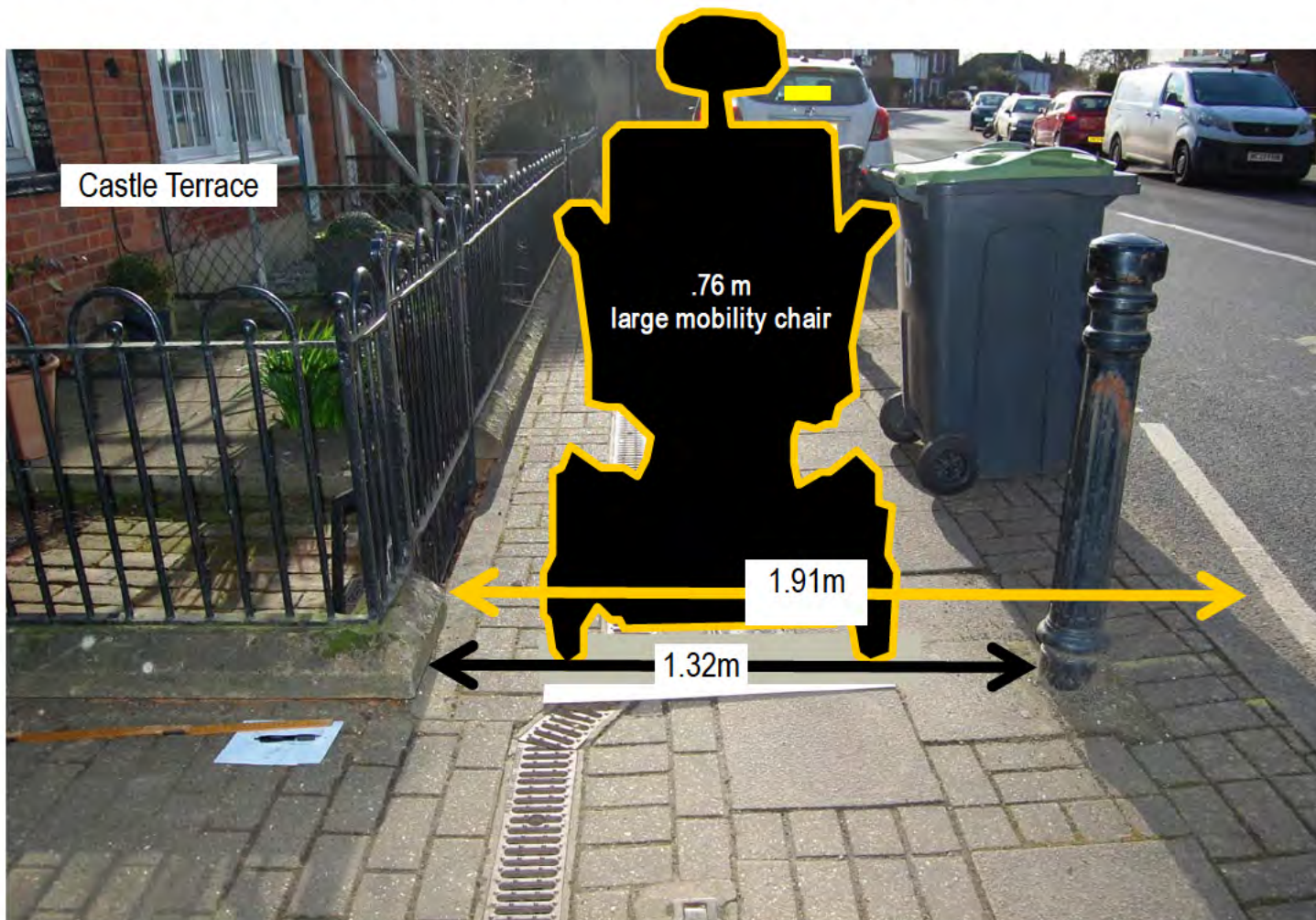
Please see useful annotated map and relevant photos below.

Map showing measurements relevant to the shared use of the footway by pedestrians and cars.



A Castle Terrace looking towards Castle gateway

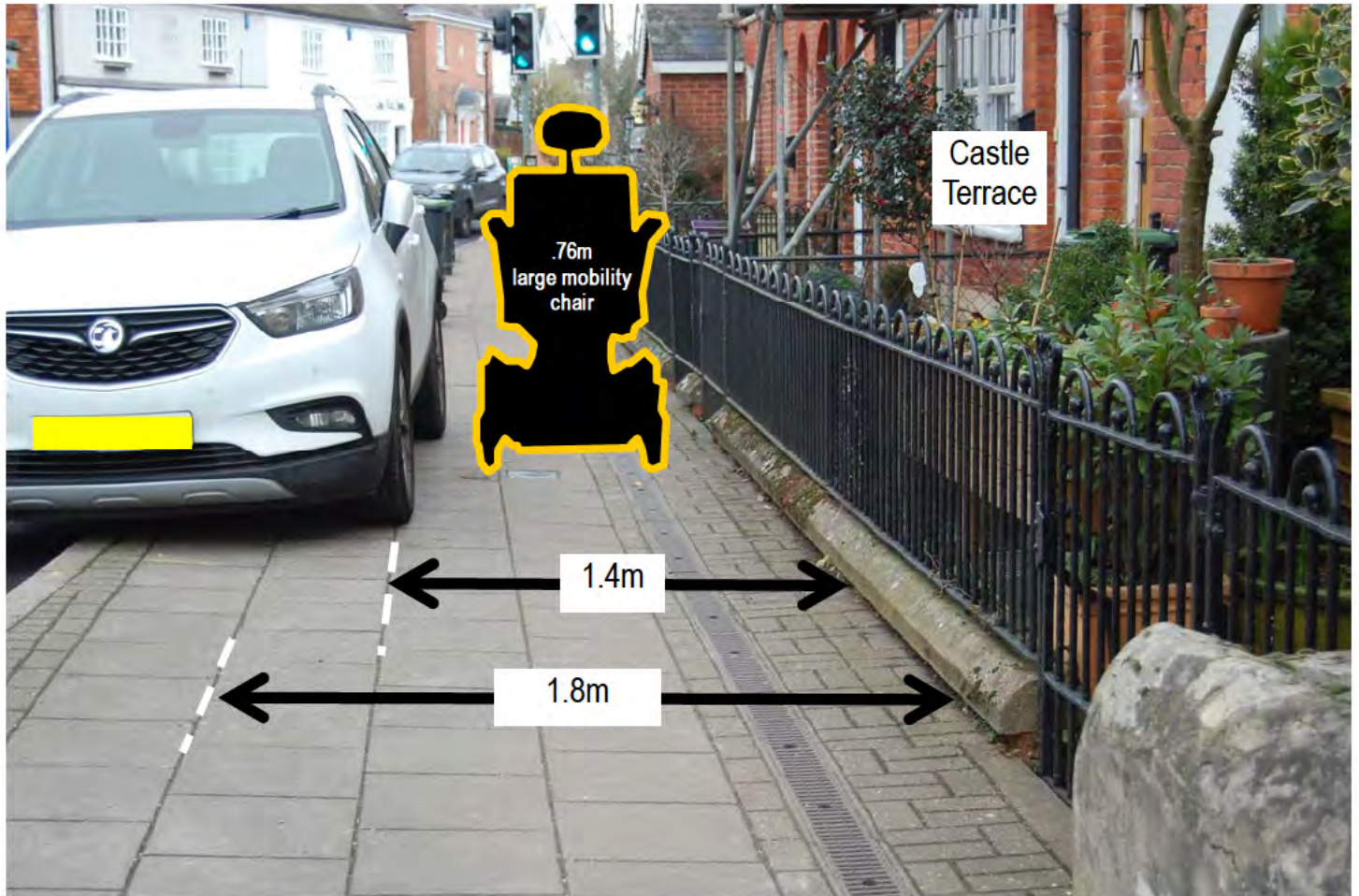
As can be seen, 1.32 m is currently considered adequate clearance for access along the pavement.



B Castle Terrace side of Castle Gateway

Car is close to the bollard.

White line could be at the 1.4m line and still give clearance for a large wheelchair (see currently approved access tolerance on next page).

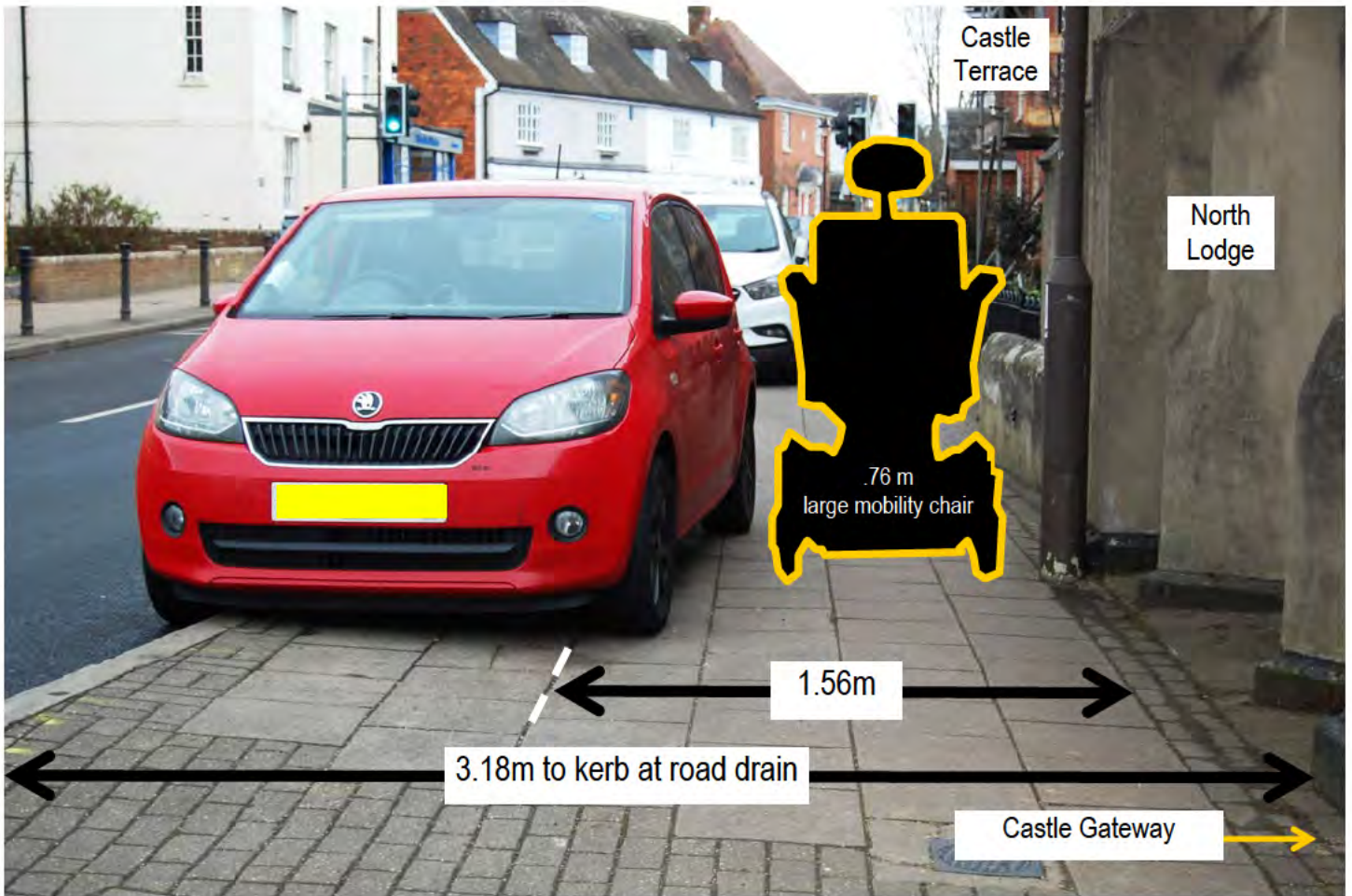


C Castle Terrace side of Castle Gateway

Normally there are 3 cars parked here with wheels on pavement.

The pavement varies in width - wider by gateway (2.66m) but narrower at bollard outside 5 Castle Terrace (1.91m).

The pinch-point is at the lamp-post outside North Lodge which could be mitigated by a white line on the pavement.

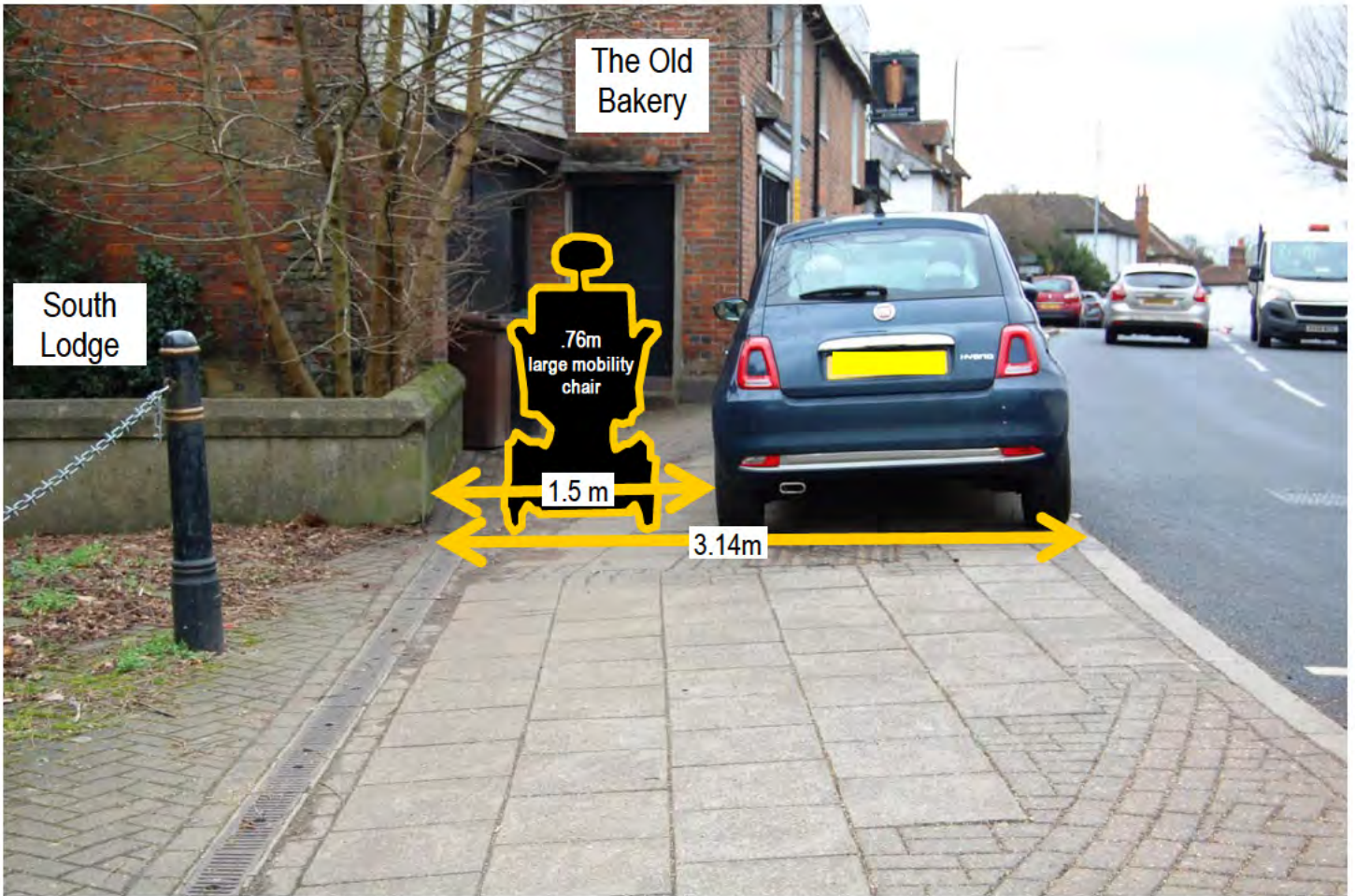


Example of pavement parking white-lining in Wimbledon/Raynes Park area in south London on the A238



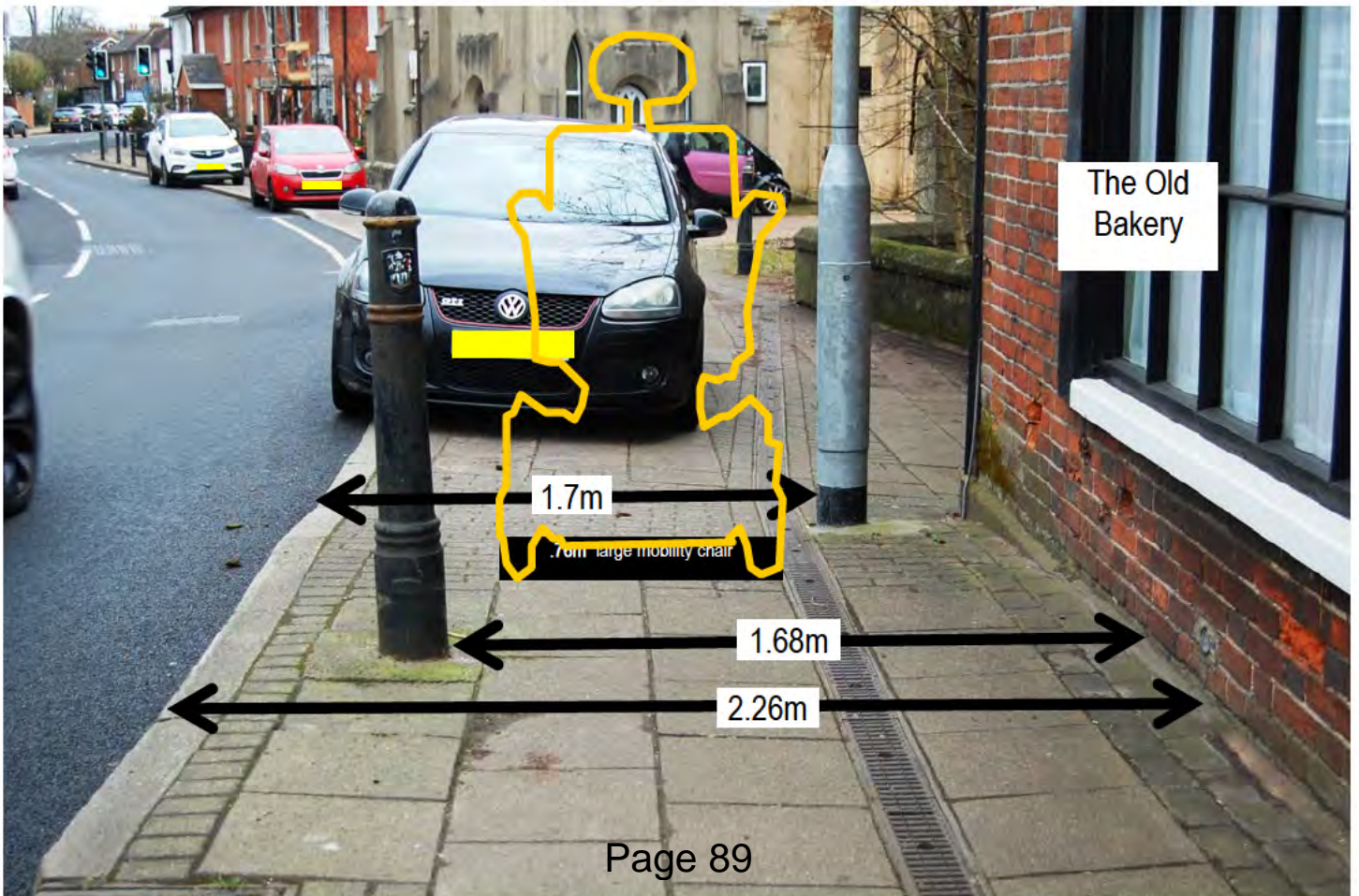
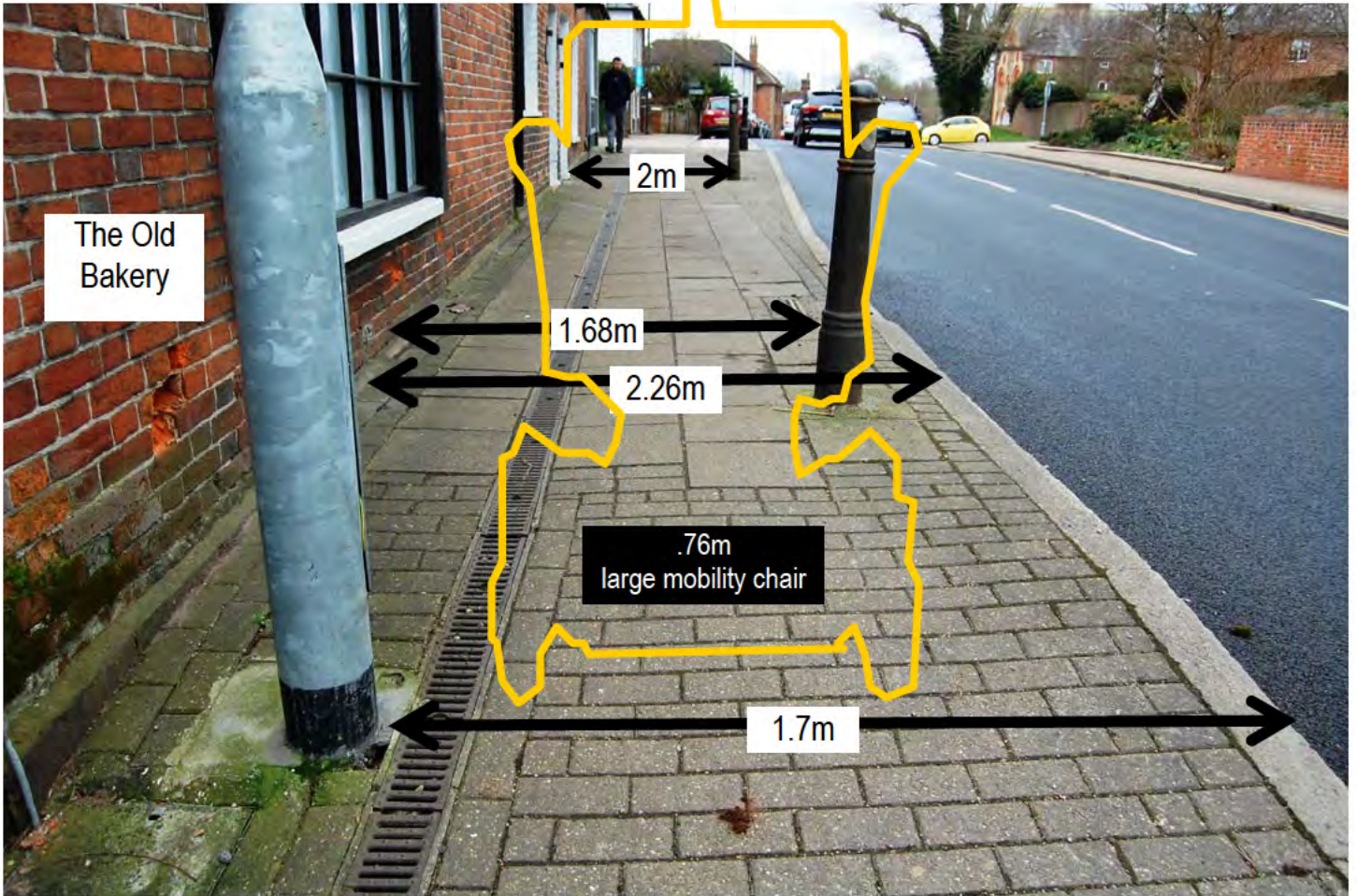
D Tonbridge side of Castle Gateway

Kerb was lowered to allow delivery vehicles to park next to the Old Bakery when it was still functioning as a bakers. Usually 2 cars are parked here but sometimes 3.



E Tonbridge side of Castle Gateway

Cars sometimes park between bollards on this stretch, sometimes with all 4 wheels on the pavement which means a powered wheelchair will not be able to pass. This is usually at night. White-lining on the pavement would control this.



We also wish to add our responses on proposals for other parts of the village:

A26 Maidstone Road South

- Remove all plans to yellow line both sides of the A26 from Albion Close to Spa Close and on the opposite side.

Sometimes cars are parked on the left hand side going towards Maidstone (rarely) and almost never the opposite side. There is no need for these lines.

- Remove yellow lines proposals for Great Elms except for possibly the junction with the A 26 where we believe there is occasionally a problem with parking on this junction.

A26 Maidstone Road North

- There is no need for yellow lines from Spa Close up to Hadlow Park.

The residents of Park View Cottages park opposite on the grass verge outside Hadlow Park. I do not know of any parking problem here and if there are any parked cars they only serve once again to slow speeding traffic. Until there are speed cameras or other traffic calming methods put in place parked cars will have to do the job.

Great Elms

- No comments other than those added previously.

Cannot see the need for yellow lines at the Cherry Orchard junction with Great Elms, that is a dead end therefore no real collision risk.

A26 Carpenters Lane South

- No reason to yellow line both sides of the A26 right down to the college.

There are rarely any parked cars along this piece of road. No need for yellow lines near the electricity substation in the spur off Carpenters Lane. These are two handy car park spaces causing no harm.

A26 Carpenters Lane North

Possibly there may be a reason for yellow lines at junctions off Carpenters Lane to smaller side roads.

- No need for yellow lines in Waterslippe, no one parks that side and residents have either driveways or garages or both.

Court Lane

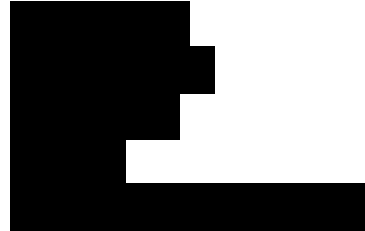
- No reason for yellow lining the North side of Court Lane. The parking only occurs on the South side and is workable.

Malting's Close

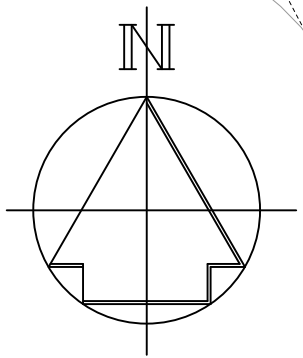
Is there a real need for yellow lines on all the junction corners?

Carpenters Lane Mid

We would have thought yellow lines in Monypenny Close not really required, people have to park somewhere.

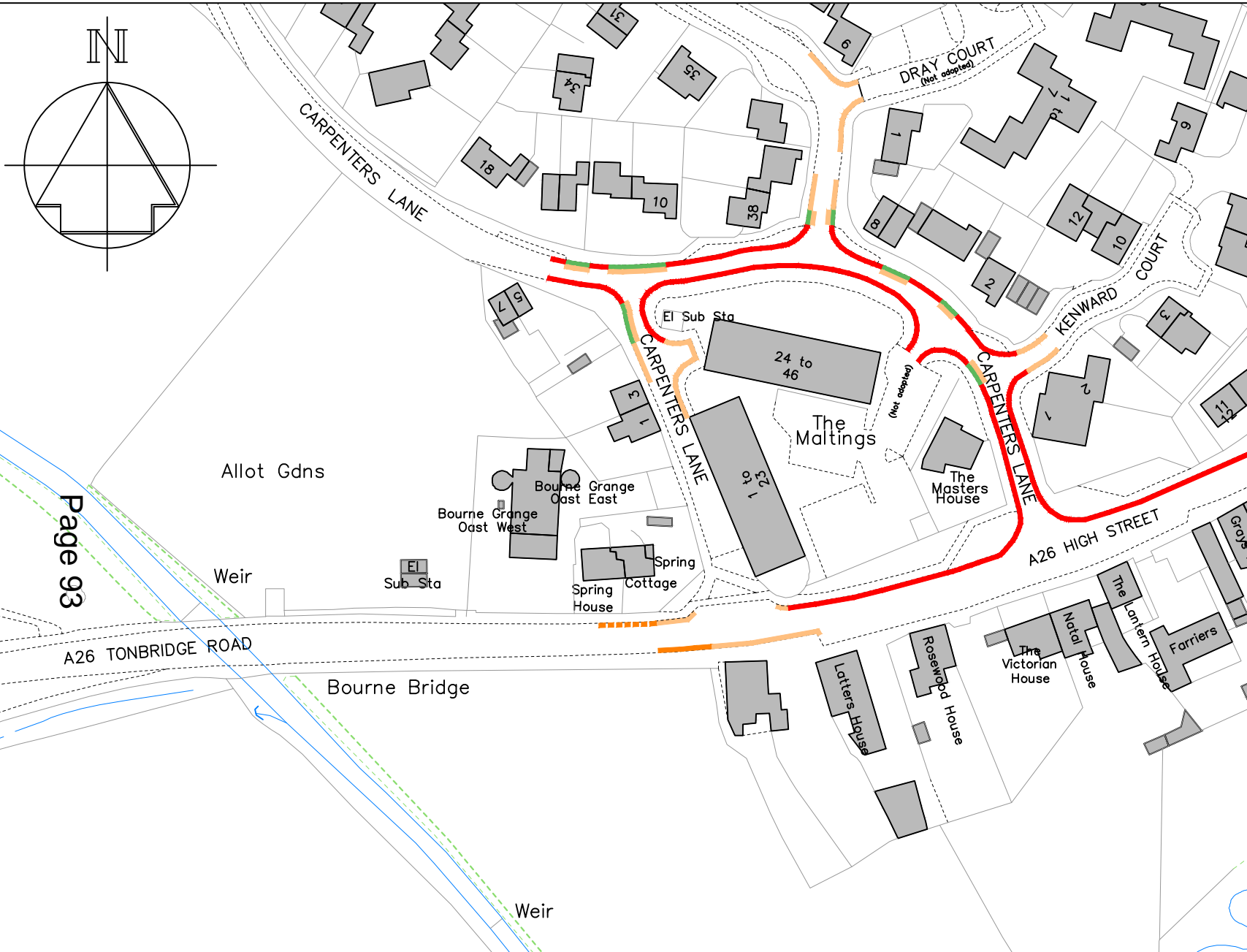


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Key

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)
- Existing bus stop clearway
- - - Proposed bus stop clearway
- Pedestrian crossing controlled zone (white zig-zags)
- Existing "Access protection marking" (white line in front of driveway)



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A		Restrictions revised to formal	5/2023
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ACB	AE	Jan 2023	
Scale 1 : 1250 @ A4			
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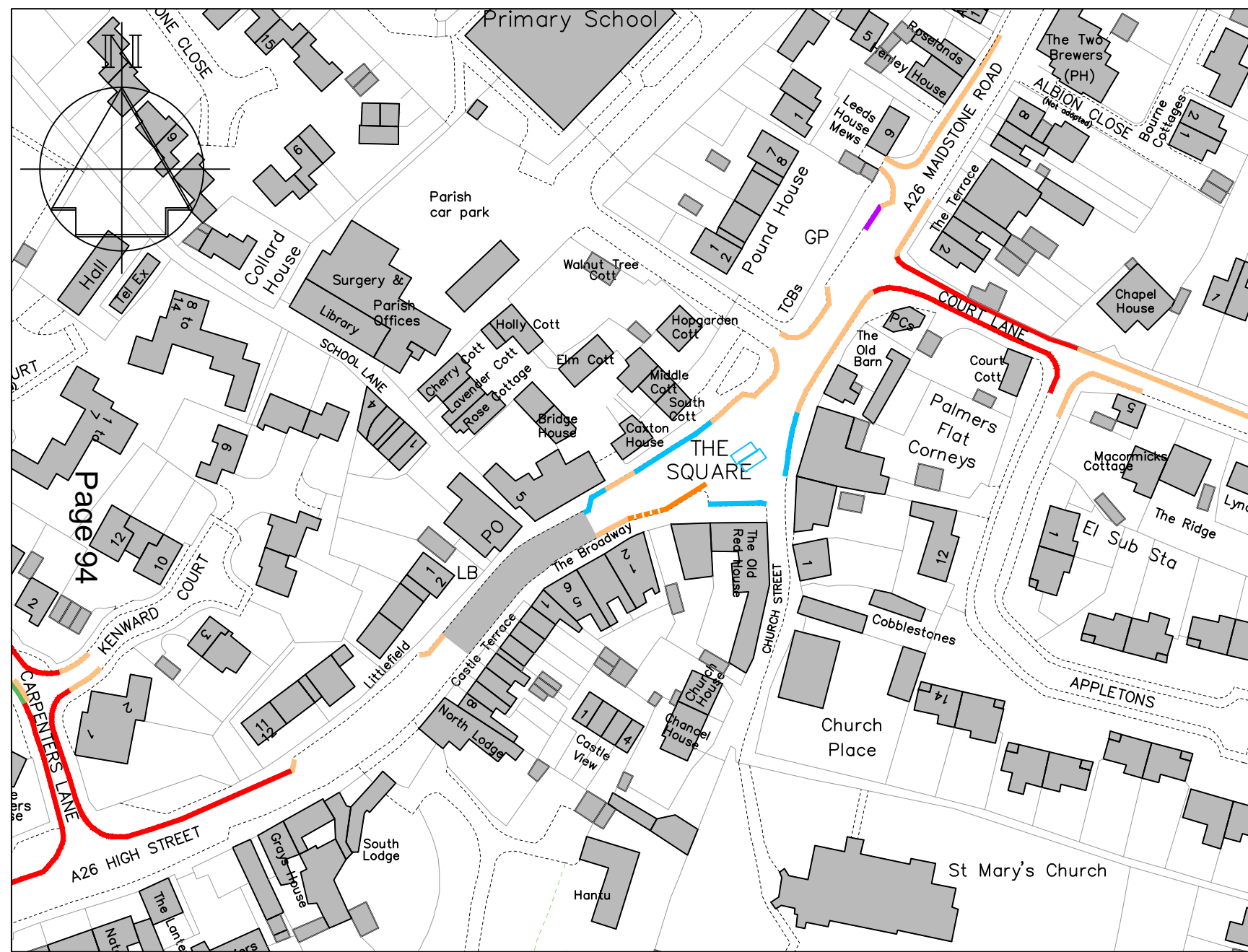
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 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522

Project Title
Hadlow Parking Review
A26 Tonbridge Road

Drawing Title
Formal Consultation
Proposals

Key

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)
- Existing bus stop clearway
- - - Proposed bus stop clearway
- Pedestrian crossing controlled zone (white zig-zags)
- Proposed DISABLED parking bay
- Existing "Limited Waiting, Mon-Sat, 8am-6pm, 2 hrs, no return 2 hours" (short stay parking bays)
- Existing "Access protection marking" (white line in front of driveway)



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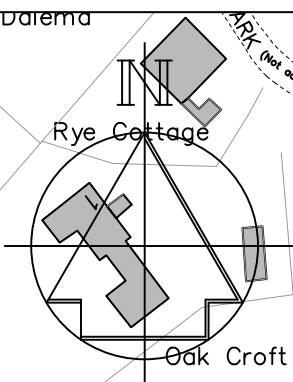
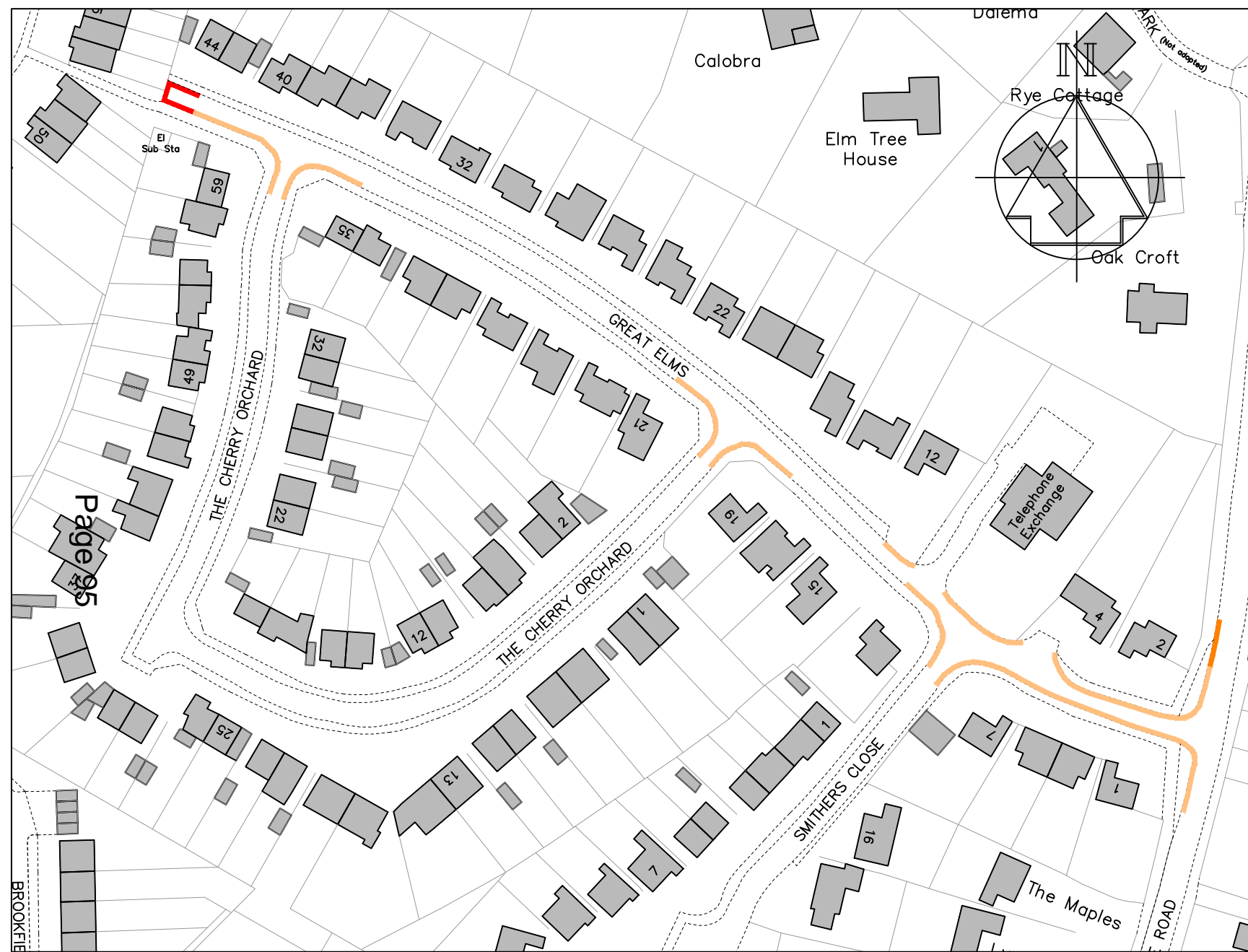
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 A26 High Street & Hadlow Square**

Drawing Title
**Formal Consultation
 Proposals**

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ACB	AE	Jan 2023	
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Key

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



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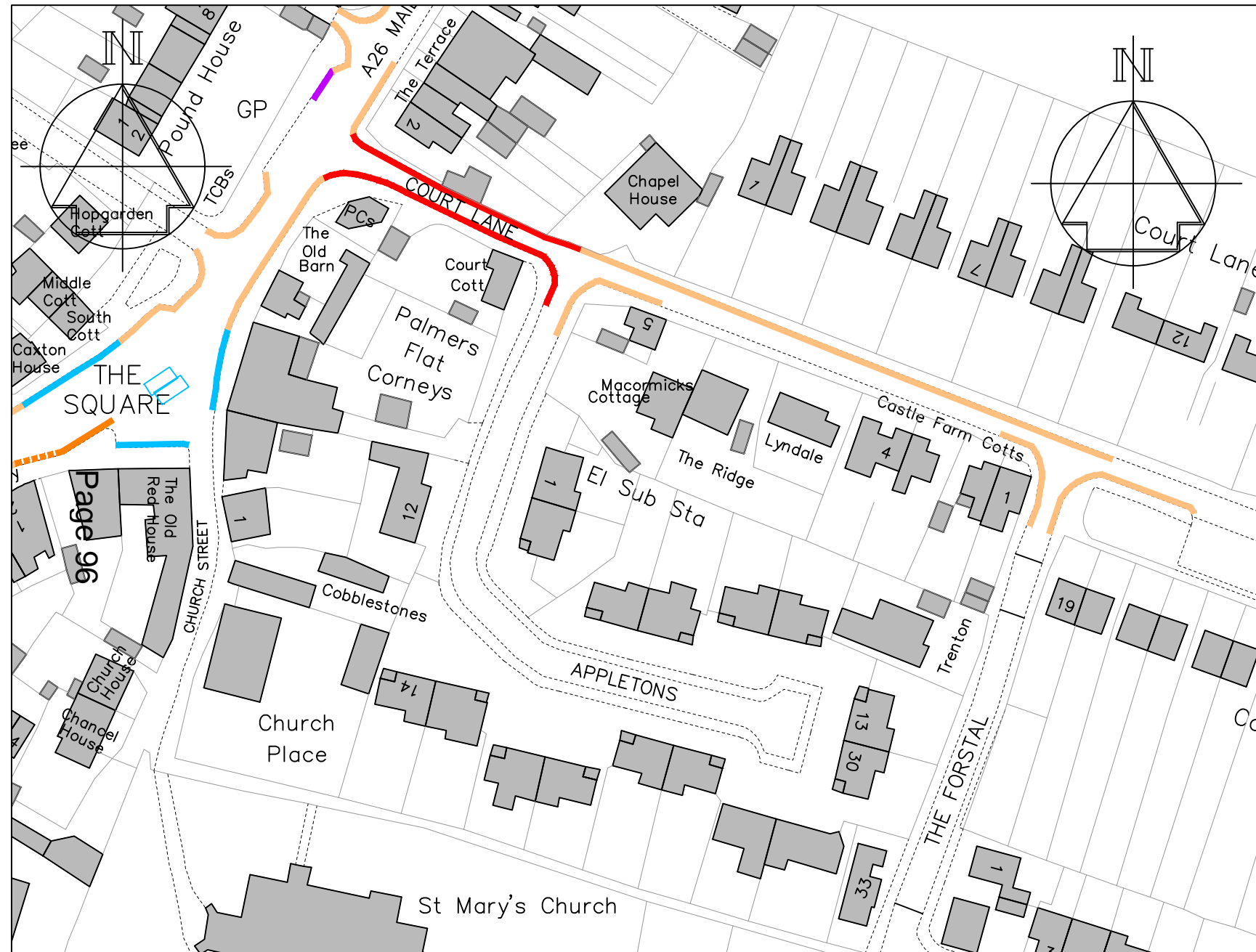
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Project Title
**Hadlow Parking Review
 Great Elms**

Drawing Title
**Formal Consultation
 Proposals**



Key

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)
- Existing bus stop clearway
- - - Proposed bus stop clearway
- Pedestrian crossing controlled zone (white zig-zags)
- Proposed DISABLED parking bay
- Existing "Limited Waiting, Mon-Sat, 8am-6pm, 2 hrs, no return 2 hours" (short stay parking bays)

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Drawn ACB	Checked AE	Date Jan 2023
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Project Title
**Hadlow Parking Review
 Court Lane**

Drawing Title
**Formal Consultation
 Proposals**



Key

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)
- Existing bus stop clearway
- - - - Proposed bus stop clearway
- Pedestrian crossing controlled zone (white zig-zags)
- Proposed DISABLED parking bay
- Existing "Limited Waiting, Mon-Sat, 8am-6pm, 2 hrs, no return 2 hours" (short stay parking bays)
- Existing "Access protection marking" (white line in front of driveway)

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	Revision	Date



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Project Title
**Hadlow Parking Review
 A26 Maidstone Road
 (South)**

Drawing Title
**Formal Consultation
 Proposals**


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Key

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

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	Revision	Date



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Project Title
 Hadlow Parking Review
 A26 Maidstone Road
 (North)

Drawing Title

Formal Consultation
 Proposals

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Drawing No.
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Key

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

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	Revision	Date



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Project Title
**Hadlow Parking Review
 Carpenters Lane
 (North)**

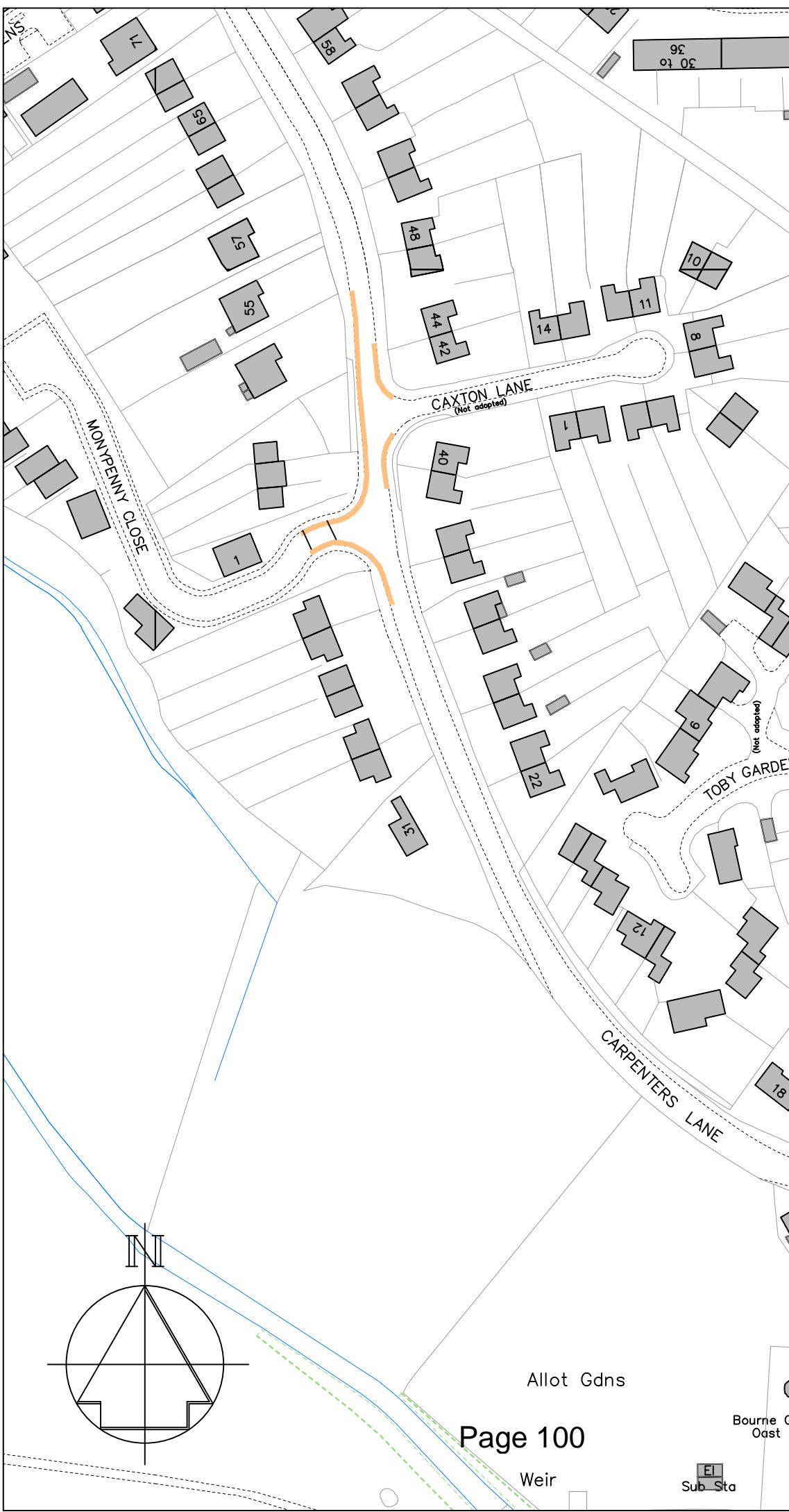
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Key

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

A	Restrictions revised to formal	5/2023
	Revision	Date



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Project Title
**Hadlow Parking Review
 Carpenters Lane
 (Mid)**

Drawing Title
**Formal Consultation
 Proposals**

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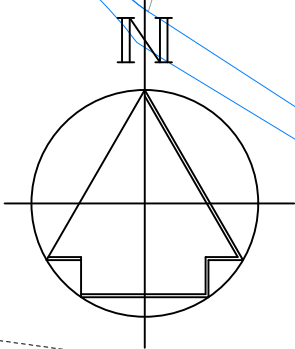
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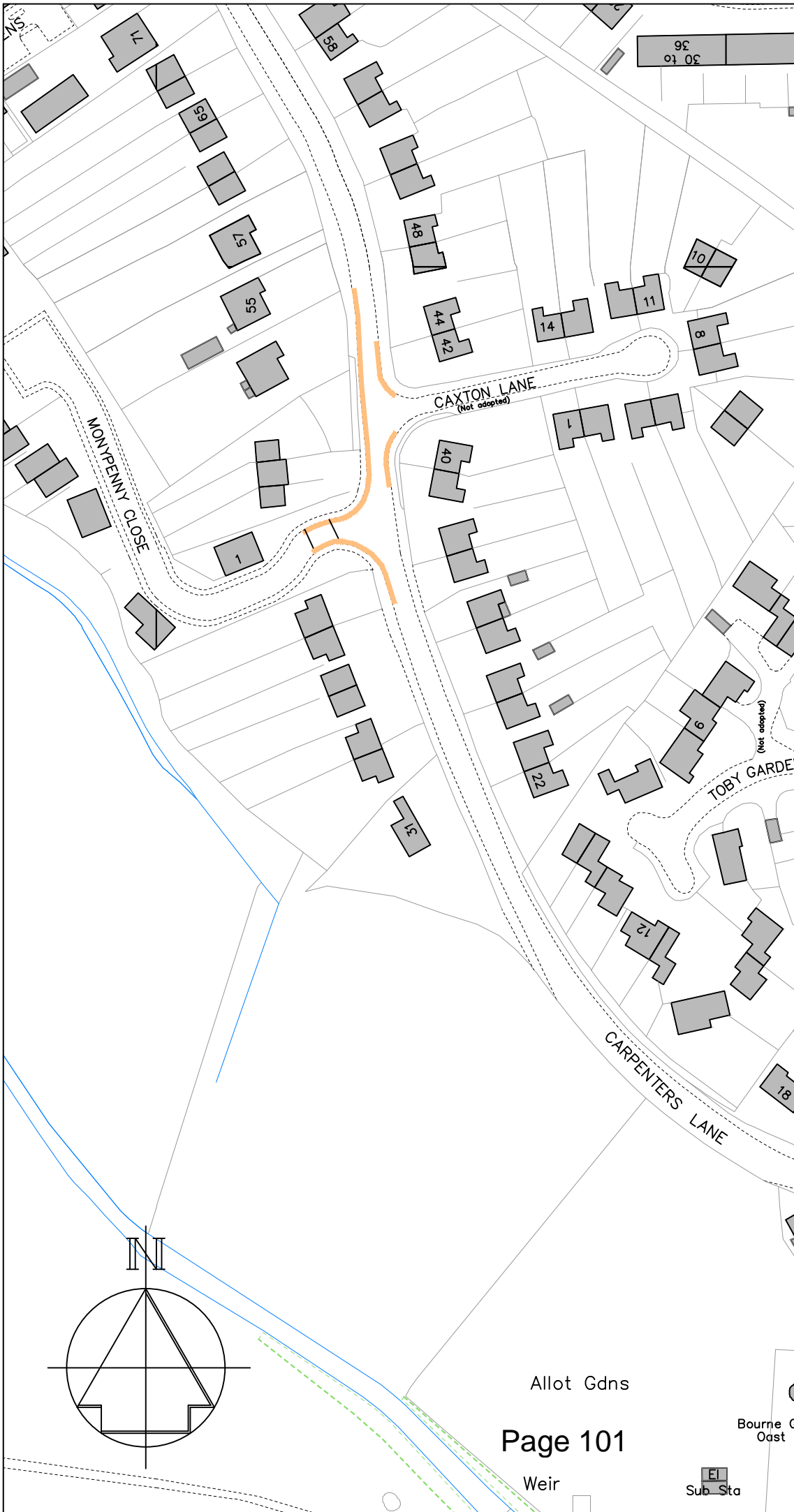
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— Proposed "No waiting at any time" (Double yellow lines)

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Project Title
**Hadlow Parking Review
 Carpenters Lane
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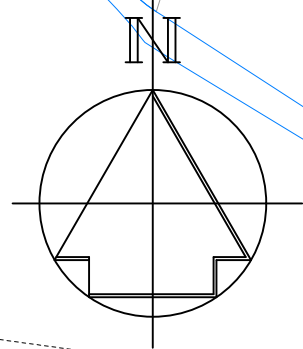
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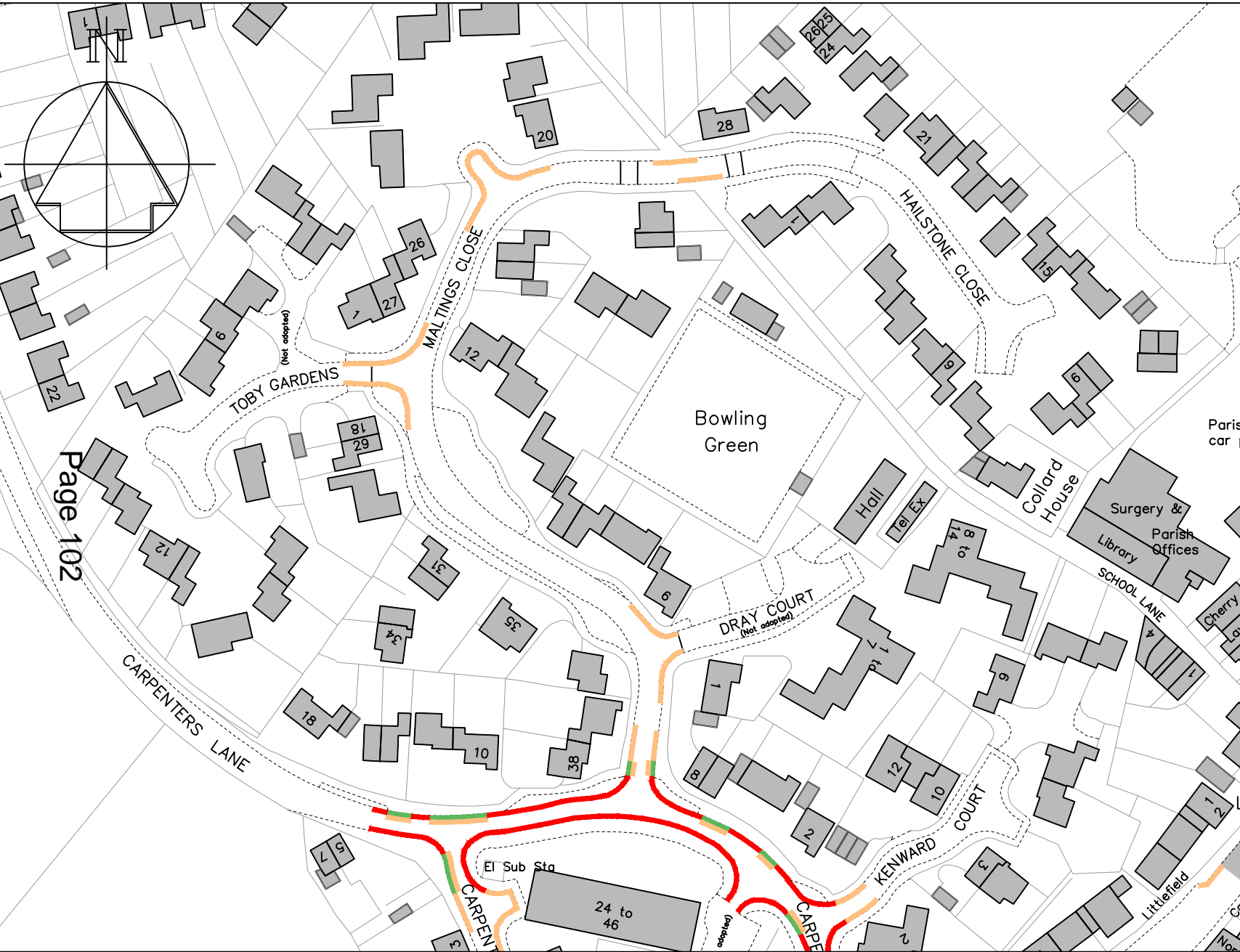
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Bourne Oast



Key

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)
- Existing "Access protection marking" (white line in front of driveway)



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



Project Title
**Hadlow Parking Review
 Maltings Close**

Drawing Title
**Formal Consultation
 Proposals**

A Revised to formal		5/2023
Drawn ACB	Checked AE	Date Jan 2023
Scale 1 : 1250 @ A4		
Drawing No. DD/587/11		Rev -



Key

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

A	Revised to formal	5/2023
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Revision	Date
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Technical Services
 Gibson Building
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 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522

Project Title
 Hadlow Parking Review
 Victoria Road & Three Elm Lane
 (Golden Green)

Drawing Title
 Formal Consultation
 Proposals

Drawn ACB	Checked AE	Date Jan 2023
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Scale 1 : 1000 @ A4

Drawing No. DD/587/12	Rev A
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TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

05 June 2023

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

Part 1- Public

Matters For Decision

1 HILDENBOROUGH PARKING REVIEW

1.1 As part of the Borough's Parking Action Plan, the Borough Council has been carrying out a parking review of Hildenborough. The review started in 2019 and proposals were prepared for consultation in 2020. However, due to the COVID19 pandemic and the following changes to commuter traffic patterns the consultation was not carried out until earlier this year, as "a new normal" of commuter parking demand and traffic movements were established.

1.1.1 The proposals taken to informal consultation are shown in Annex 1

2 SUMMARY OF INFORMAL CONSULTATION

2.1 Informal consultation was carried out with the immediate frontagers to the proposals from to 6th January to 5th February 2023. We received 56 discrete responses. Hildenborough Parish Council also commented on the proposals.

2.1.1 Details of the public responses (redacted of personal information) are shown in Annex 2

2.1.2 The Parish Council response is shown in Annex 3

The responses showed 15 in favour of proposals, 44 not in favour and 1 where the response was unclear.

2.2 Further analysis looked at the detail of the responses, and the differing elements of the proposals.

2.2.1 In relation to parking permits

- We received 5 responses supporting the introduction of parking permits and 23 not supporting them.

2.2.2 In relation to new double or single yellow lines

- We received 15 responses supporting, and 23 not supporting them.

2.2.3 In relation to the times of restrictions

- We received 2 supporting the restriction times and 1 requesting restrictions should last longer.

2.2.4 In relation to on-street parking charges for long-stay station commuters

- We received no supporting responses and 6 responses against.

2.2.5 Different restrictions

- We received 6 responses that asked for significantly different alternative restrictions, which would be difficult to apply under the constraints of the public highway.

2.2.6 Other issues

2.2.7 We also received 20 “other” responses, with a number of requests for traffic calming and 20 mph speed limits, along with requests for extensions to existing off-street car parks, for new off-street parking, and for verges at the side of roads to be changed to lay-bys and parking places. There were also comments about Hildenborough’s place in the Local Plan and anticipated changes and additional developments.

2.2.8 Other issues raised

- Rings Hill area – Request for traffic calming.
This would be an issue for KCC as speeding and safety on the public highway are the responsibility of the Highway Authority.
- Leigh Road – Provide more free car parks.
The Borough Council has no scope for introducing a car park at this location. All the verges are public highway, so this would be an issue for KCC as the Highway Authority.
- Mount Pleasant – create parking bays in the verge on the north side of Mount Pleasant.
This would be an issue for KCC as the Highway Authority.
- London Road (near Foxbush) – Another car park is needed.
The Borough Council has no scope for introducing a car park at this location. All the verges are public highway, so this would be an issue for KCC as the Highway Authority.
- Riding Lane – Recreation Ground car park should be extended.
This would be an issue for the Parish Council.
- Stocks Green Road – disabled parking provision.
This has been addressed by the reduction of the proposals in the area.

- Ashley Road – 20 mph speed limit.
This would be an issue for KCC as speeding and safety on the public highway are the responsibility of the Highway Authority.
- Leigh Road – 20 mph speed limit. (x3)
This would be an issue for KCC as speeding and safety on the public highway are the responsibility of the Highway Authority.
- Leigh Road – School to develop parking within their grounds for staff and parents. (x2)
This would be an issue for KCC as the Education Authority.
- Riding Lane – Traffic calming request.
This would be an issue for KCC as speeding and safety on the public highway are the responsibility of the Highway Authority.
- Stocks Green Road – Traffic calming request. (x2)
This would be an issue for KCC as speeding and safety on the public highway are the responsibility of the Highway Authority.
- Foxbush – Barrier control to prevent non-resident access.
This would be an issue for KCC as speeding and safety on the public highway are the responsibility of the Highway Authority.
- Tonbridge Road – KEEP CLEAR marking at entrance to Pembroke Gardens.
This has been taken forward as an alteration to the parking bays on Tonbridge Road.

3 **ANALYSIS OF INFORMAL CONSULTATION**

- 3.1 From the consultation responses, the initial appetite for measures to address on-street commuter parking near the station has disappeared, reflecting the change in demand for rail commuting. Linked with this are the responses against permit parking, a measure that was proposed to manage and deter commuter parking displacement to residential areas.
- 3.2 The comments relating to the proposals for double and single yellow lines were more mixed. The majority of locations where yellow line restrictions were proposed reflect the advice of the Highway Code to prevent parking where it would cause an obstruction (such as bends, junctions and narrow sections of road) or where there has been a history of requests and complaints about parking. Wherever we propose parking restrictions in line with the Highway Code, we tend to get objections on the basis that there would be a loss of parking facility – this actually re-inforces the need for restrictions at those locations as they have tended to be used for parking at the expense of ease of access and safety.

- 3.3 A number of the objections relating to double yellow line proposals were from residents of Stocks Green Road, commenting that there was no issue to be addressed and Ashley Road, that the issue was mainly on the access rather than around the loop.
- 3.4 There were also comments from residents in the Riding Park area that the double yellow lines should be adjusted to allow more parking on Riding Lane and ease access in to the estate.

4 **REVISION OF THE PARKING SCHEME**

- 4.1 In light of the informal consultation, we have listened to the responses and adapted the proposals, but have still aimed to have a cohesive parking scheme to address the concerns that had been raised.
- 4.2 The changes to the proposals are;
- 4.2.1 The “phone payment” commuter parking restrictions on Rings Hill, Lower Street, Philpots Lane and Noble Tree Road have been deleted. Whilst some areas have no double yellow line proposals to address concerns raised, the remaining on-street spaces would be uncontrolled.
- 4.2.2 With the deletion of the “phone payment” restrictions, the potential commuter parking displacement to residential areas is unlikely, and accordingly the resident parking permit measures specifically designed to give priority to residents and deter commuters are not necessary and have been withdrawn.
- 4.2.3 The parking issues associated with the School in Leigh Road have not been confirmed by the residents of Stocks Green Road, and accordingly the restrictions to help maintain access to properties have been withdrawn.
- 4.2.4 The double yellow line parking restrictions in Ashley Road have been reduced to cover the junctions and one side of the entrance road. The restrictions around the “loop” have been deleted.
- 4.2.5 The restrictions in the Riding Park have been adjusted to allow more parking on Riding Lane and to prevent obstruction on the entrance in to the estate.
- 4.2.6 The restrictions on the Tonbridge Road near the One-Stop have been adjusted to create a disabled parking place.
- 4.2.7 The parking bays near the entrance to Pembroke Gardens have been reduced to provide better visibility.

5 **LEGAL IMPLICATIONS**

- 5.1.1 The powers allowing the Borough Council to carry out parking management activity are contained in the Road Traffic Regulation Act 1984, supplemented by formal agreement with Kent County Council as the Local Highway Authority, in

respect of its powers under the Traffic Management Act 2004. In particular section 122 of the Road Traffic Regulation 1984 Act imposes a general duty on local authorities exercising functions under the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of safe and adequate parking facilities on and off the highway.

- 5.1.2 The Borough Council carries out parking enforcement under an Agency agreement with Kent County Council by way of a Traffic Regulation Order, under the terms of the Road Traffic Act 1988 (and its amendments), the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.
- 5.1.3 Changes to parking charges are made via an Amendment Orders to the Council's on and off-street parking Traffic Regulation Orders, using the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and will reflect any temporary amendments to procedures introduced to address Covid-19 restrictions. The proposals have followed and exceeded the requirements of the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996.
- 5.1.4 The matters raised in this report are considered to be routine, uncontroversial or not legally complex.

5.2 **Financial and Value for Money Considerations**

- 5.2.1 Funding for the development of the Parking Plan is provided within existing revenue budgets.

5.3 **Risk Assessment**

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

5.4 **Policy Considerations**

- 5.4.1 Asset Management
- 5.4.2 Communications
- 5.4.3 Community

5.4.4 Customer Contact

5.4.5 Health and Safety

5.5 Equality Impact Assessment

5.5.1 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 RECOMMENDATIONS

6.1 It is recommended that the revisions discussed in Section 4 of the report are taken forward to formal consultation, and the results be reported to this Board for further consideration.

Background papers:

Annex 1 Informal consultation plans

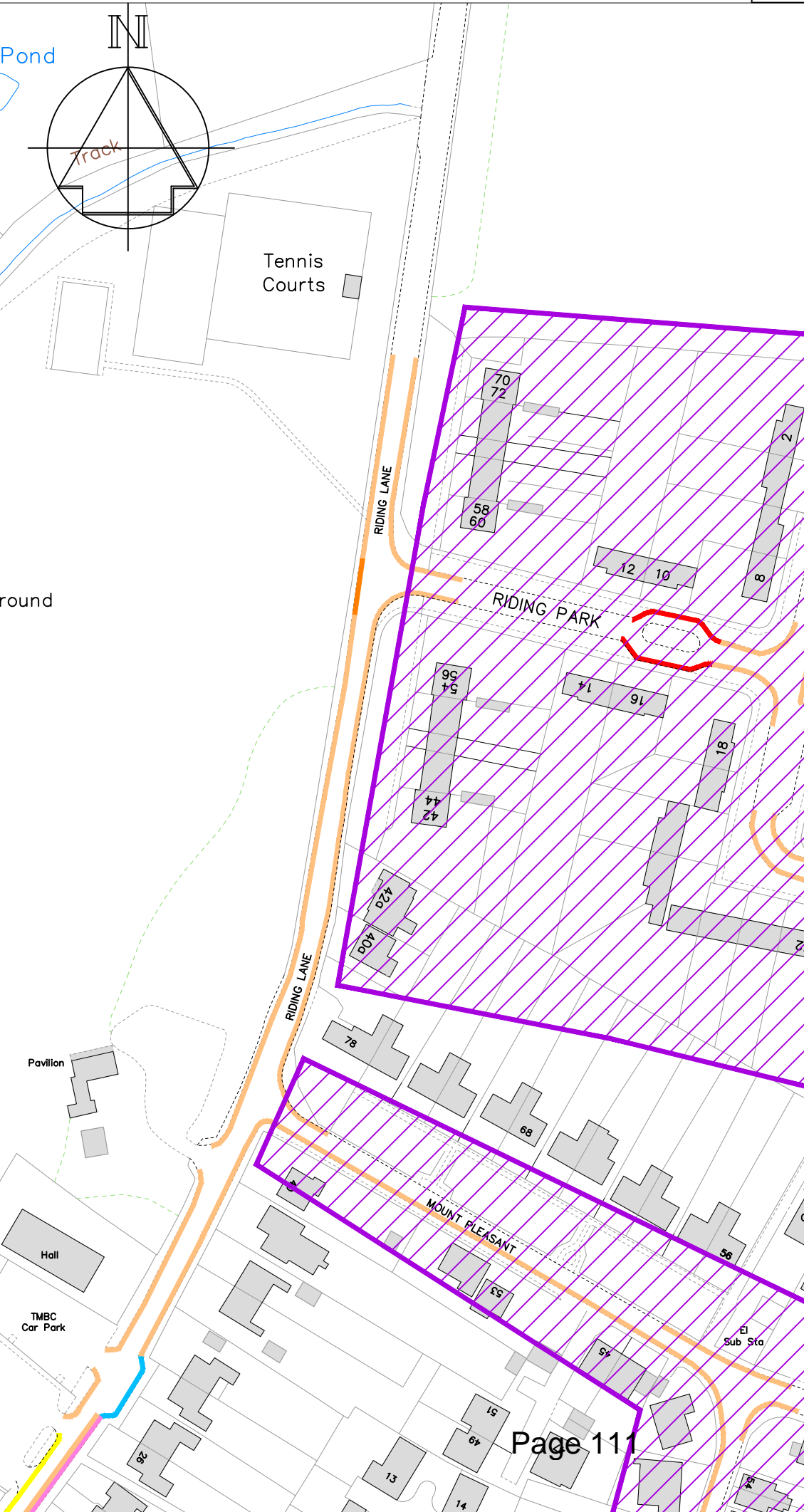
Annex 2 Informal consultation responses (redacted)

Annex 3 Parish Council response

Annex 4 Revised plans for formal consultation

contact: Andy Bracey
Parking Manager

Robert Styles
Director of Street Scene, Leisure and Technical Services



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-zags)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "No waiting, Mon-Sat, 8.30am-6.30pm" (single yellow line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 1hr, no return within 1hr (parking bay)
- ▨ Proposed "HD1 Permit holders only, Mon-Sat, 10am-2pm" (permit parking zone)

Revision	Date



STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
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Kent ME19 4LZ
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Project Title
Hildenborough
Parking Review
Informal consultation

Drawing Title
Riding Lane (north)

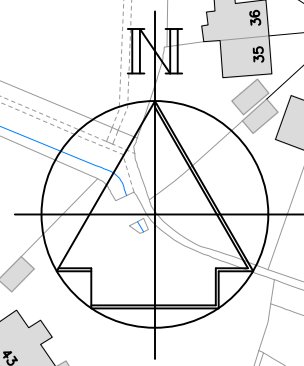
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Drawing No. DD/588/02	Rev -
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Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing disabled parking bay (to be removed)



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Revision		Date
Drawn ACB	Checked AE	Date 12/2022
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Drawing No. DD/588/03		Rev -



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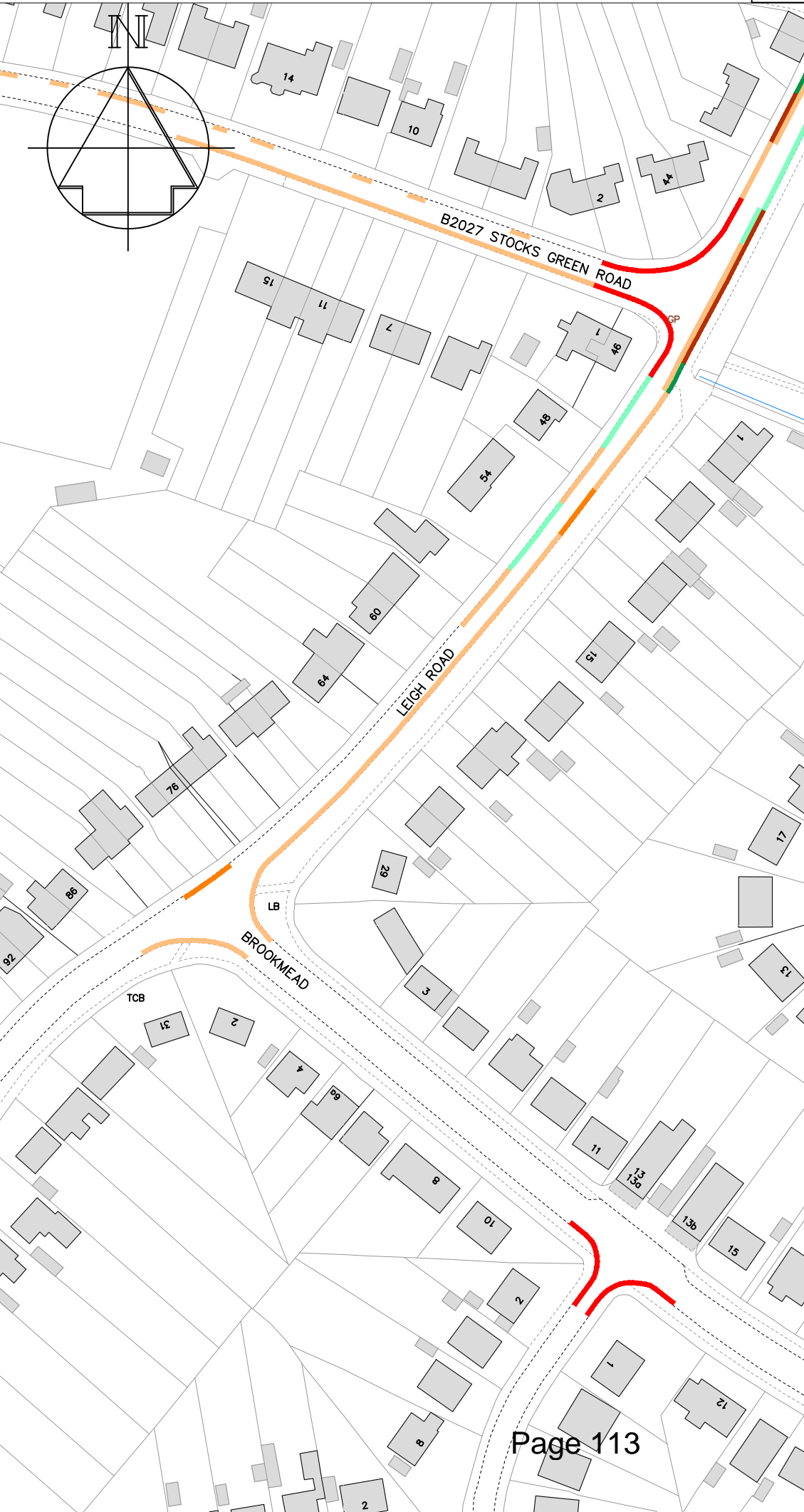
Project Title
Hildenborough Parking Review
Informal consultation

Drawing Title
Ashley Road



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-zags)
-  Proposed "Bus stop clearway" (yellow bus stop marking)
-  Existing "Advisory access protection marking" (white line)
-  Existing "No waiting, Mon-Fri, 8-9am & 3-4pm" (single yellow line)
-  Existing "Limited waiting, Mon-Sat 8am-7pm 30mins no return 30 mins" (parking bay)
-  Proposed "No waiting, Mon-Fri 9.30am-11.30am" (single yellow line)



Revision	Date

TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE &
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Transportation Team
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Tel: 01732 844522

Project Title
**Hildenborough
Parking Review
Informal consultation**

Drawing Title
Leigh Road (south)

Drawn ACB	Checked AE	Date 12/2022
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Scale 1 : 1250 @ A4

Drawing No. DD/588/04	Rev -
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Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing "School Keep Clear"(yellow zig-zags)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Existing "Pedestrian crossing controlled zone" (white zig-zags)
- Existing "No waiting, Mon-Fri, 8-9am & 3-4pm" (single yellow line)
- Proposed "No waiting, Mon-Fri 9.30am-11.30am" (single yellow line)

Revision	Date



STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
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West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Hildenborough
Parking Review
Informal consultation**

Drawing Title
Leigh Road (north)

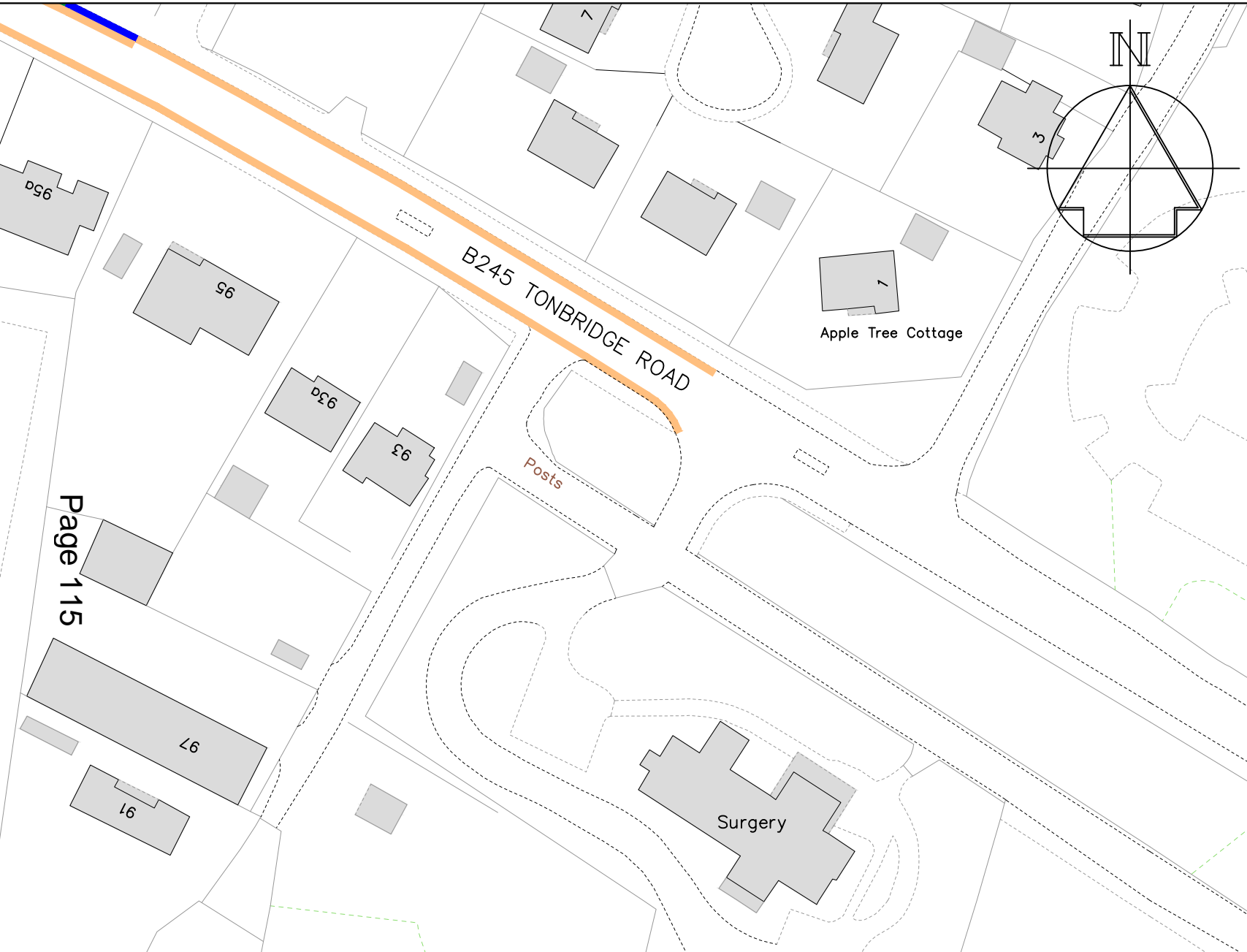
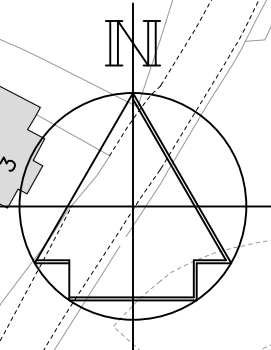
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Drawing No. DD/588/05	Rev -
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Key

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



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STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
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Kings Hill
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Kent ME19 4LZ
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Project Title
**Hildenborough Parking Review
Informal consultation**

Drawing Title
**B245 Tonbridge Road (south of Half
Moon Lane)**

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Revision		Date

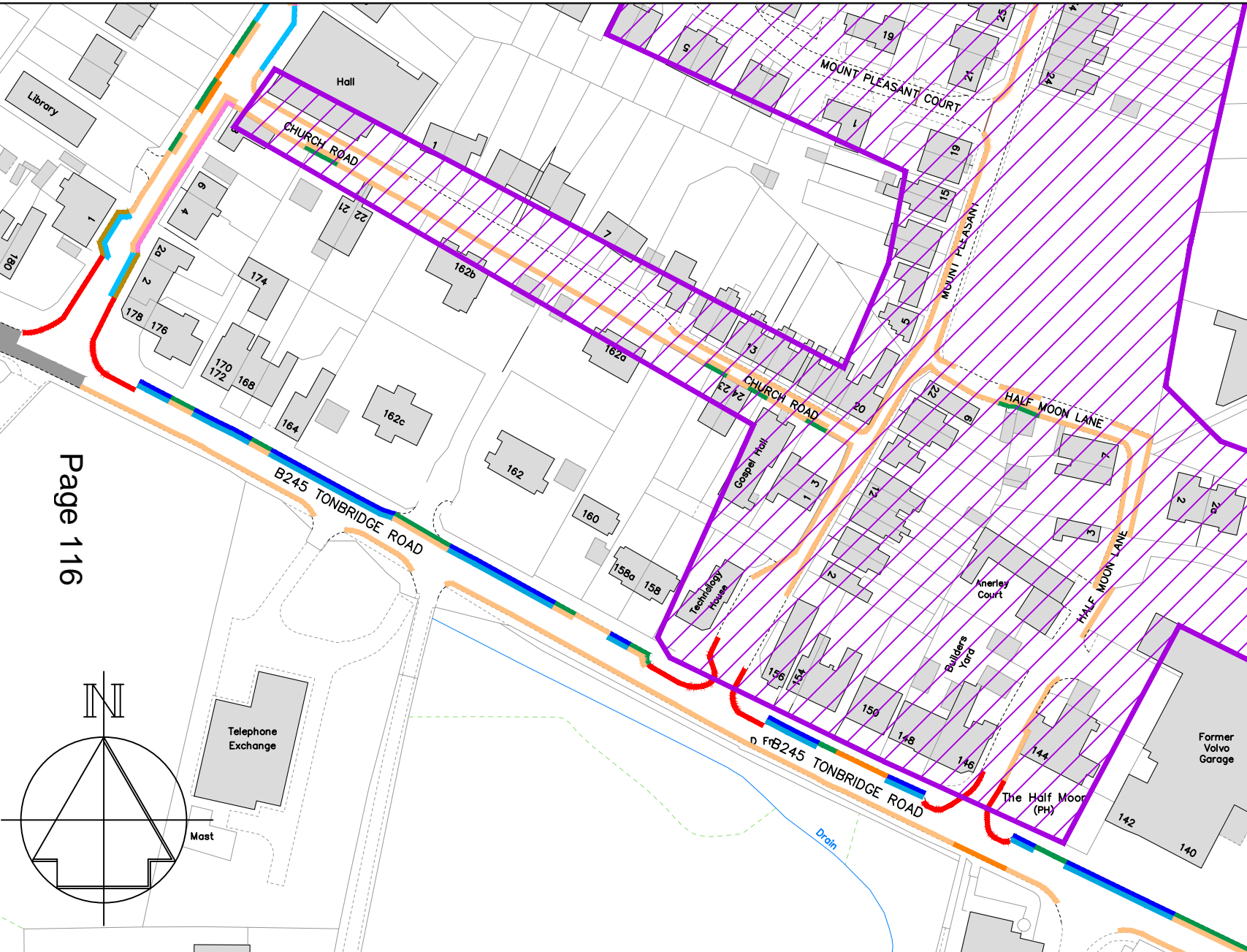
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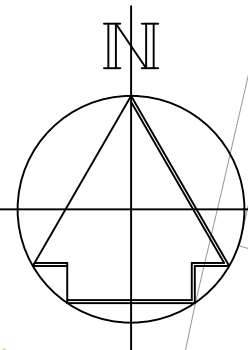
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Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing uncontrolled parking bay
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "No waiting, Mon-Sat, 8.30am-6.30pm" (single yellow line)
- Existing "Advisory access protection marking" (white line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 2hrs, no return within 2hrs and permit parking HD1 (parking bay)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 1hr, no return within 1hr (parking bay)
- Proposed "HD1 Permit holders only, Mon-Sat, 10am-2pm" (permit parking zone)
- Existing "Pedestrian crossing controlled zone" (white zig-zags)
- Existing "No waiting, Mon-Fri, 8-9am & 3-4pm" (single yellow line)
- Existing "Limited waiting, Mon-Sat 8am-7pm 30mins no return 30 mins" (parking bay)



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TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE, LEISURE & TECHNICAL SERVICES

Transportation Team
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Project Title
Hildenborough Parking Review
Informal consultation

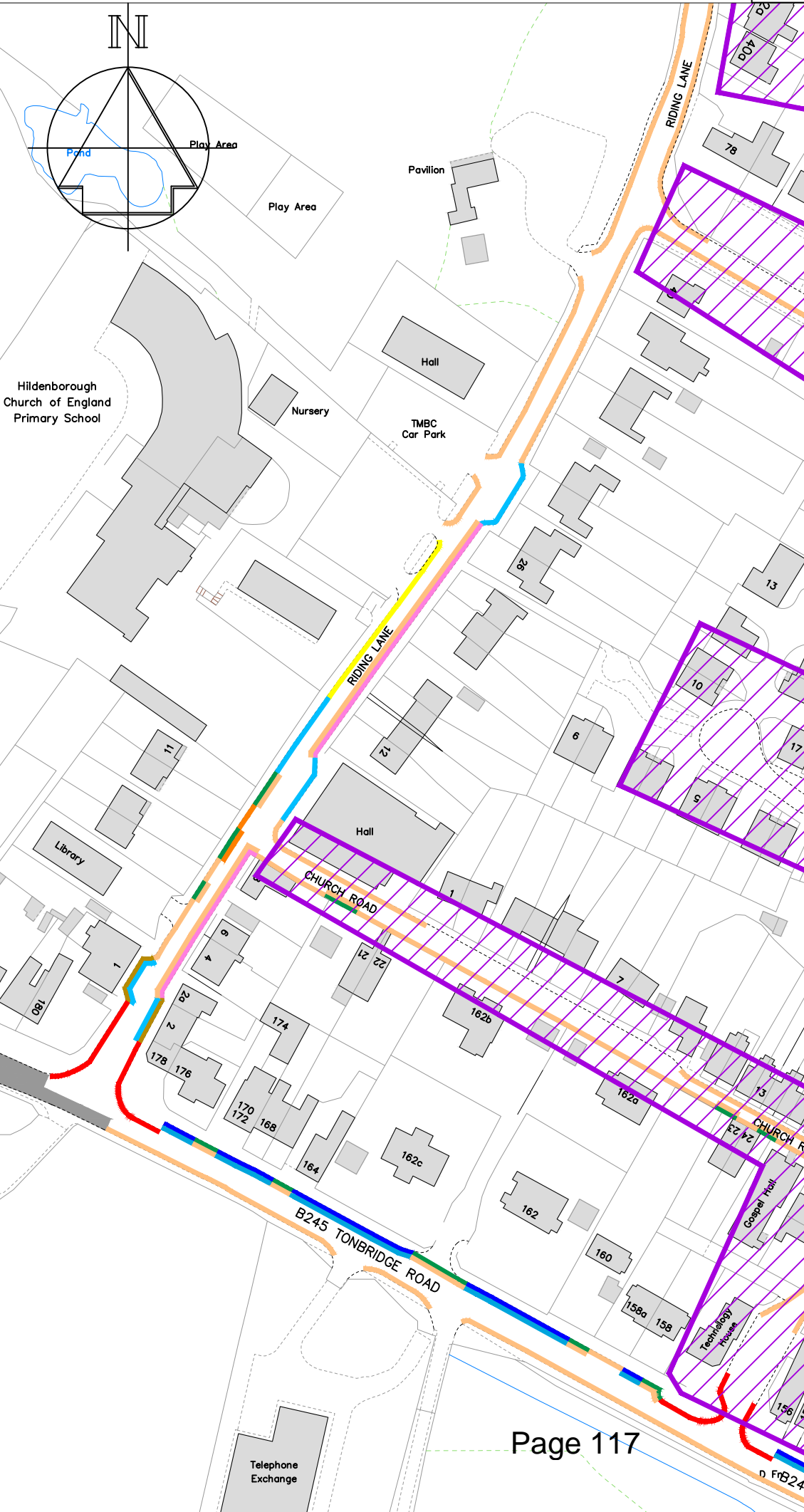
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Mount Pleasant and Half Moon Lane**

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Revision		Date

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Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing uncontrolled parking bay
- Existing "School Keep Clear"(yellow zig-zags)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "No waiting, Mon-Sat, 8.30am-6.30pm" (single yellow line)
- Existing "Advisory access protection marking" (white line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 2hrs, no return within 2hrs and permit parking HD1 (parking bay)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 1hr, no return within 1hr (parking bay)
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- Existing "Limited waiting, Mon-Sat 8am-7pm 30mins no return 30 mins" (parking bay)

Hildenborough Church of England Primary School



Revision	Date

TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE &
TECHNICAL SERVICES

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 Tel: 01732 844522 Fax: 01732 876317

Project Title
**Hildenborough
 Parking Review**
 Informal consultation

Drawing Title
Riding Lane (south)

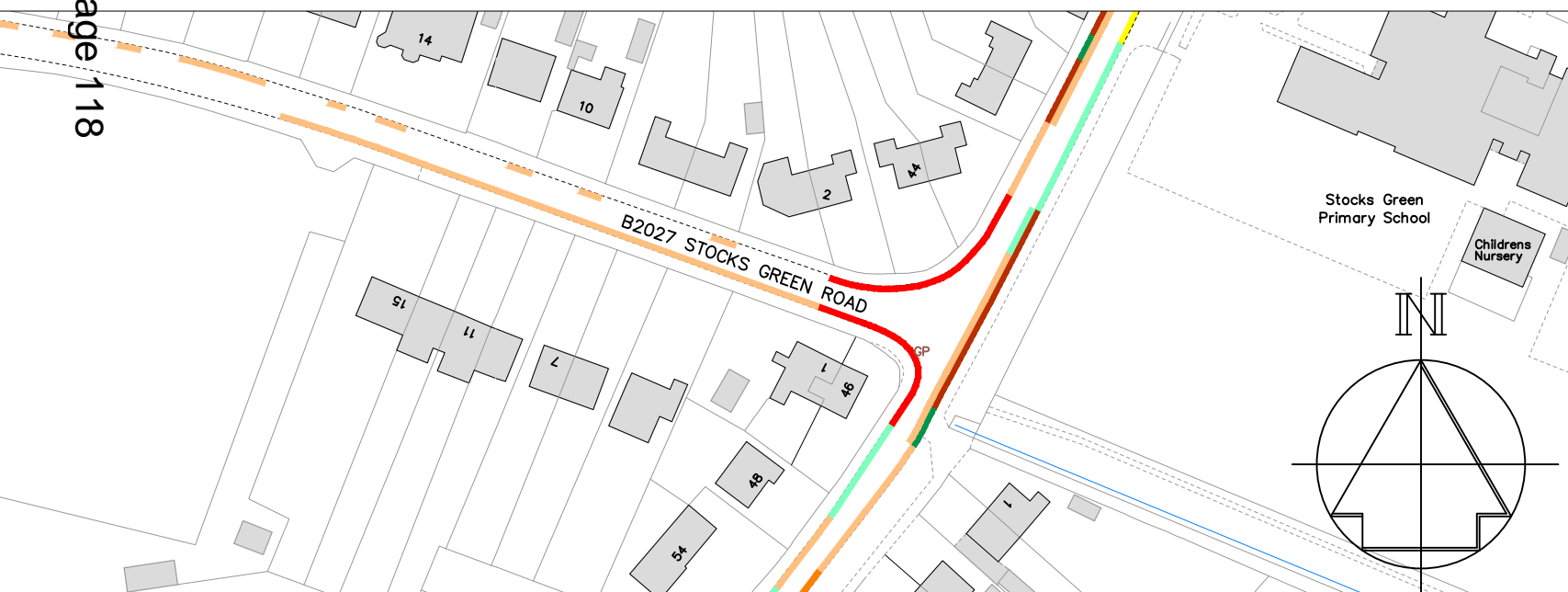
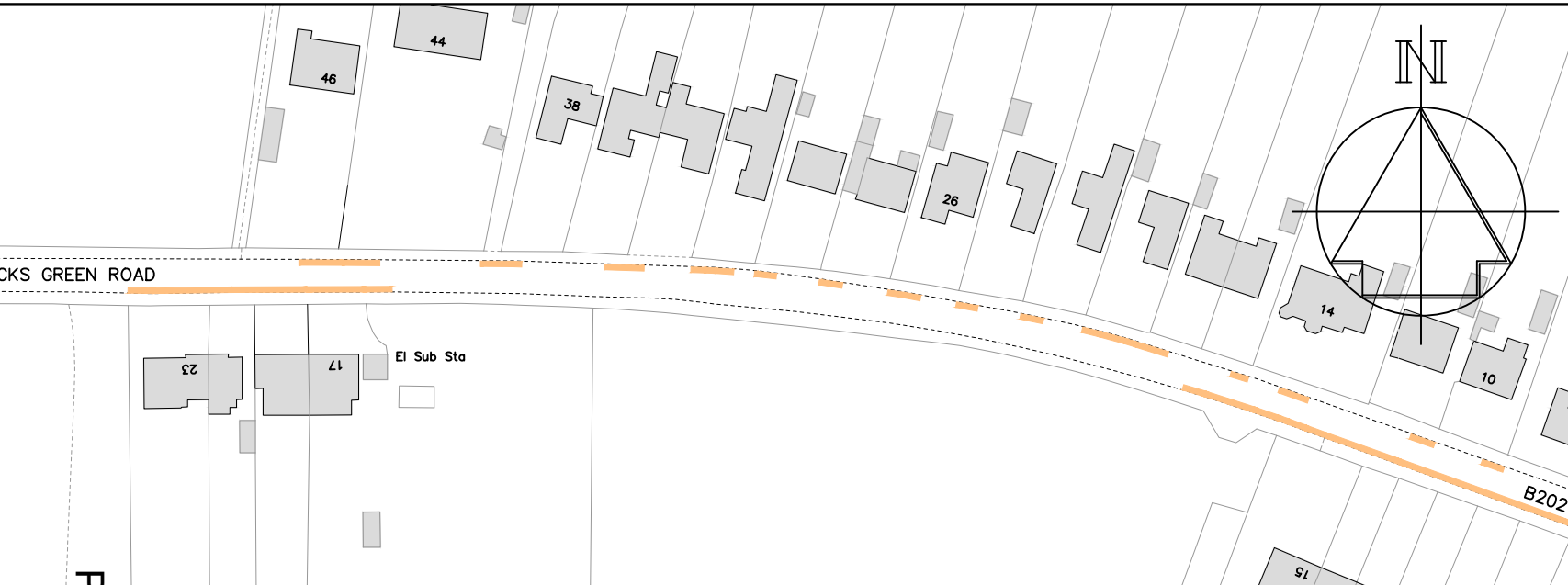
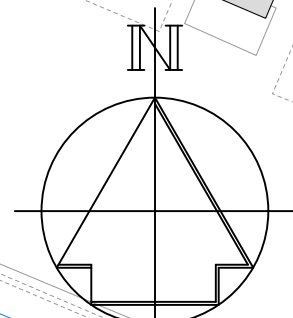
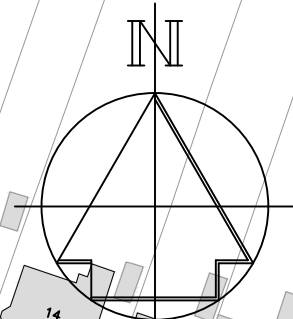
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Key

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- Proposed "No waiting at any time" (double yellow lines)
- Existing "School Keep Clear" (yellow zig-zags)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Existing "No waiting, Mon-Fri, 8-9am & 3-4pm" (single yellow line)
- Proposed "No waiting, Mon-Fri 9.30am-11.30am" (single yellow line)



Page 118



**STREETSCENE,
LEISURE &
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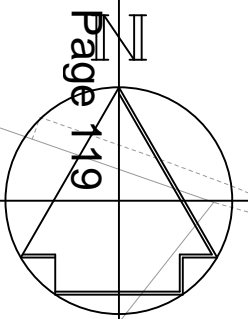
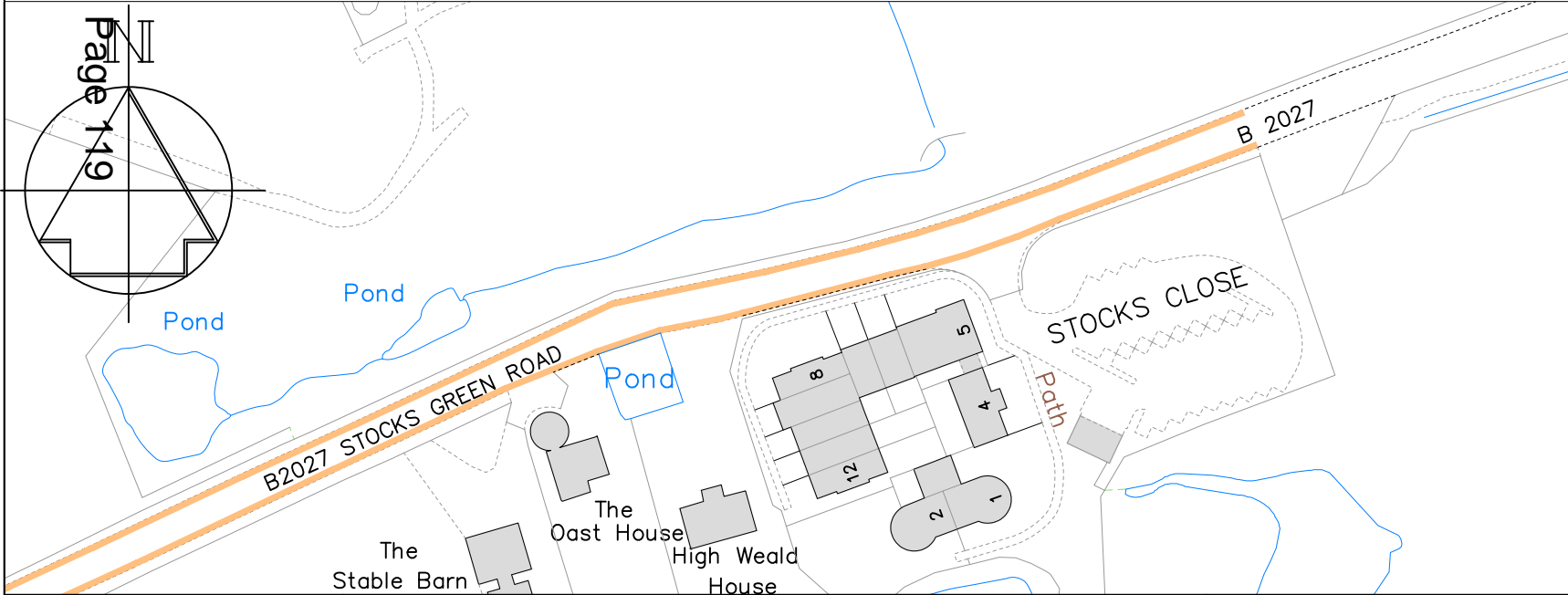
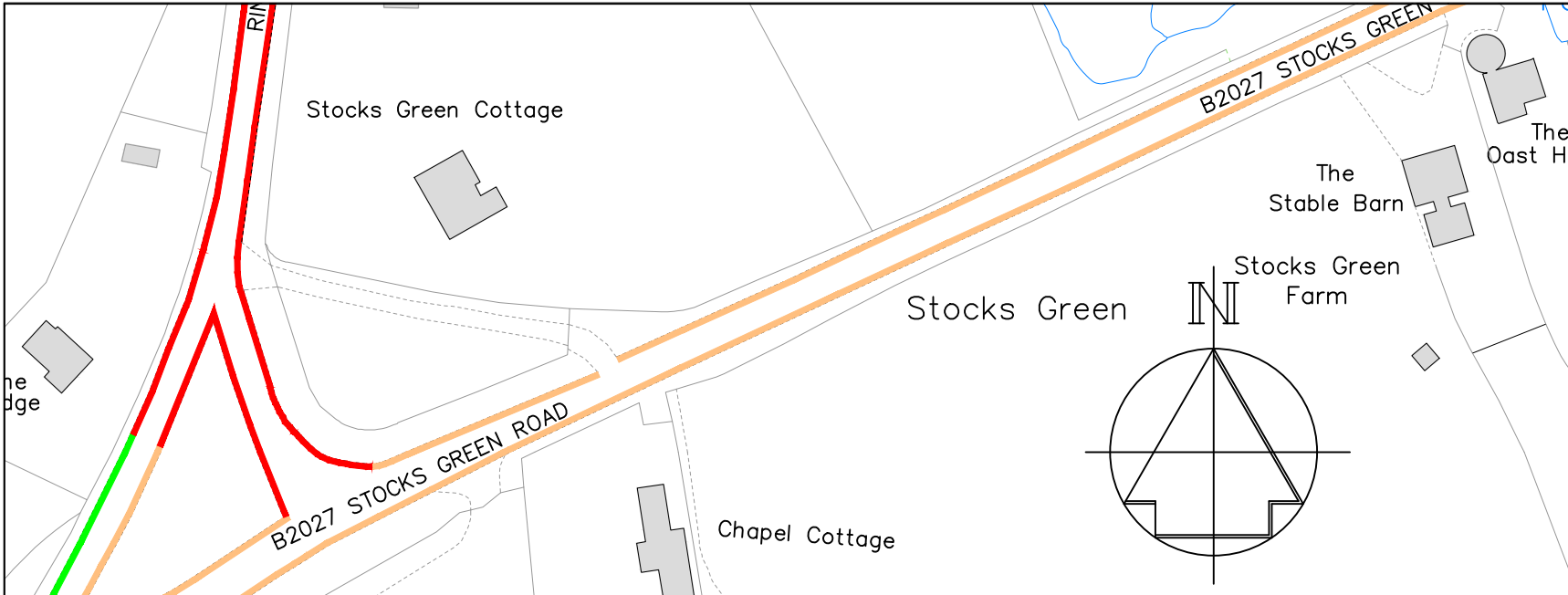
Project Title
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Informal consultation**

Drawing Title
Stocks Green Road (east end)

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Revision		Date
Drawn ACB	Checked AE	Date 12/2022
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Drawing No. DD/588/09		Rev -

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Proposed "Pay by phone, Mon-Sat, 10am - 2pm (parking bay)"



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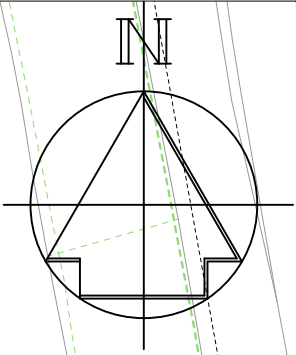
TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
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TECHNICAL SERVICES

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

Project Title
**Hildenborough Parking Review
Informal consultation**

Drawing Title
Stocks Green Road (west)



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The Lodge

Stocks Gree

RINGS HILL

B2027 STOCKS G

RINGS HILL

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Proposed "Pay by phone, Mon-Sat, 10am - 2pm (parking bay)"

Revision	Date



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LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
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Kent ME19 4LZ
Tel: 01732 844522

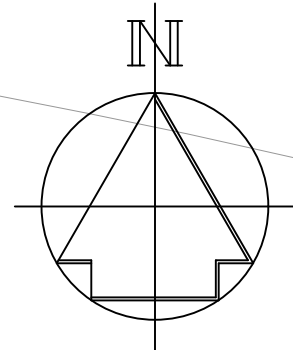
Project Title
**Hildenborough
Parking Review
Informal consultation**

Drawing Title
**Rings Hill and
Stocks Green Road**

Drawn ACB | Checked AE | Date 12/2022

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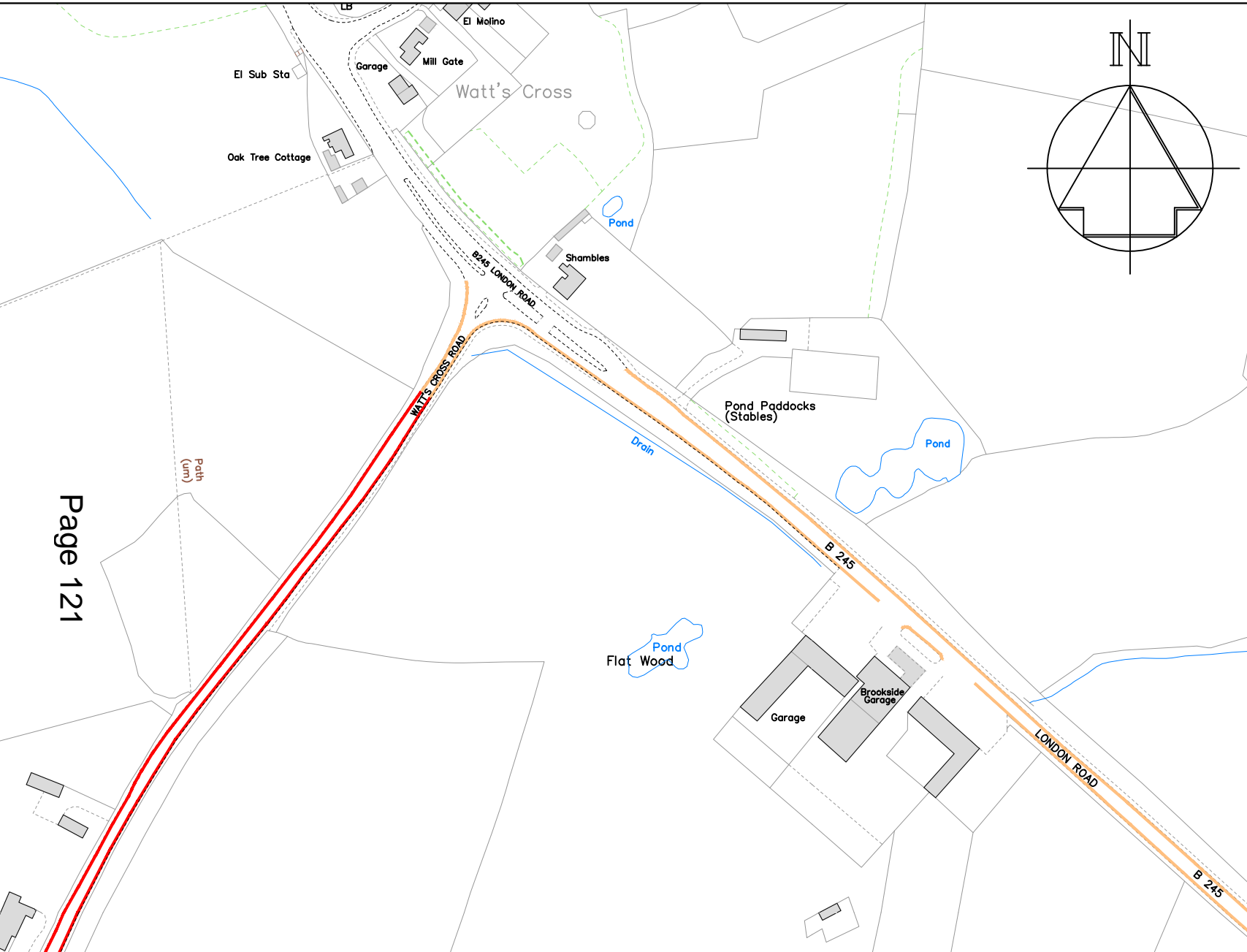
Drawing No. DD/588/11	Rev -
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Key

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

Page 121



Transportation Team
 Gibson Building
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 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522

Project Title
Hildenborough Parking Review
 Informal consultation

Drawing Title
Watts Cross Road and
B245 London Road

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Revision		Date

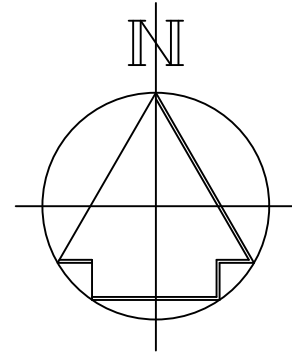
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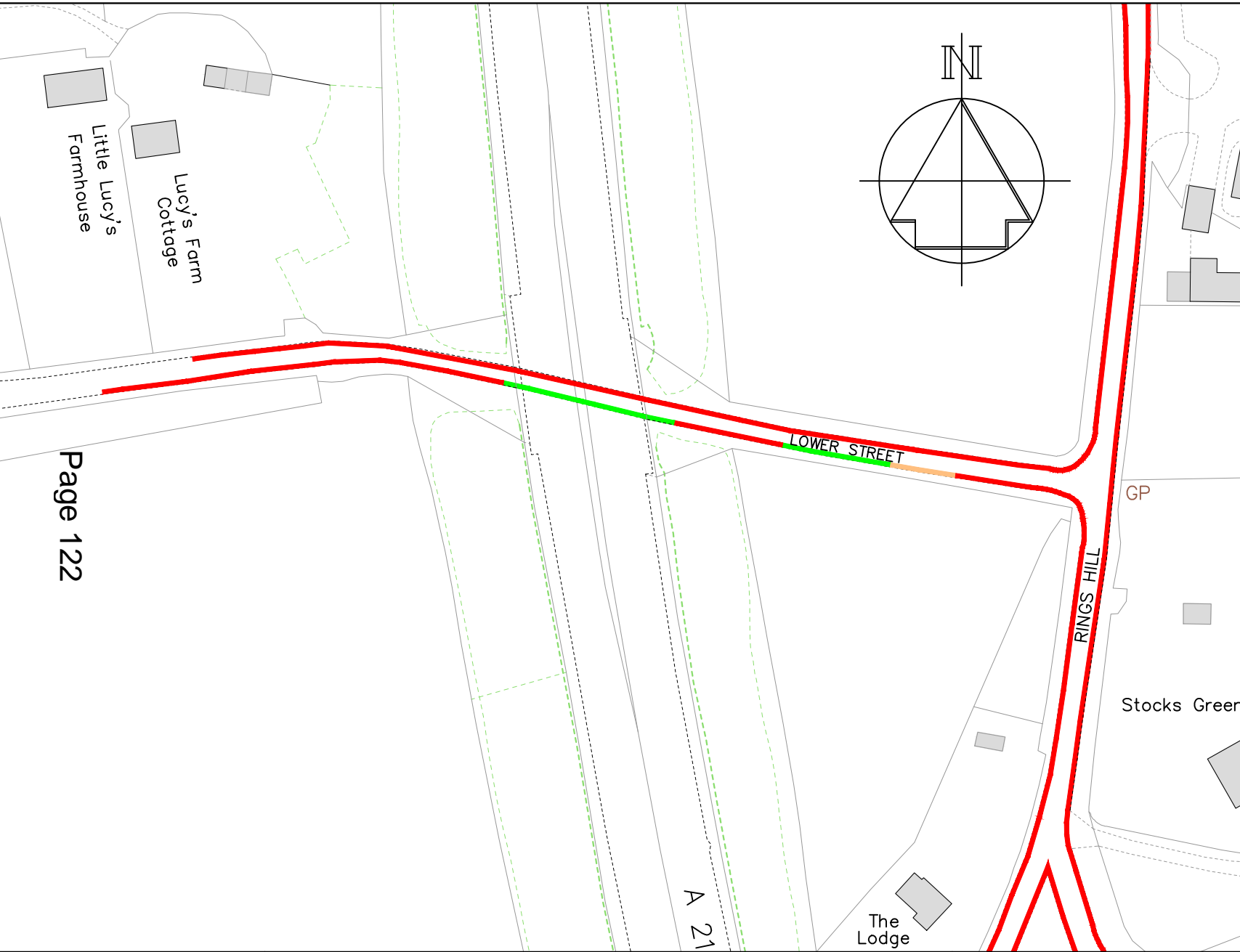
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DD/588/12	-

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Proposed "Pay by phone, Mon-Sat, 10am - 2pm" (parking bay)



Page 122



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Revision		Date
Drawn ACB	Checked AE	Date 12/2022
Scale 1 :1250 @ A4		
Drawing No. DD/588/13		Rev -

TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE &
TECHNICAL SERVICES

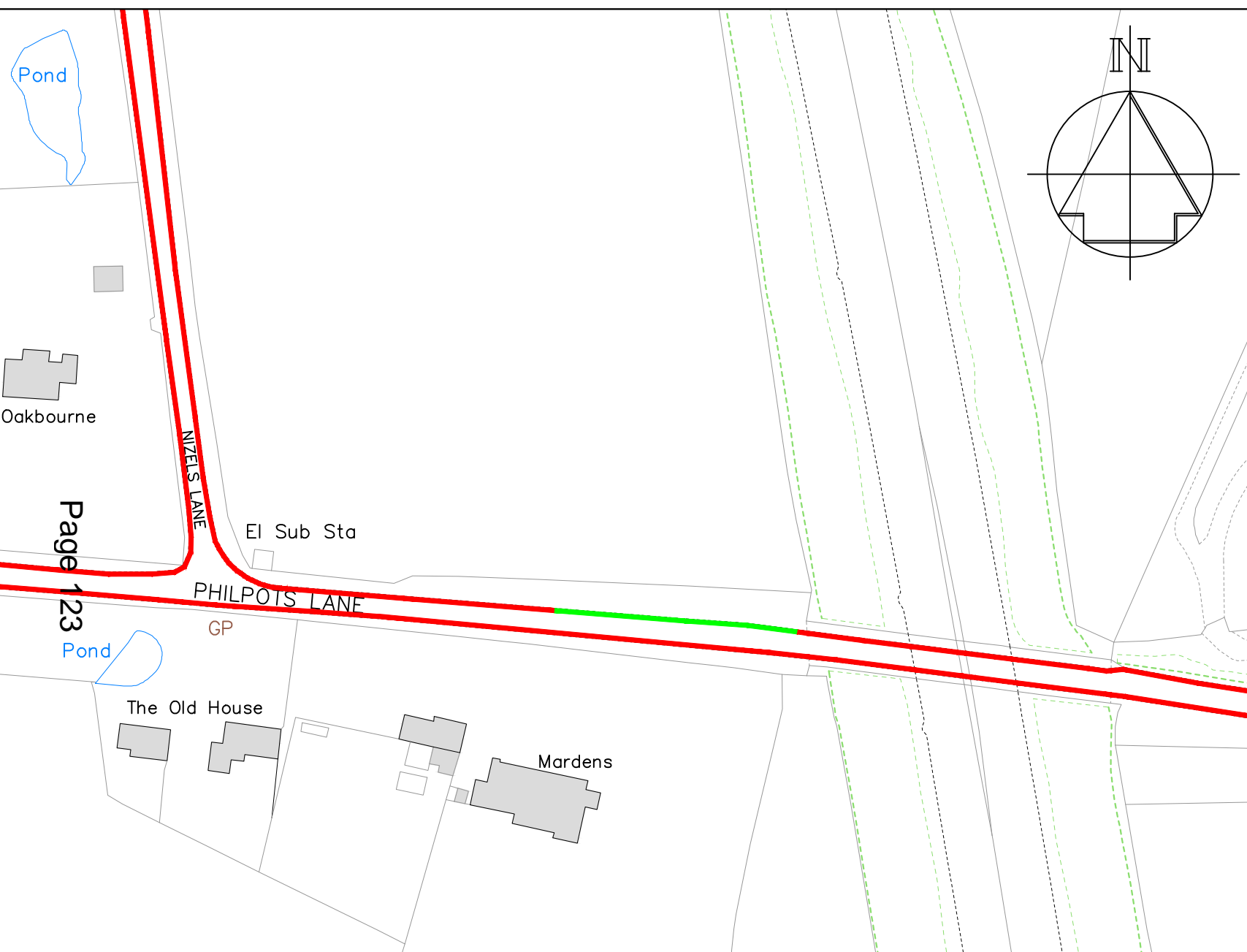
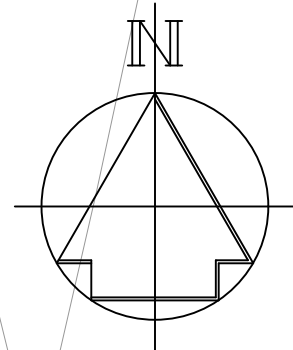
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Project Title
Hildenborough Parking Review
Informal consultation

Drawing Title
Lower Street and
Rings Hill

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "Pay by phone, Mon-Sat, 10am - 2pm (parking bay)"



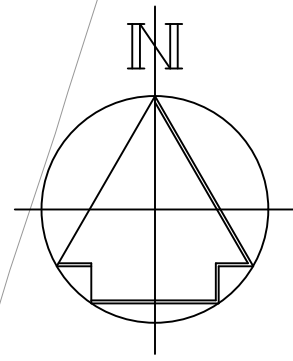
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Revision		Date
Drawn ACB	Checked AE	Date 12/2022
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Drawing No. DD/588/14		Rev -



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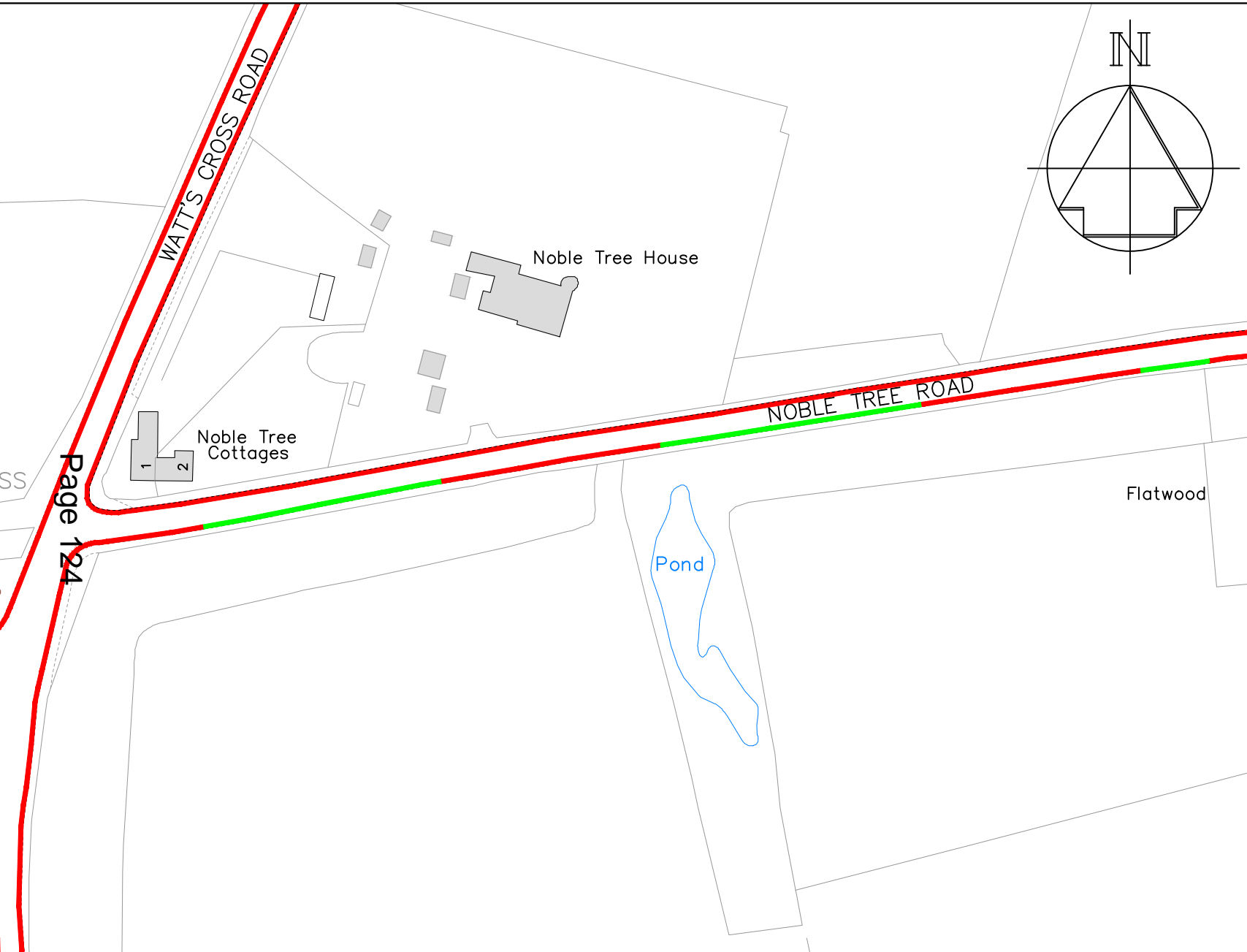
Project Title
Hildenborough Parking Review
Informal consultation

Drawing Title
Philpots Lane



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "Pay by phone, Mon-Sat, 10am - 2pm (parking bay)"



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Revision		Date
Drawn ACB	Checked AE	Date 12/2022
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Drawing No. DD/588/15		Rev -

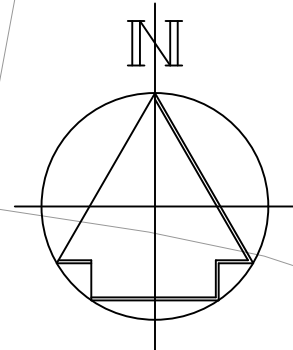
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STREETSCENE,
LEISURE &
TECHNICAL SERVICES

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Project Title
**Hildenborough Parking Review
Informal consultation**

Drawing Title
**Noble Tree Road (west) and
Watt's Cross Road**



Key

- ▬ Existing "No waiting at any time" (double yellow lines)
- ▬ Proposed "No waiting at any time" (double yellow lines)
- ▬ Proposed "Pay by phone, Mon-Sat, 10am - 2pm (parking bay)"

Woodlands

Flatwood

Mountains Farm Lodge

Childrens Nursery

Page 125

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Revision		Date
Drawn ACB	Checked AE	Date 12/2022
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Drawing No. DD/588/16		Rev -

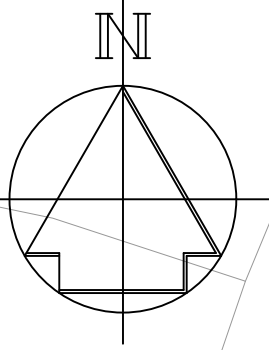


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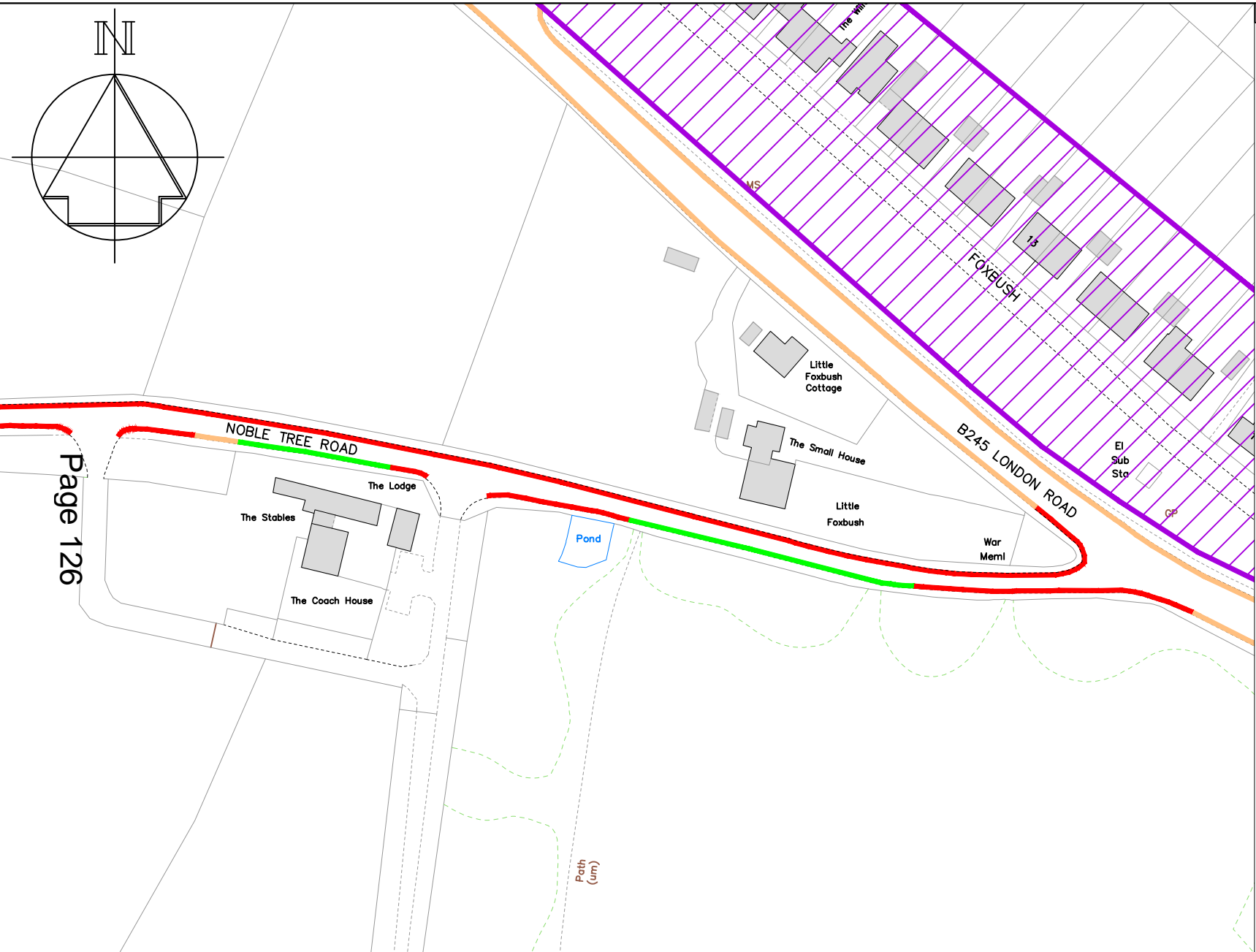
Project Title
Hildenborough Parking Review
Informal consultation

Drawing Title
Noble Tree Road (mid section)



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Proposed "HD1 Permit holders only, Mon-Sat, 10am-2pm" (permit parking zone)
- Proposed "Pay by phone, Mon-Sat, 10am - 2pm (parking bay)



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Revision		Date

Drawn ACB	Checked AE	Date 12/2022
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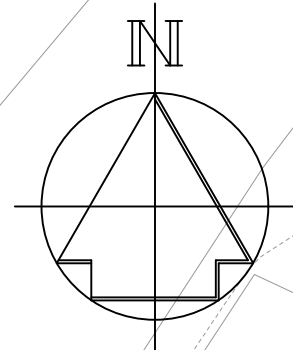


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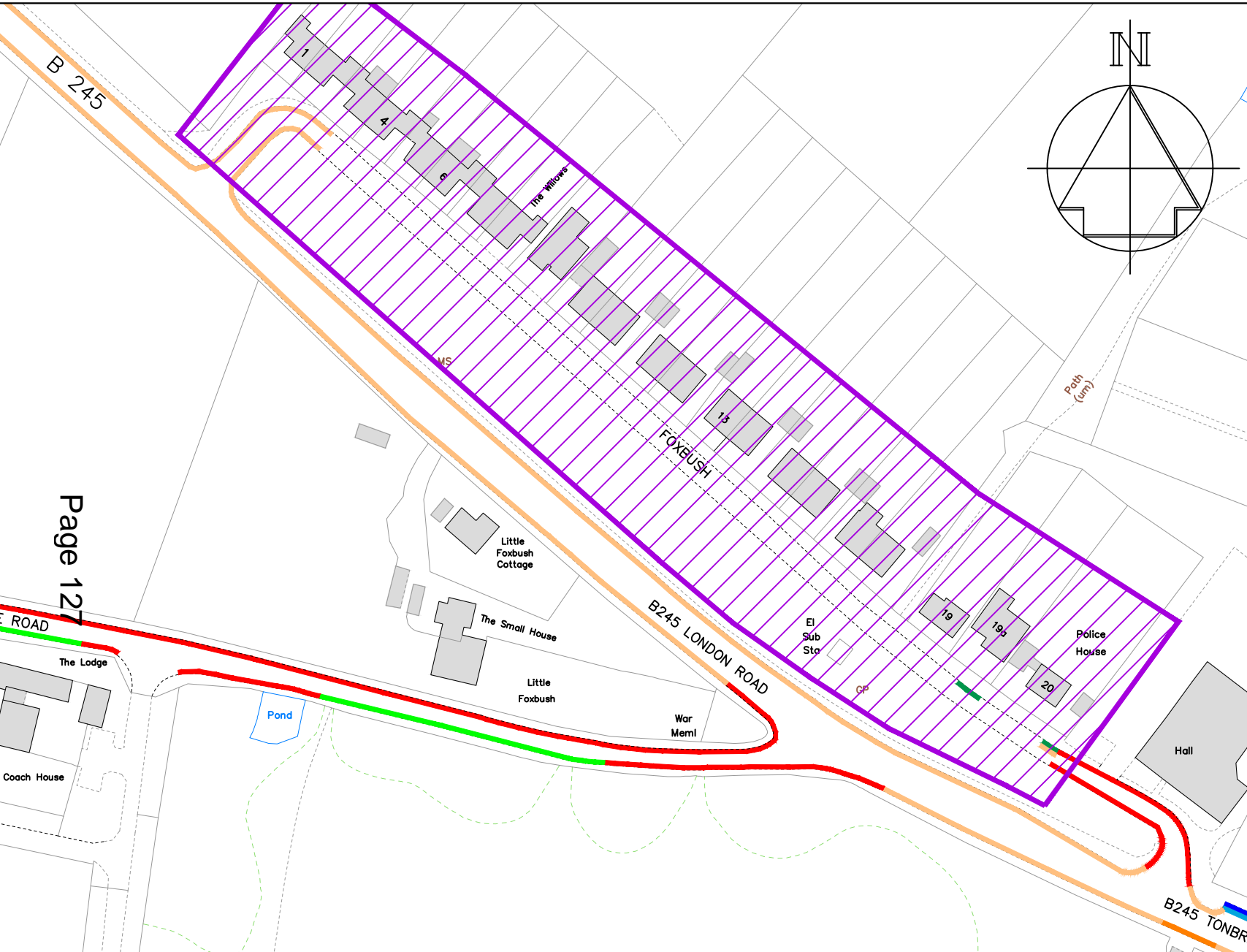
Project Title
**Hildenborough Parking Review
Informal consultation**

Drawing Title
**Noble Tree Road (east) and B245
London Road**



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing uncontrolled parking bay
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 2hrs, no return within 2hrs and permit parking HD1 (parking bay)
- Proposed "HD1 Permit holders only, Mon-Sat, 10am-2pm" (permit parking zone)
- Proposed "Pay by phone, Mon-Sat, 10am - 2pm (parking bay)



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Drawing No. DD/588/18		Rev -



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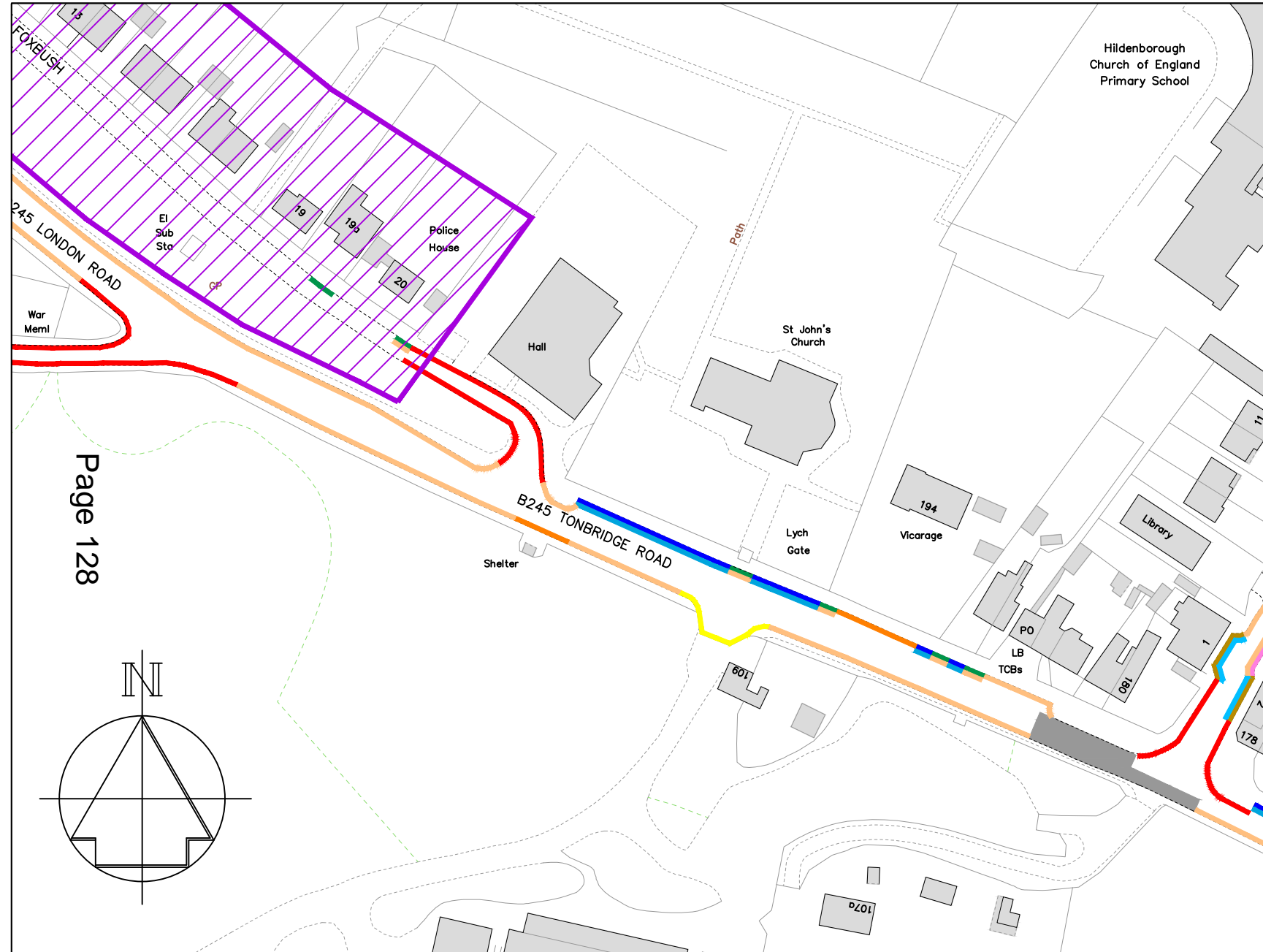
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Project Title
**Hildenborough Parking Review
Informal consultation**

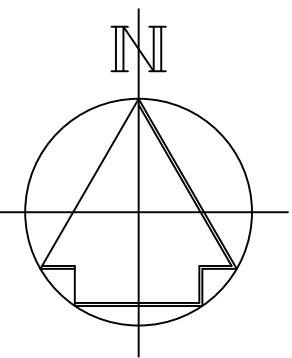
Drawing Title
B245 London Road and Foxbush

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing uncontrolled parking bay
- Existing "School Keep Clear"(yellow zig-zags)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 2hrs, no return within 2hrs and permit parking HD1 (parking bay)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 1hr, no return within 1hr (parking bay)
- Proposed "HD1 Permit holders only, Mon-Sat, 10am-2pm" (permit parking zone)
- Existing "Pedestrian crossing controlled zone" (white zig-zags)
- Existing "Limited waiting, Mon-Sat 8am-7pm 30mins no return 30 mins" (parking bay)



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Project Title
Hildenborough Parking Review
Informal consultation

Drawing Title
B245 London Road (east of Foxbush)





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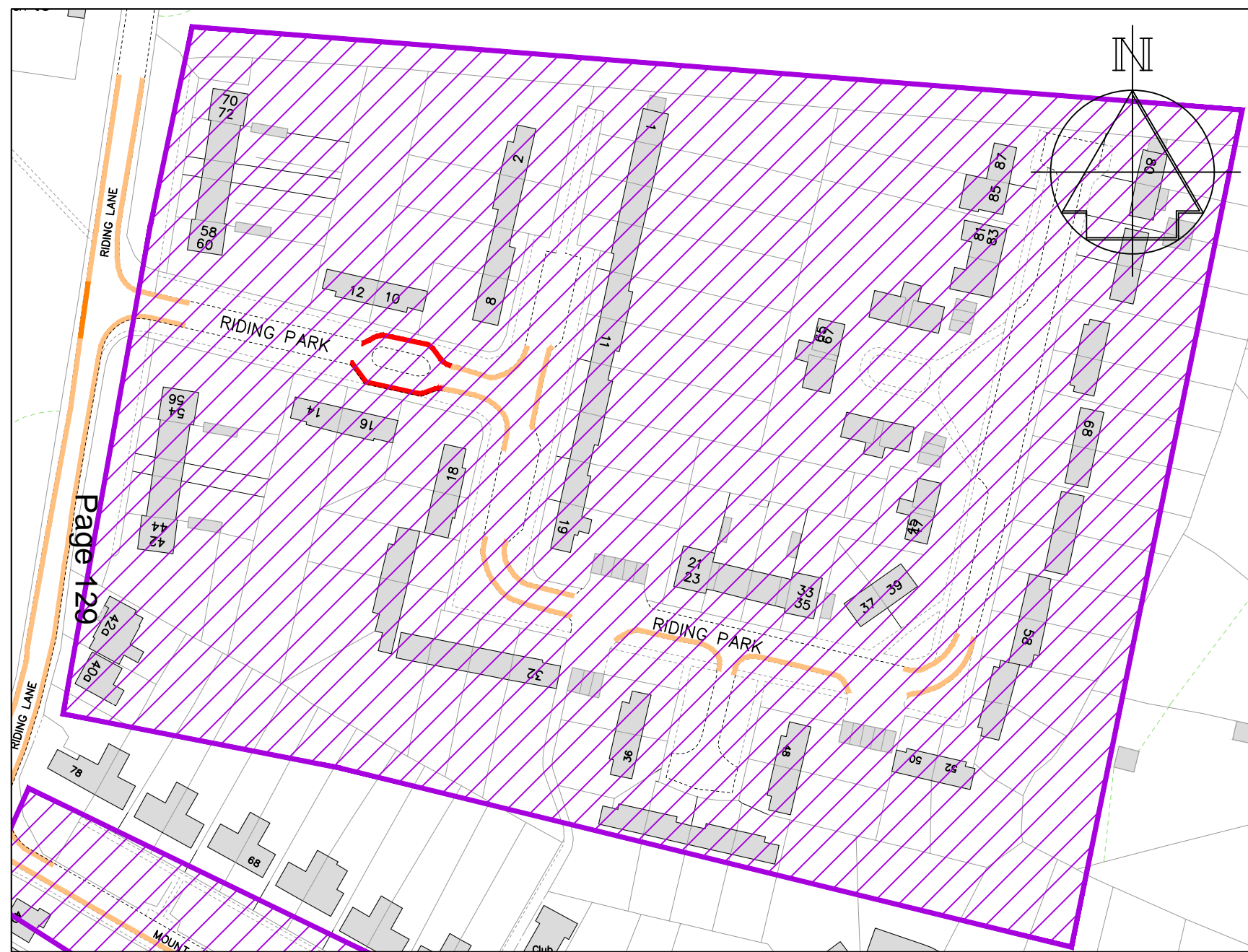
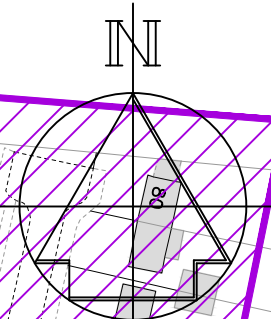
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Drawing No. DD/588/19	Rev -
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Key

-  Existing "No waiting at any time" (double yellow lines)
-  Proposed "No waiting at any time" (double yellow lines)
-  Proposed "Bus stop clearway" (yellow bus stop marking)
-  Proposed "HD1 Permit holders only, Mon-Sat, 10am-2pm" (permit parking zone)



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Revision		Date
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Drawing No. DD/588/20		Rev -

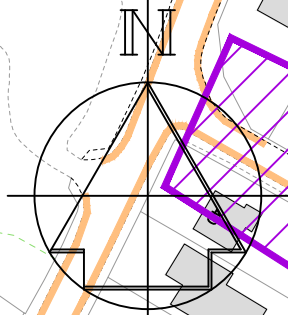


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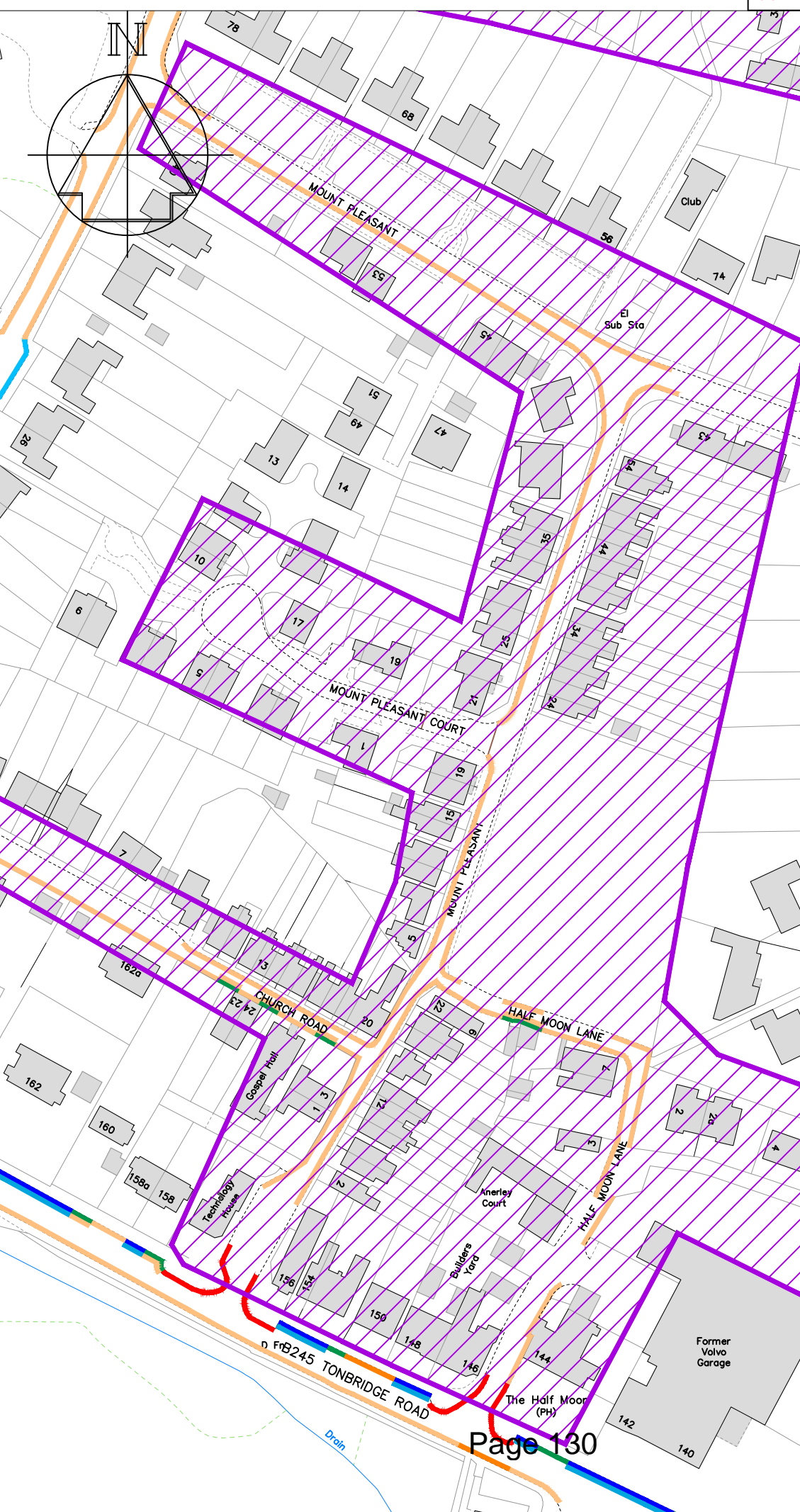
Project Title
**Hildenborough Parking Review
 Informal consultation**

Drawing Title
Riding Park



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing uncontrolled parking bay
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 2hrs, no return within 2hrs and permit parking HD1 (parking bay)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 1hr, no return within 1hr (parking bay)
- ▨ Proposed "HD1 Permit holders only, Mon-Sat, 10am-2pm" (permit parking zone)



Revision	Date



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Project Title
 Hildenborough
 Parking Review
 Informal consultation

Drawing Title
 Mount Pleasant
 (Church Road to Riding Lane)

Drawn ACB | Checked AE | Date 12/2022

Scale 1 : 1250 @ A4

Drawing No. DD/588/21	Rev -
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STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Mount Pleasant	1			I am in support of the parking permit. The new restrictions will have an impact on an already very busy road. It is extremely difficult to park in mount pleasant due to the offices who have parking and many people who do not live nearby. I also have concerns about the parking when the residents have open. It would help the residents nos1-10 if the restrictions were lonnger hours as many people park during he evening or overnight blocking us.
Fir Tree Close	1	1		I am broadly in favour of the new yellow line restricitons of time limits changing but not the requirements for resident to have any permits. We are struggling to pay our bills due to the cost of living crisis and so must not ask residents to pay anything more.
Ashley Road				I am not in favour of the Borough Council's proposals for changes. This is for the following reasons: 1) It's regrettable that the consultation did not include the potential changes to Leigh road, which depending on whether they go through, may make parking on Ashley Road considerably more attractive for access to the alley through to Stocks Green school. Therefore it calls into question other people's responses to this if they have only looked atmt from an Ashley Road perspective. 2) I approve of the double yellow lines at the junction of Brookmead and Ashley Road. Visibility is limited here and it may stop people parking just inside the road. 3) On the straight part of Ashley Road (67-63 - both sides) parking can be a problem here as it can cause a hold up when meeting oncoming cars. The proposed double yellow line only on one side seems a strange selection. Both sides have drives and the side thats been selected includes an individual who utilises their drive but has multiple works vehicles. I'm not sure what problem these one sided double yellow lines solve. It would seem to just the problem onto the other side of the road. 4) The double yellow lines around the outside of the Ashley Road ring. This is not a feasible solution as it will cause people to park opposite drives, which makes it very difficult to get on or off. There are areas of the road where there are places suitable for parking and they are not limited to the inner ring and so again I do not think this is a good solution. It would be better to isolate and mark out parking bays that take into account people's drives and a turning arc to enable getting on and off their drive. I would advocate either no change (which may need a review depending on the changes to Leigh Road) or designated free parking bays on the ring with double yellows elsewhere. Note - I believe the disabled parking bay outside number 17 was removed some years ago and a separate consultation happened around that? I'm unsure why it still features on your map.
Church Road	1	1		I strongly agree with the introduction of double yellow lines around the junctions of Riding Lane/Tonbridge Road, Riding Lane/Church Road and Riding Lane/Mount Pleasant as the parking there is very dangerous. I would also welcome double yellow lines in the narrow part of Church Road as I have difficulty getting on and off my drive with parked cars obstructing my view and access. I am also concerned that a fire engine or ambulance would be unable to gain access to the narrow section of Church Road with parked cars making the road even narrower. At present, vehicles have to mount the pavement and drive along the pavement to get past the parked vehicles and many of them do not slow down. This would not be necessary if the parked cars were not there. I do not agree, however, with the proposals for the commuter parking, permit parking or the restricted parking on the B245 as I do not believe this is necessary and may have an impact on people using the local shops and cafes.
	1	1		I would like to pass my opinion regarding the Parking Plan for Riding Park. I totally agree with the double yellow lines on the corners, as parking on them at the moment does interfere with traffic, especially large delivery lorries and refuse collection vehicles. The worst area (my opinion) is the entrance into Riding Park from Riding Lane. This area has always been an obstructive view when exiting Riding Park. With double yellow lines in Riding Lane (opposite the "rec", this would give a clearer view for both drivers and pedestrians crossing into the entrance of the "rec". With regard to the entrance into Riding Park, I see there is no yellow lines from the ones marked on the corners up to the existing ones going around the island. Would that no cause people to park on either side of the road and just leave room for single line traffic? Also what happens to the cars that are owned by residents of the flats in Riding Lane, if they cannot park on the road? Finally I cannot see the reason for making Riding Park a Permit Parking Area. I am sure you are not going to get commuters for the station parking in Riding Park, then walking down to Hildenborough station. There are other options for them a lot nearer the station. It is probably a 20 minute walk from Riding Park to Hildenborough station. Who in their right mind would want to park their car in Riding Park and have a 20 minute walk every day in all weathers? Making this a Permit Area would only cost residents more money to pay out and give a revenue to the council. It has always worked before, so just making the road markings, I think will be sufficient, and I would like you - along with other residents - to think again about Resident Parking Permits! One more thing, there is also a yellow line straight ahead of the Riding Park entrance, between Nos. 11 and 19 which could be deleted.
Tonbridge Road	1			We are very much in support of the proposed double yellow lines near the chemist and library in riding lane. ■■■ driveway is between the two cars frequently block or partly block it, and it is extremely difficult for us to pull out of due to not being able to see past parked cars.
Riding Park	1			I have marked 3 areas in red that cause problems of sight lines for traffic in riding park. Who is going to police the parking areas?
Church Road	1			There does need to be change, but concentrated around the village hall I would suggest no stopping at any time. The people using the hall constantly block Church Road where I live stopping access turning around in residents' driveways. There is ample car parks they are just lazy dropping children off and don't want to get out of their cars. The early evenings are worse I can often not get home from work without the road being blocked or someone over my drive. I do however need people to be able to park over the front of my drive ie tradesman attending to my property and my disabled mother requiring parking when visiting. So possibly resident parking and visitor permits the keep clear signs at both ends of the road are not adhered to just as a extra note.
Ashley Road	1			
Ashley Road	1			Would suggest that the entrance to ashley road has DYLS on both sides of the road as the moment it is dangerous to either enter or exit.
Riding Lane	1			I welcome the councils attempt to deal with hilenborough parking problems. Thank you for your letter and the maps of the areas near me. I found the pland difficult to follow, eleven different colour, some similar and some overlapping. At the next consultation i should like to see large scale display boards of the exhibition in say the village hall. if possible officials or councillors could be on hand to answer questions offer explanations. thank you for consulting the residents.
Tonbridge Road	1			Specifically B245 south of half moon lane. This would be really helpful to sight lines when exiting properties. It would on occasions also help traffic flow.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Church Road	1			I am very much in favour of the double yellow lines proposed for the end of church road by the village hall as the parking here is atrocious and a real concern for access of emergency vehicles. I don't feel our area is greatly affected by commuter parking as there are so many houses with no off road parking and no spaces are usually filled by these cars. the main problem we have is the inconsiderate parking from users of the village hall who have no consideration for residents and just abandon their cars everywhere rather than use our carparks that are very well placed. so i feel extra cost to residents permit parking would be unfair at this time when money is tight
Rings Hill	1			I would like you to consider that the yellow double lines continue to th end of my hedge. Reason is I am constantly having cars park outside in late evenings and drinking and throwing empty cans under my hedge. Also could it be considered to have speed bumps as cars speed.
	1			To whom it may concern I am in total agreement for these works to go ahead as parents park across my driveway at school pick up times and drop off with no consideration how we're supposed to exit
Brookmead		1		the traffic will move to other roads to park. The answer provide more carparks for free of charge. To help people to get to work schools etc also the towns need free parking to help the highstreet shops.
Church Road		1		I do not think that commuter parking is a problem in my experience. Parking is adequate as it currently stands
Tonbridge Road		1		I am grateful for the opportunity to comment on the proposed Hildenborough Parking Review. I wish to make the following observations and suggestions please. 1. The introduction of parking charges in Noble Tree Road is not supported as the current use for the commuters is proportionate and encourages people to use the Railway which in this time of environment change is important. The current situation does not appear to be a problem and should continue. The danger in charging could push the commuters further into Hildenborough which is what the review is trying to prevent. 2. There does not appear to be any evidence provided that commuters are using the area around Mount Pleasant to park for the station and therefore the proposals for parking permit areas are unnecessary and have significant disruption potential and expense for people resident there. There should be evidence provided that explains why such a system is necessary. 3. I have consulted with my neighbour at [REDACTED] Tonbridge Road and our preferred change outside our houses would be for double yellow lines extending from the boundary of 160/162 along to the existing no waiting at any time shown as red in the key at the end of 158" property. I would ask for the blue proposed limited waiting area outside 158 to be removed and the part of the proposed limited waiting outside 160 to also be removed. This would assist in furthering the objective stated in paragraph 2 of the Parking Review Letter of safety-related issues around junctions ie exiting Mount Pleasant by the Technology House and especially exiting from numbers 158, 158A and 160 Tonbridge Road. The current parking makes exiting extremely hazardous as Tonbridge Road is a main road with many vehicles failing to adhere to the 30 mph speed limit. The removal of the two parking spaces would not significantly alter the provision of limited parking provision on Tonbridge Road but would make a significant difference to the safety and visibility for drivers and pedestrians crossing the road. Could this be amended on the proposals please?
Foxbush		1		I am a resident of Foxbush and find the proposals wholly unreasonable. The idea oof being charged for the ability to park outside my house is wrong and to me a fund raising/money grabbing exercise by Tonbridge and Malling Borough Council. As present we do not have parking pressure on the road save to times where there are events at the church or the Glebe Fields. I do however see that my restricting parking on Noble Tree Road the pressures may be felt in the village and Foxbush. Is it possible that we can park our cars as residents by applying for permitsand pay for 'guest passes' the idea of restricting the residents is unfair and wrong. I have 4 cars as I have grown up children we park 2 cars on the drive way and in front but the combination changes – having to pay for 4 passes is an issue that you should address. I have to ask you to provide what date you have to the public these are obviously highly developed plans and much so for what is only a review it seems to me that this is a done deal. The idea is a good one but the monies involved and restrictions put upon the residents is erroneous and wrong. Further consultation is clearly required and may I ask what do the 'complex' matters referred to in the Cabinet papers refer to – openness please.
Stocks Green Road		1		I am NOT in favour of the Borough Councils proposals for changes to the on-street parking arrangements in the Hildenborough Parking Review. With specific reference to the Stocks Green Road DD/588/09 proposals;- 1. The proposed plans are unnecessarily extensive in proportion to the very minor issues that arise in the Stocks Green/Leigh Road vicinity - in short, it is taking a sledgehammer to crack a nut. 2. There is no need to add any double yellow lines in Stocks Green road - there is currently no parking problem in Stocks Green road or any obstruction of the highway for through traffic. During the day, very few cars park in the road - it is only at school drop off and pick off time that parents park along Stocks Green road for a short period of time, but this does not cause any inconvenience for local residents (like myself) and it is a safe place for parents and children to walk to and from their parked cars. 3.Parents have never parked across my driveway in the 22 years that I have lived here. Parents only ever park on my side of the road (the north side) - never on the other side of the road. Therefore the proposed double yellow lines are completely unnecessary, but will only serve to be detrimental to residents when they or their visitors wish to park outside their homes. The double yellow lines will simply "urbanise" the street scene which is detrimental to the aesthetics of the road - I suggest you save some money here by removing the Stocks green road proposals from your plan. 4. It is important to maintain safe junctions and the Stocks Green / Leigh road T junction has had a history of issues in the past (hence the addition of safety bollards along the boundary with the Primary School). Therefore double yellow lines should be retained on both of the shoulders of this T junction and on the opposite side of the junction in Leigh Road bordering the school as present. 5. Whilst only a few cars park in Stocks Green Road outside of school drop-off and pick up times, they do serve to slow down traffic approaching from Leigh towards the T-junction. Placing more parking restrictions in Stocks Green Road will do nothing to prevent the excessive speeding along Stocks Green Road - your proposals do nothing to address this safety issue - ironically your proposals will have the opposite effect.Turning to Leigh Road, the key priorities are safety, especially for school children, and ensuring that the road does not become obstructed.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Stocks Green Road				Additional reasons - 1. The current proposal is a hotchpotch of at least 4 different types of parking restrictions - this needs to be simplified. 2. I would propose that the double yellow lines at the junction of Stocks Green Road and Leigh Road are maintained. 3. My proposal for Leigh Road in the vicinity of the school that (maintaining the mandatory School Keep Clear zig zags remain without change of course) there should be no parking restrictions on the west side of Leigh Road, both above and below the Stocks Green Road junction, but that on the east side of Leigh Road, parking should be prohibited between Fellowes Way and Brookmead with double yellow lines. 4. The junction of Leigh Road and Brookmead should have double yellow lines extended around both corners to prevent current dangerous parking which obstructs clear vision for drivers entering and exiting Brookmead. Finally some comments on the overall plan;- 1. The rationale for the plan seems to suggest there is a problem with commuter parking but that is not the case in my experience. The station is suitably remote from the residential areas of Hildenborough and therefore it is unlikely that commuters will park in residential areas. They would only do so because the Borough Council is proposing to implement paid parking zones on Noble Tree Road, Lower Street and Stocks Green - but there is no current issue (apart from cars being broken into in Lower Street which won't be remedied by the proposals as they stand). 2. The current commuter related proposals do not remedy any issues (because there are no material issues with commuter parking) - this appears to be a monetisation strategy by the Borough Council to prevent commuters from parking for free. The proposals will further urbanise the local area with signs and other street architecture to which I wholeheartedly object. 3. The proposals for permit parking in Foxbush and Hildenborough village are completely unnecessary and will simply be to the detriment of local residents rather than to their benefit. I think that the proposals should be substantially reduced (which will be a considerable capital saving for the Borough Council) with the following key changes:- 1. Remove all proposals for paid parking for commuters 2. Remove all proposals for parking permits for residents 3. Concentrate on some limited safety improvements to prevent parking around junctions 4. Likewise, provide some limited changes to improve safety outside both of the primary schools in Hildenborough 5. Consider ways in which additional parking can be provided to alleviate on-street parking provision - for example, by acquiring the land on the north side of Mount Pleasant near the junction of Riding Lane and turning this into parking (removing the current hedge that borders the road and the Housing Association properties). As proposed, the plans will have the unintended consequence of urbanising Hildenborough village, and will largely be to the detriment of local residents and regular visitors to Hildenborough. A rethink of the proposal needs to take place to scale down the proposals to some pinpointed safety actions which should be implemented and monitored to measure their effectiveness before considering wider implementation of any further measures - rather than the current proposal which seeks to address issues in a costly "big bang" approach, at a time when TMBC is seeking to find budget savings.
Tonbridge Road		1		Your Ref: Hildenborough-inf-7, 8 & 19 I refer to the Hildenborough Parking Review Informal Consultation paper recently received and as a local resident directly affected by the proposals I would like to make the following comments. The review fails to address the underlying cause of the parking issues in Hildenborough which is the lack of available parking for commuters and visitors and I believe the proposals outlined will not only exacerbate the current parking issues in the local vicinity and encourage further obstructive parking but may have a detrimental impact on local businesses. I live at [REDACTED] Tonbridge Road on the corner with Riding Lane where, despite there being double line restrictions outside my garage and crossover (adjacent to [REDACTED] Riding Lane and the parking bays) including up to the junction with Tonbridge Road my access and egress is obstructed on a daily basis. Not only do owners of vehicles using the local facilities vehicles (including delivery vehicles for the pharmacy and post office) park across my driveway but also on the double yellow lines up to the junction, often with up to two vehicles parked here at any one time and on a regular basis the One Stop freight delivery vehicle. The situation is becoming intolerable and dangerous as my view is obstructed when reversing out of the garage and it is only a matter of time before there is a serious accident. In the 18 years that I have lived at my property I have never seen a parking enforcement officer in the vicinity. Therefore the proposal to introduce additional yellow line restrictions will be pointless unless there is regular visible enforcement officer presence and the parking contraventions enforced. To address the lack of available parking for visitors/users of the local facilities I would be interested to know if the Council has considered extending the car park in the recreation ground which could involve a small charge. While I appreciate you are unable to respond to every consultation response I would, separate to this consultation, appreciate your comments in respects of my concerns regarding the vehicles contravening the double yellow line restrictions outside my property.
Tonbridge Road		1		Something has to happen in the immediate term with the illegal parking on kerbs that happen near the junction at riding lane/tonbridge road. If parking permits are introduced im concerned that it will be even more difficult for me to park anywhere near my house, can non residents be encouraged more to use the carparks on riding lane rather than street parking? Could another car park be built somewhere.
Tonbridge Road		1		I feel people will just park more in the village and cause further problems.
Foxbush		1		Foxbush is not a major road. Parking permits and restrictions would be detrimental to residents & their visiting family& friends and would unnecessarily burden them with extra costs in hard times. Commuter parking is not a problem in foxbush. There are at least 3 other parking facilities, close to the actual station carpark. if the station car park were not so expensive commuters would be more inclined to use it.
Riding Lane		1		To decrease the available long term parking on the roads will force cars into the already overcrowded carparks. Parking in hildenborough for the workers will become impossible . If this happens I will struggle to continue to run the ridings café. I cannot see an upside to this other to profit from permits. I suggest extending the recreation ground carpark to help replace lost parking spaces. i would suggest doing this anyway, even now it is at capacity
Stocks Green Road		1		I live at XXXXXXXXXXXX as I am a disabled driver with [REDACTED] and I have no off road parking facility I have a blue badge and [REDACTED] and we need two spaces for his and my car as he is my main carer
Stocks Green Road		1		
Ashley Road		1		I don't not agree with the proposed changes to ashley road parking arrangement which I feel are totally unnecessary. Double yellow lines are excessive. What about delivery vans and workman? I have never had any problems with parking here. Where will my friends park? putting yellow lines on ashley road will only create parking problems were there are none at present. I have lived in ashley road for [REDACTED] months and i have never had any problems parking or driving around. I do not understand why these parking proposals have been suggested and I strongly oppose. no good reasons to have parking restrictions here but several good reason not to. Add 20mph speed limit as people drive too fast.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Church Road		1		I object most strongly to the proposal for the double yellow lines and permit holders only for Church Road Hildenborough. The proposal will remove the ability for residents to park their own cars. In my observations commuters do not park in Church Road.
Ashley Road		1		Thank you for consulting us on the parking proposals for Ashley Road. I have been a resident here for 11 years at XXXXXXXXXXXX and have been a resident of Hildenborough for 40 years. I think of it very much as home. I have several points relating to the plan. I will begin with the specific ones and then move to more general points. I have never experienced any problematic parking in the ring of Ashley Road itself, only in the entrance. The entrance road is too narrow for any parked cars. It only really works if cars park on the pavement which is obviously illegal. I have seen parking on both sides of the entrance to Ashley and as such it has been obvious that a fire engine would not be able to get through. I have found this a little challenging when towing my caravan. Houses on the right as you enter have limited on-drive parking. We have never experienced any problems related to commuter traffic nor school drop off traffic. There is no need for any double yellow lines around the ring of the road. To introduce it would prohibit visitor parking which when done considerably is no problem and is nice for people to have. If you were to introduce it, it should be on the other side of the road to that shown, since most traffic circulates clockwise and parking on the inner edge will block the line of site in both directions as you approach the corner. In order to see around the corner, you need for there not to be cars on the inside of the road. This seems rather obvious, so I am not sure why the proposal has arrived in this format. If the changes at Noble Tree road are anticipated to change the parking habits in Hildenborough then that triggers bigger questions as follows: The local plan is giving licence to a lot more housing in Hildenborough and West Kent in general. This is problematic as it changes the nature of the village making it more urbanised and drawing it into the suburban style of outer London. I have chosen to live here because of its semi-rural character. It is notable that the traffic density and delays in Tonbridge and the neighbouring towns is a problem. The local plan is obviously anticipated to affect commuting, hence these proposals. Yet we have never had so much parking for the trainline. We have the Station car park, we have the Hilden Gym and we have the Philpot's allotments. It appears that Noble Tree Road is being restricted, but I would query as to why. It has a small number of very big houses along here, and Fossebank school and nursery; some equestrian land too. It does not seem problematic to have parking along one side here. I hope any changes have a very clear evidence-base and are not simply responding to the more affluent members of the village. This leads to my final point, which is inevitably political. The national strategy for the local plans sees the already highly populated Southeast and London area receive greater development at the expense of the Northern counties. This both affects the Southern area adversely in terms of a number of metrics related to quality of life and at the same time inhibits the growth of Northern areas. The failure of HS2 inhibits a better distribution of population as does the failure of Border Force and national strategy on immigration and asylum. Britain should without doubt do a great deal to accommodate people in this category, however, the current system sees people flow into Kent without a proper strategy nor triage process. The Marsden airport scenario is evidence of this and the flow of Albanian illegal immigrants. Brexit has robbed us of opportunities for multi-lateral agreements of how to respond to immigration fairly and proportionally. I appreciate these are very difficult problems and it is easy to identify problems and much harder to solve them. My point is to state the short-sightedness of the current schemes which see the character of much-loved local areas changed as an effect of other policies, rather than a coherent policy steering the right kind of approach.
Stocks Green Road		1		1. We are not in favour of the proposed Borough Council changes to the on-street parking changes along Stocks Green Road. 2. I have now lived at [redacted] Stocks Green Road since 21/10/2022 and in that period of time we have not noticed or experienced any concerns with the parking along our section of Stocks Green Road. In fact we believe that by allowing cars to park along Stocks Green Road up to the junction with Leigh Lane it helps control the speeding traffic coming down the road towards the Leigh Lane. 3. I am confused by the drawing sent out to us with your e-mail regarding the proposed use of Double Yellow Lines along our section of Stocks Green Road (No's 2 to 46), as the drawing currently shows proposed Double Yellow Lines outside/along the length of our dropped kerbs with no parking restrictions of the remaining parts of the road that are outside our houses. Is this correct? 4. I would have thought that if there is actually a need for Parking Restrictions on Stocks Green Road (East End) to enable safe passage of Children to and from the school then the following option would be better to have a Single Yellow Line (with no waiting restrictions Mon-Fri between 8-9am and 3-4pm) would be much better. This option would only penalise drivers for 2hr Mon-Fri (between 8-9am and 3-4pm) and allow visitors to our houses on the road during the rest of the week days and all weekends.
Brookmead		1		Not happy with double yellow lines in leigh road as it will just shift it into our road and park its bad enough as it is. But having said that nobody parks that side of the road in leigh road it's the other side they park. We need a speed limit through here they drive fast.
Riding Park		1		With regards to your resent letter proposing to lay down yellow lines around riding park, we feel the whole idea totally ridiculous. The parking around the park is at its max as it is with out further restrictions by adding yellow lines. we need more parking spaces not less. where would you like us all to park over on the recreation ground ? . As for your idiotic idea of parking permits its just another money making scheme for your own benefit ,it won't help the residents with the parking problem we currently have ,and that's before you start with your yellow lines . So no I'm not in favour of the idea.
Ashley Road		1		Ashley Road is neither near a station nor outside a school. I therefore fail to see why Ashley Road has been included in this parking restriction exercise in the name of safety. If you feel there is a possibility of a knock on effect occurring then why aren't the Ashley Road end of Brookmead and Fellowes Way/Wilson Close road areas subject to similar restrictions being imposed? Why just Ashley Road? If these parking restrictions in Ashley Road are approved I feel that this will devalue all the houses as potential buyers will certainly not be expecting a small circular residential area to have such extreme parking measures for no apparent reason. If you restrict those who wish to park on the inner circle of Ashley Road you have therefore greatly reduced the amount of spaces available. Ashley Road is a very narrow road. I live on the outer circle. Therefore if one or two cars, well within their rights, park opposite my driveway this will effectively block my driveway access. Half a road width is physically not enough space to swing the car round on and off my drive. What do I do then? Add my car to those parked on the inner circle because my driveway has been rendered useless? With these points made I implore that you consider that Ashley Road be left out of this purely money making scheme. It does not deserve to be ruined in this way. The general public are having their purses tightly squeezed anyway in the current climate. Adding permit parking areas to the village is unkind and quite frankly uncalled for.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Leigh Road		1		I am totally against the new proposed parking reviews. If this is put into place it will restrict parking for the residents at the stocks green road end adjacent to leigh road for residents to park their own vehicles. This will bring great stress to me and my family if you enforce these proposals. We will have nowhere to park ourselves which will have a great knock on effect for my family as my dependents also have a car each where will they park? as if you bring in the proposed parking double yellow lines at the beginning of leigh road then residents will also have to park further up towards us which will restrict us from parking? the road is busy during school time but where will the parents park if they can't up leigh road they will start parking down stocks green road. Also to bring this into force you would require warden enforcement operation which is also a cost for KCC(TMBC) this will not only force residents out of the area it will push parents out of their schools as it will make it difficult to even collect the children. I am totally against these proposals for my own family's sake as they rely on their cars for work, and my family won't be able to visit us if they can't park either so it's another knock on effect for our and my neighbours' wellbeing as we rely on our families to visit.
Leigh Road		1		With regret I have to say that I do not favour your proposals on the grounds that they are ill-conceived and show little foresight. It is apparent that you are resolving one problem and creating problems within the nearby areas. More thought should be placed on the historic reasons for the congestions in Leigh Road [LR] and Stocks Green Road [SGR]. Since the expansion of Stocks Green Primary School, the introduction of the Children's Nursery the additional staff have been forced to park in LR. To rectify this anomaly your department should be working in conjunction with the Kent Education Authority in that the school needs to provide adequate parking for all the staff including dinner ladies, TA's and visitors within the school premises. They have more than enough space to the north area adjacent to the existing car park. It is a grassed area which is totally unused. This area I calculate could accommodate some 14 to 17 spaces. Further consultation would be needed with KCC Highways to install a lay-bye stretching from the existing yellow zig-zag lines at the school entrance to the start of the junction at SGR. By installing such a lay-bye would allow a continuous flow of traffic without being restricted by parked cars the full length of LR. This lay-bye would also provide parking for local residents currently unable to have their own off-road parking facility. More importantly it would alleviate the problem of impatient motorists mounting the public foot path from SGR up to the bus stop. A problem that myself and several of my neighbours have experienced over the years. Finally in regards to a lay-bye it provides a safe drop-off and collection zone for parents using the school. My understanding is that a 20MPH speed limit is mandatory on roads adjacent to a school entrance. Introducing such a limit on LR would reduce the accident rate considerably [3 in the past month]. Traffic in both directions travel far too fast, regardless of the introduction of sleeping policemen speed humps and road width restrictions, both of which are a complete, expensive, failure. Finally, the signage at the junction of SGR and LR requires to be changed from GIVE WAY to HALT with the appropriate road markings. My reasoning for this requirement is simply that with the existing plan, vehicles approaching LR from SGR slow and look to their right, if clear they turn left only to be confronted by a vehicle coming down LR in the middle of the road, simply because of parked vehicles outside the school. Another reason to install a lay-bye. Your proposal to place a single yellow line from the zig-zag markings to Fellows Way and the other side of the zig-zags further down marked in light green [no waiting mon-fri, 9.30 am till 3.30 am, are ridiculous and serve no useful purpose. Should you wish to discuss this matter further please feel free to contact me and I would be only too pleased to accommodate you.
Leigh Road		1		This letter accompanies the comments form. I have reasons I am not in favour of these planned changes to our on-street parking. We are a 2-car family myself and [redacted] who still reside with us. We both have nowhere else to park apart from outside near our property, so any change would make it very difficult for us. I have health issues [redacted] in which I am unable to walk too long distances [redacted] for these conditions. [redacted] to work 4 days a week at 7.30 am each morning, if we were to lose our parking slots outside and the weather was very bad it would not be good to get soaked because our car was far away. There are not many side roads where we could safely park. Plus the residents of these roads would take priority. Parking would be non-existent, hopefully this will not happen and at least live here with our minds at rest. Dear Sir the reasons we are not in favour of proposals for the changes to on-street parking are as follows. Firstly we are a 2-car family and with no driveway or garage facilities, therefore our only parking option is on-street parking. A driveway is not an option as our property is housing association and due to its position where the two roads meet it would not be safe to do so. There are other houses without a driveway e.g. [redacted] also uses on-street parking and [redacted] when relatives visit. Also [redacted] stocks green road has no driveway. I must emphasise living on top of a junction prevents us having a driveway. [redacted] applied for a dropped kerb to park outside his house and was only just allowed due to safety concerns. We need to have somewhere close to park to our house as you cannot expect us to have nowhere to park the cars. Also my husband has health problems and has difficulty walking too far. The closest road to park also has its issues as it would be directly outside houses along a road already full of cars parking on street. Why should residents be penalised for living opposite a school when in our opinion the school has enough grounds to enlarge the existing car parks for parents to drop their children of like riding lane school.
Stocks Green Road		1		The proposed double yellow lines away from the junction with leigh road seem to be unnecessary. The school drop of traffic would simply be forced further away from the school and possibly in a more dangerous position next to the field with no pavement.
Mount Pleasant		1		
Riding Park		1		My husband and I are not in favour of the Borough Council's proposals for changes to the on-street parking arrangements in the Hildenborough Parking Review. There are not enough parking spaces for residents at the moment in zone HD1 so if you stop residents in the flats 42 - 72 along Riding Lane from parking on that road, they would have to park somewhere in Riding Park. This would make the situation even worse. Having double yellow lines just at the junction of Riding Park and Riding Lane would be a good idea to make it easier to pull out onto the main road. At the moment people park right on the bend and it can be difficult to see past them. We would be dismayed to have to pay another tax in the form of permit parking. Traffic calming measures could be introduced for vehicles driving towards Hildenborough from the north along Riding Lane. At the moment there is a lot of speeding traffic heading up towards the school.
Riding Park		1		I have lived at XXXXXXXX for 20 years and have never seen commuters parking near my home. With inflation the way it is, I do not want yet another added expense. My house will be double yellow, I have never had any parking issues.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Stocks Close		1		I would like to respond with the following comments:- 1. Stocks Green Road should have traffic calming speed reduction, ie humps or any other suitable items to reduce the speed of cars and motorbikes. At present 40mph but the majority of vehicles exceed this limit the average being 50mph but many 60 to 80 mph, as I am disabled with a blue badge I am only mobile with use of a wheelchair. I have carers attending each day and has to stop outside, our house and put the shopping over the fence which makes it easier for her, to save carrying heavy shopping from the communal car park which would mean 50 yard carrying of heavy bags, this is a great saving. The unloading only takes 3/4 minutes and hazard warning lights are put on the car I would recommend a 15 minute waiting period for us to stop to deliver Shopping and heavy items. 4. There has never been a problem of cars parking along the stretch of Stocks Green Road outside our complex , just the problem of speeding cars, especially when entering or leaving our communal car par which accommodates on average 24 cars. 5. Would it be possible to have a disabled bay outside or just a single yellow line allowing us to stop for just those few minutes once a week. 6. Another concern is that if commuters not allowed to find parking they will use our communal car park which is gated but gates open automatically, so access is easy and no CCTV now in operation.
Riding Park		1		I think entering into riding park will mean that we as residents may find ourselves without parking as we are often short of space as some people have more than one car
Stocks Green Road		1		I would like to add the following comments: 1. As a long-term resident of Stocks Green Road, we have never experienced a problem with on-street parking. 2. There is no evidence that school pick-ups and drop-offs cause an obstruction along Stocks Green Road. 3. On-street parking along Stocks Green Road for Stocks Green School, only occurs twice a day (week days and term time only) and for no more than half an hour on each occasion. 4. Stocks Green Road provides a safe haven for parents dropping off and picking up their children from the school. Removal of this facility will force parents to drop off their children further afield, increasing the risk to their safety, particularly if parents park further along Stocks Green Road where parking is unrestricted, in a 40mph zone and without a pavement. 5. During school drop-off and pick-up times, traffic is considerably slower and at other times, any car parked in Stocks Green Road helps to slow down traffic along the 30mph zone and when approaching the Leigh Road junction. 6. It might be more profitable for the Council to explore the means by which the 30mph speed limit could be better enforced. 7. Speeding traffic in Leigh Road during school pick-up and drop-off is a problem. A 20mph speed limit during these times would be beneficial.
Tonbridge Road		1		This property has no direct access to the highway as do neighbouring properties and is served only by a narrow driveway to the rear of the property. As such HGV's Large vans ETC are not able to access to deliver or collect goods and it is imperative therefore that access is properly maintained to the front roadside of the property. if these rights were denied it would be deemed as discriminatory in relation to all other properties shown on the plan. During the 37 years of residence here we have never experienced any parking problems roadside caused by station or school traffic or any other reason.
Mount Pleasant		1		This is a money making exercise. I rarely have trouble parking in my area only perhaps at weekends when all homeowners are at home so feel there is no need for residential parking permits. You are also targetting the council estate where the poorest and most vulnerable people live who could not afford permits. I see no evidence of people using our road for parking for the station. The parents of the school use the carpark provided. i do not want parking restrictions.
Stocks Green Road		1		when commuters and parents park considerably and within the current restrictions there is not an issue with parking in hildenborough. The problems arise from drivers not abiding by the rules and parking over junctions parking on zig zags and mounting kerbs to pass other cars. the problem is not going to be resolved b increasing the number of parking restrictions but would be improved by reinforcing the current restrictions with tickets and fines. I do not agree with increasing restrictions.
Noble Tree Road		1		I do not agree that these proposals are the best solution. Noble tree road is busy is busy and parking reduces it to a single track road. There are blind spot at busy times is hazardous as drivers attempt to drive around parked cars often into oncoming traffic. i believe it should be DYL all the way along and extra provisions made at the station. I also disagree with making foxbush a residents only area as they will have to apply for permits for friend and family. I propose a barrier system after the church carpark entrance similar to sevenoaks which is coded. Paid parking in hildenborough will adversely affect the small local buisnesses for whom parking is free.
Tonbridge Road		1		As a resident in Hildenborough I have received a letter outlining proposed changes to parking in Hildenborough. My details for your records are as follows: XXXXXXXXXXXXXXXXXXXX, I live on the Tonbridge Road, one of the proposed areas for a switch to permit or paid parking. I would like to formally register my objection to this proposal. I have lived in the property for nearly 13 years and I see no evidence of a need to manage commuter parking in the village. The distance to the station makes parking in Hildenborough prohibitive particularly as there is parking closer to the station and very affordable parking at the allotments near the station if commuters don't want to pay for station parking. I commute to London and drive to the station so am an example of someone that would find walking to and from the station daily too onerous particularly in wet or winter weather. Parking in general around Hildenborough has never seemed problematic and there is free parking both at the Recreation Ground and in the Car Park next to it which should be ample to service the school run and in general. One problem we do have is that the road markings outside the 4 properties that share our driveway (Pembroke Gardens) are not clearly enough marked and people park blocking the driveway on a regular basis. This would not be resolved by paid for parking but as a plea for the safety of the residents here (who often feel there safety is compromised) I would like to request that the driveway access is clearly marked with "Keep Clear" signs painted on the road or double yellow lines or whatever the Council deems appropriate in this instance. It is a real safely issue which all 4 households discuss regularly and we would be hugely grateful for some support in this.
Leigh Road		1		I am writing as a resident of Leigh Road who lives opposite Stocks Green Primary School. I realise the road is atrocious now, far too much heavy traffic, including heavy goods vehicles driving too fast at all times of the day, directed to Edenbridge via this narrow road. Much of the parking problem is exacerbated by the parents themselves who park indiscriminately not just morning and afternoons but also lunchtime too on many occasions. Out of school times there are few problems regarding parking and few holdups therefore the school itself should be held accountable for the access problems - it has unused land that could be allocated for parking. Not all residents have the benefit of driveways but still have visitors who need somewhere to park without walking miles, some of these visitors are elderly and are not able to walk a long way, consideration should be given to them, I personally feel I am being penalised for living here. Some provision for the people who actually live here should be made – perhaps residents only parking. I have to say there are a number of residents here who have multiple cars which also makes parking space insufficient.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Foxbush		1		My comments relate to Foxbush only where I live with my family. This proposal is purely another way of TMBC raising money without any benefit to local residents. TMBC will now fleece commuters by introducing meters along Noble Tree Rd. and to avoid overspill parking onto local streets i.e. Foxbush have to introduce a resident parking scheme where of course you can charge yet more money for permits. NV. You don't state in your letter what the charge will be for this permit scheme – you just say it will be at the standard on street resident parking charges – what are they for goodness sake? Supply us with the facts so we can make an informed judgement! Where will this money go as year on year we see cutbacks in services rather than any improvements, a simple case in point is the atrocious bin collection service that gets worse and worse as the months go by. So, us residents will have to pay for these permits year on year, but this won't stop the overspill parking. Commuters will totally ignore this zone with the knowledge that nothing will happen, it won't be adequately policed by the Council. This statement can be reinforced by the simple fact that parents picking up their children from Sackville School every day at 4pm blatantly ignore the double yellow lines at the top end of Foxbush safe in the knowledge that nothing will happen. In conclusion there isn't much point in residents commenting on this; the council is simply carrying out its duty to consult, will then totally ignore what their rate payers and voters say and continue with this scheme anyway.
Ashley Road		1		Dear Sirs, With regard to your proposals regarding Ashley Road I would just like to ask...." what issues " ? I have lived on Ashley road for over ten years and have never experienced parking problems, apart from the occasional disruption caused by building work, as happened last year with nos. 3 & 5. These annoyances, however, are transitory and Ashley Road soon reverts to being a quiet residential cul-de-sac. Surely you have more necessary work to spend money on rather than a scheme which, to my mind, is completely unnecessary and pointless.
All areas		1		Dear all We are Tonbridge Line Commuters, a rail user group representing passengers in the Hildenborough area. We are responding to the parking consultation on the following areas: Philpots - Lane Area - DD/588/14 - Do not approve - It is already a parking bay there and so the only proposal is to add a charge. It's not clear how this achieves the councils aims and so we do not support it. Rings Hill and Stocks Green Road Area - DD/588/11 - Partially approve - It is already a parking bay there and so the only proposal is to add a charge. It's not clear how this achieves the councils aims and so we do not support it. We approve of the double yellow lines on Stocks Green Road to avoid displacement. Stocks Green Road West Area - DD/588/10 - see DD/588/11 Noble Tree Road (West) - DD/588/15 - Do not approve - see DD/588/14 Noble Tree Road Mid Area - DD/588/16 - Do not approve - see DD/588/14 Noble Tree Road (East) - DD/588/17 - Do not approve - see DD/588/14 We do not approve of these proposed changes. The councils aim is to: 'manage' current commuter parking - These measures do not offer anything above the current arrangement Avoid displacement - these maps have no bearing on that (bar the double yellow lines on Stocks Green Road) Schools - these maps have no bearing on that junctions/visibility - these maps have no bearing on this. Therefore these proposals must be rejected. It's a naked attempt to extract additional revenue from passengers at a time when the railway is under enormous pressure to meet its costs. Given that tax payers fund the railways, this would seem to be an unnecessary own goal. There is already paid parking options through the station car park, Philpots allotments, the golf course. Based on Ringo charges at the Angel car park, the councils parking would be far more expensive than alternative options. 10 hours at Angel car park is parking £22.40 vs £7.10 for a day at the station.
All areas		1		I am a resident of Hildenborough and also run my business here. I became aware this evening of the Council's purported 'Parking Review Hildenborough.' The associated TMBC webpage states that "We have been carrying out a review to make proposals to help address the concerns raised" (my emphasis). Yet no details of those concerns are provided. Indeed, no evidence of a 'Review' exists here, nor anywhere else on the Council's website. One would anticipate, as a minimum, the results of a parking availability and utilisation study, based on regular parking beats throughout the village, on different days and at different times. A 'review' would also include accident data, other parking-related incidents and perceived issues, along with a schedule of any complaints, discussions and interviews from/with local residents and businesses. What we in fact have here, is not a 'Parking Review', but a set of highly developed parking controls involving the vast majority of village roads, yet in complete isolation of how such proposals were instigated, formulated or justified. Indeed, I now see Cabinet papers which confirm that Phase 14 proposals for Hildenborough have been in development for some time, including with the Parish Council and are said to include "complex" matters, including the interplay between different land uses and demands. Where is, therefore, the evidence surrounding those 'complex' matters? There can be no utility or benefit whatsoever from a public consultation which is absent of the empirical evidence and decision-making which lead to the proposals being consulted upon. Any consultation lacking this information should be suspended immediately. Full disclosure of the information informing and justifying these very detailed parking controls must be given immediately and I trust these will be provided without recourse to FOI/EIR. I therefore look forward to hearing from you with confirmation that the evidence-base (surveys, site visits, observations, photos, schedules, etc) has been uploaded to the consultation webpage or that the consultation has been cancelled, pending collation of this information.
Ashley Road		1		
Knowsley Way			1	Following a discussion with Mark Rhodes I have now received by email a copy of Mr.Bracey's letter of 6th January. Looking at the map concerning Mount Pleasant it appears that my property is partly included in an area that might be considered for resident parking by parking permit. Does this mean that I can park in the road outside the rest of my property without having to purchase a permit in line with the rest of the houses in Knowsley way. I look forward to hearing from you

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RESPONSE FROM HILDENBOROUGH PARISH COUNCIL

Hildenborough Parish Council (HPC) would like to reiterate their comments made in June 2022 (see at end), when an offer again to discuss with us further was made to TMBC. Hildenborough is a village – the parking proposals would introduce a very urban look with far too much paint on the roads and unwelcome parking permitting where none is needed.

WHAT ARE THE PROBLEMS AND SOLUTIONS?

1. **Safety** – Dangerous parking on and next to junctions – **Solution:** parking restrictions on junctions and other dangerous places
2. **Mount Pleasant residents unable to park outside their homes** – since Volvo has closed, and their workers no longer needing to park around there. **Solution:** the issue has gone away
3. **Train commuter parking** – there are many fewer train users daily so the issue has reduced significantly and the double yellow lines currently in Noble Tree Road provide passing places. **Solution:** no further parking restrictions required here.
4. **Permit parking** - commuter parking is not considered an issue since the pandemic. Parking permits are deemed unfair to residents who would only be impacted as a result of proposed almost blanket double yellow lines across the village. The proposed areas have never suffered from commuter parking. **Solution:** not required
5. **Commuter coach parking along B245** – **Solution:** Restrictions to 2 hours outside the church and at the top of Riding Lane would address this issue and allow a reasonable waiting time for visitors to the hairdressers, café, Village Hall etc but this would prevent coach commuters using the B245 for all day parking.
6. **Schools** – we are not aware of any issues from residents who live in Riding Lane and Leigh Road where congestion currently works to slow down traffic for around 30 minutes morning and afternoon. Preventing drop offs and pick ups on school roads pushes car users to other roads where new double yellow lines are proposed and then those roads accessing the school via footpaths where there is not currently an issue. **Solution:** Mass road restrictions is not deemed the answer.
7. **On-road charging** unlikely to cover the cost of installation and would push commuters further out to areas without current issues. **Solution:** Not required

HPC is acutely aware that housing in the area is served by narrow roads, inappropriate for today's traffic, but can see that many of the proposed parking changes would create problems for other areas rather than solve ones which have significantly reduced.

One suggestion for Mount Pleasant specifically would be to use open green space, for instance land owned by the housing association. (The Village Green would be inappropriate because of winter flooding which KCC have refused to have drained into their system and is protected Village Green Status.) Further parking could be provided by extending the Parish Council car park in the Recreation Ground. These costs could be covered by TMBC in light of the significant reduction in the parking work costs.

SEE BELOW, THE ORIGINAL RESPONSE ON THESE PROPOSALS TOTALLY IGNORED BY THE BOROUGH COUNCIL

HILDENBOROUGH PARISH COUNCIL'S RESPONSE ON TONBRIDGE & MALLING BOROUGH COUNCIL'S PROPOSAL FOLLOWING THEIR PARKING REVIEW OF THE AREA

Hildenborough Parish Council would like to thank the Borough Council for the proposals for future parking in the village. Generally they welcome the work that has gone into preparing this but have now had time to consider all the various aspects and causal effects and would like to make the following comments in line with their very strong views that Hildenborough should remain very much a village and not become urbanized. Their concerns for the village is to ensure the street scene is as safe, accessible and provides an amenity for residents:

- **Double yellow lines (no waiting at any time)** They welcomed the double yellow line 'no parking at any time' proposals for all shoulders of junctions, particularly at Riding Park/Riding Lane; Mount Pleasant/Riding Lane, all those along Leigh Road and Brookmead. There have been a number minor and more serious accidents as well as numerous near misses at most of these.
- **Commuter Parking:** Although they could see why the commuter restrictions are proposed, they felt that since the investigation was carried out the situation has substantially changed with many commuters working from home, at least on a part time basis and consequently, providing the parking is punctuated with passing spaces they did not feel the need for payment parking as they felt this may deter users of Hildenborough station who may find it more convenient to use the nearby larger stations with better services. The Council greatly value the manned ticket office and refreshment facility at the station and feel if it is underused as a result of street payment for parking they may be lost.
- **Proposals for permit payment:** In general the areas marked as permit payment areas with restrictions on parking between 10am and 2pm did not serve any purpose. The Riding Park area does not suffer from commuter car parkers which makes a permit in this area seem without point. The Mount Pleasant proposed permit area, similar has experienced changes with the closure of the café and garage and consequently parking in this area is not a problem. The Foxbush area is possibly the only area which could be affected by commuter parking, but it was generally felt parking permits would be overkill, whereas a short limited time of no parking would serve the purpose.
- **Limited parking time:** The Council would welcome the proposal for limited parking times along the B245 from the church but would request a 2hr period instead of the proposed 1hr to allow, for instance for visits to the hairdressers or café as well as applying from Monday to Friday only.
- **Other parking restrictions:** Generally the Council welcome the other proposed restrictions on parking, particularly protection for narrow corners, for instance in Half Moon Lane. However, there seems to be absolutely no requirement for them around Ashley Road. Presumably this was to prevent school parents from parking, this would not be a problem as they would be there for a very short length of time. They felt that double yellow lines should be limited to one side of Leigh Road, similarly Stocks Green Road (the opposite side to residential dwellings).
- **Parking bays:** The Council felt that their preference would be for parking bays in busy areas which would address many of the problems, for instance along Riding Lane between Riding Park and Mount Pleasant and would also have the added effect of slowing down vehicles.

The Council is happy to meet with you and discuss the proposals in detail where it is thought local knowledge could supply ideas on small adjustments that would ease or address problems.

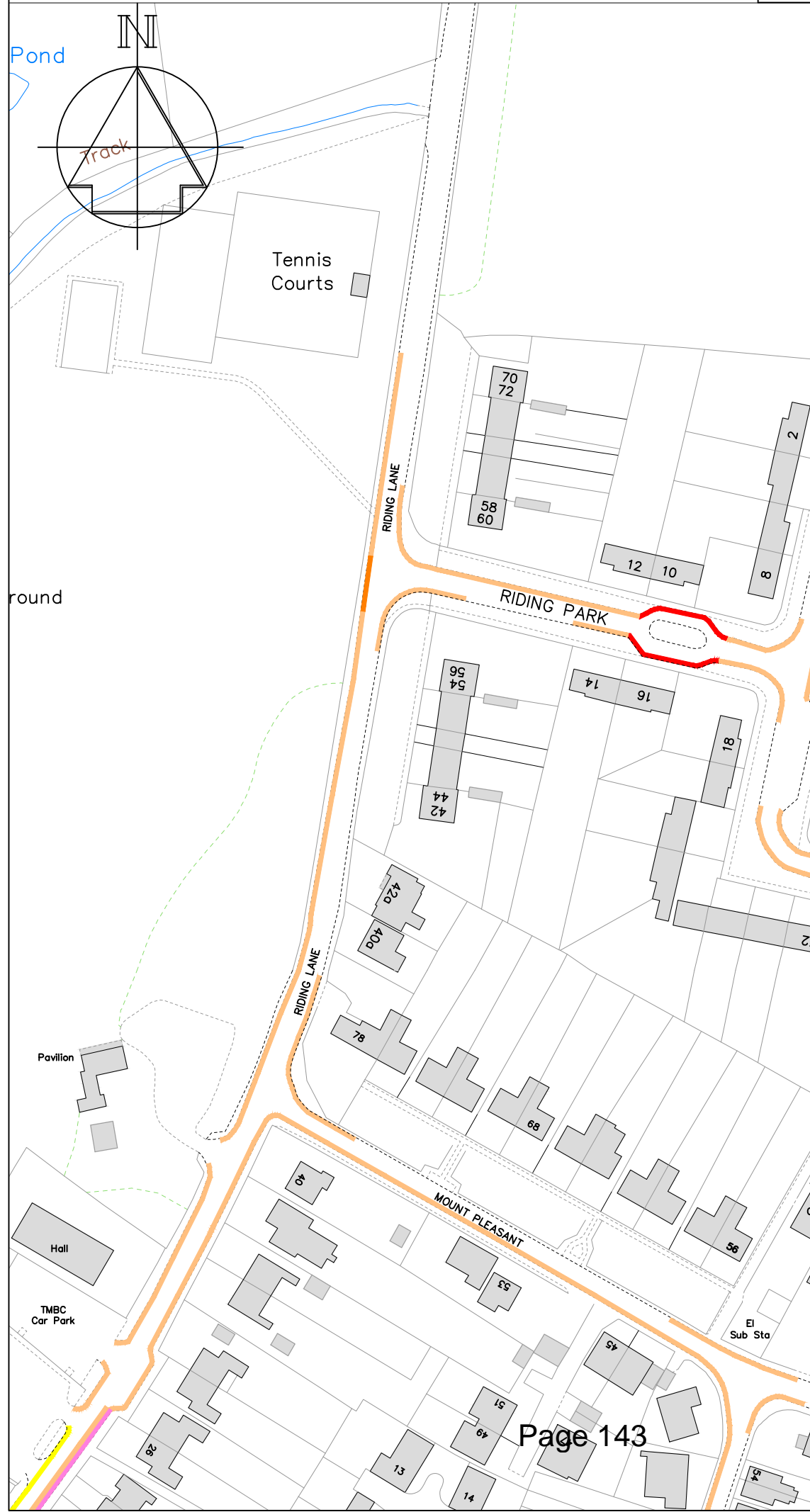
They Council is current in discussion with KCC over a 20mph limit outside Hildenborough CEP School in Riding Lane, where it is thought it may not address the problem but better signage and designated parking bays would be of greater benefit.

Sent to Andy Bracey and Andy Edwards on 21 June 2022

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Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing "School Keep Clear"(yellow zig-zags)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "No waiting, Mon-Sat, 8.30am-6.30pm" (single yellow line)



A	Revised to formal consultation	5/2023
	Revision	Date



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LEISURE &
TECHNICAL SERVICES

Transportation Team
 Gibson Building
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 Kent ME19 4LZ
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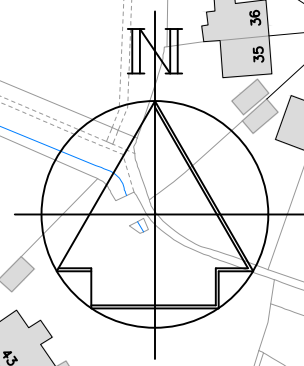
Project Title
 Hildenborough
 Parking Review
 Formal consultation

Drawing Title
 Riding Lane (north)

Drawn ACB | Checked AE | Date 12/2022

Scale 1 : 1250 @ A4

Drawing No.	Rev
DD/588/02	A



Key

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

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A	Revised to formal consultation	5/2023
	Revision	Date
Drawn	Checked	Date
ACB	AE	12/2022
Scale 1 :1250 @ A4		
Drawing No. DD/588/03		Rev A

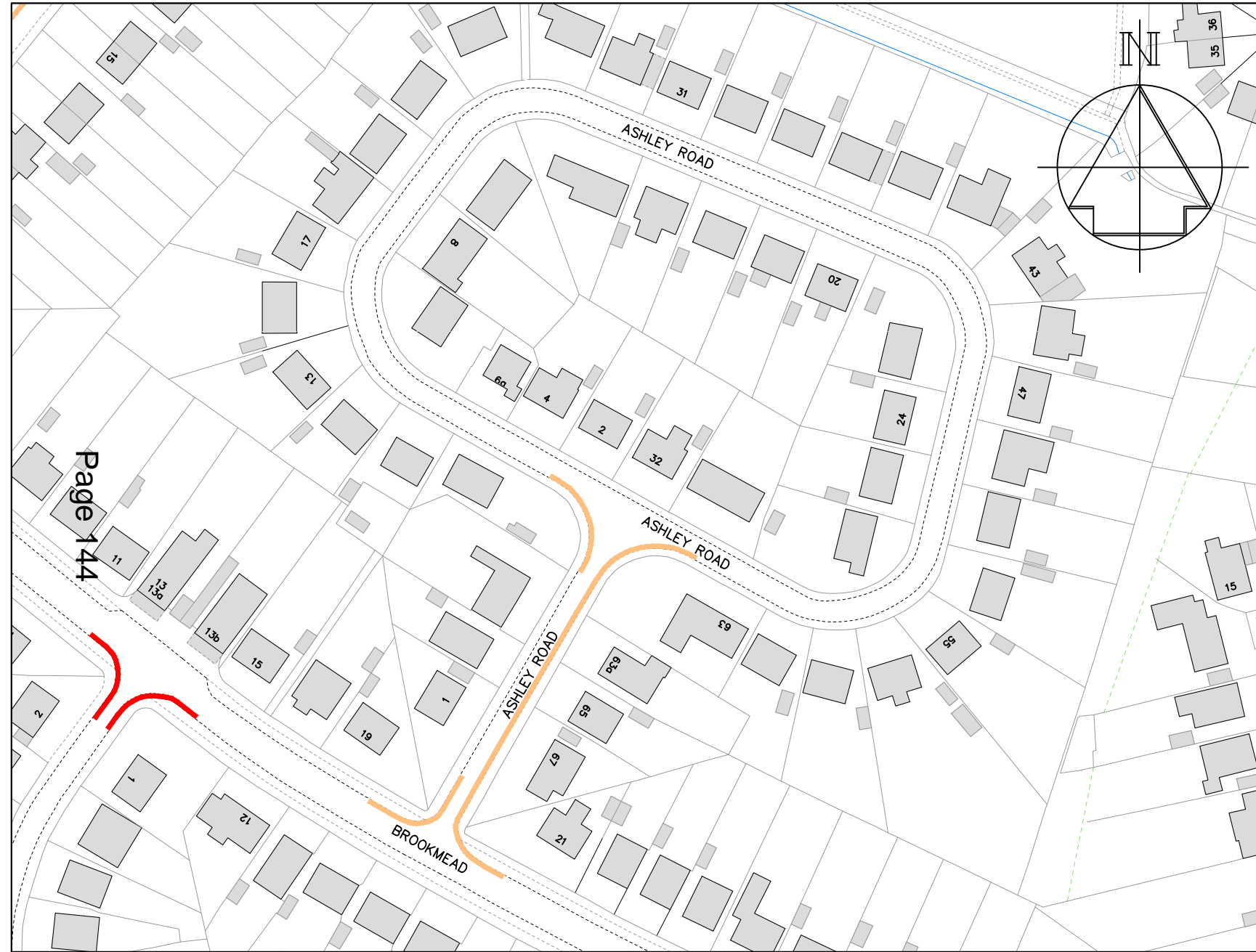


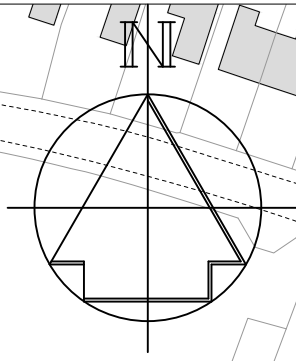
STREETSCENE,
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Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Hildenborough Parking Review
Formal consultation**

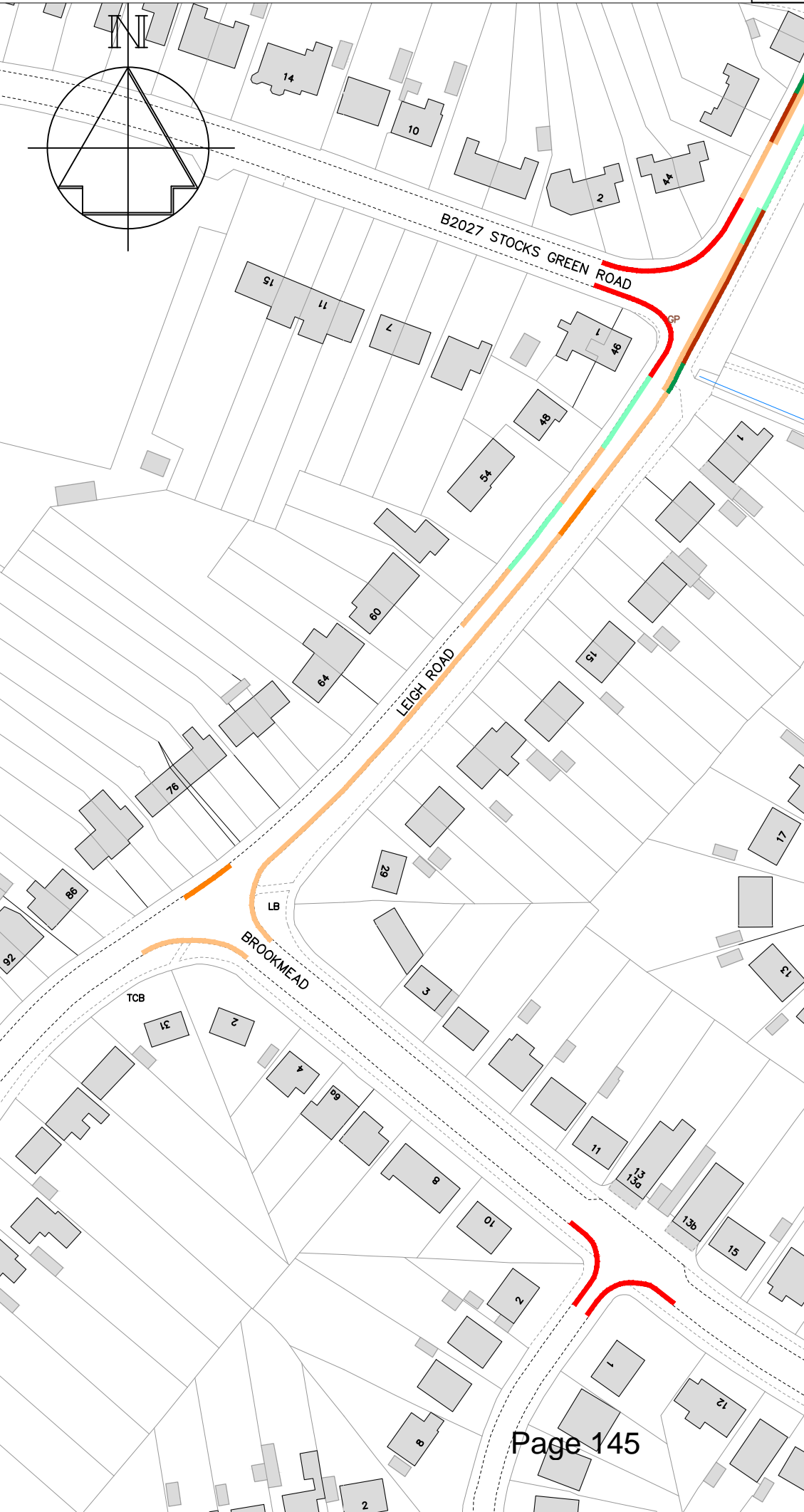
Drawing Title
Ashley Road





Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Existing "No waiting, Mon-Fri, 8-9am & 3-4pm" (single yellow line)
- Existing "Limited waiting, Mon-Sat 8am-7pm 30mins no return 30 mins" (parking bay)
- Proposed "No waiting, Mon-Fri 9.30am-11.30am" (single yellow line)



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	Revision	Date



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 Tel: 01732 844522

Project Title
 Hildenborough
 Parking Review
 Formal consultation

Drawing Title
 Leigh Road (south)

Drawn ACB	Checked AE	Date 12/2022
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Scale 1 : 1250 @ A4	
Drawing No. DD/588/04	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-zags)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Existing "Pedestrian crossing controlled zone" (white zig-zags)
- Existing "No waiting, Mon-Fri, 8-9am & 3-4pm" (single yellow line)
- Proposed "No waiting, Mon-Fri 9.30am-11.30am" (single yellow line)

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	Revision	Date



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West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Hildenborough
Parking Review
Formal consultation**

Drawing Title
Leigh Road (north)

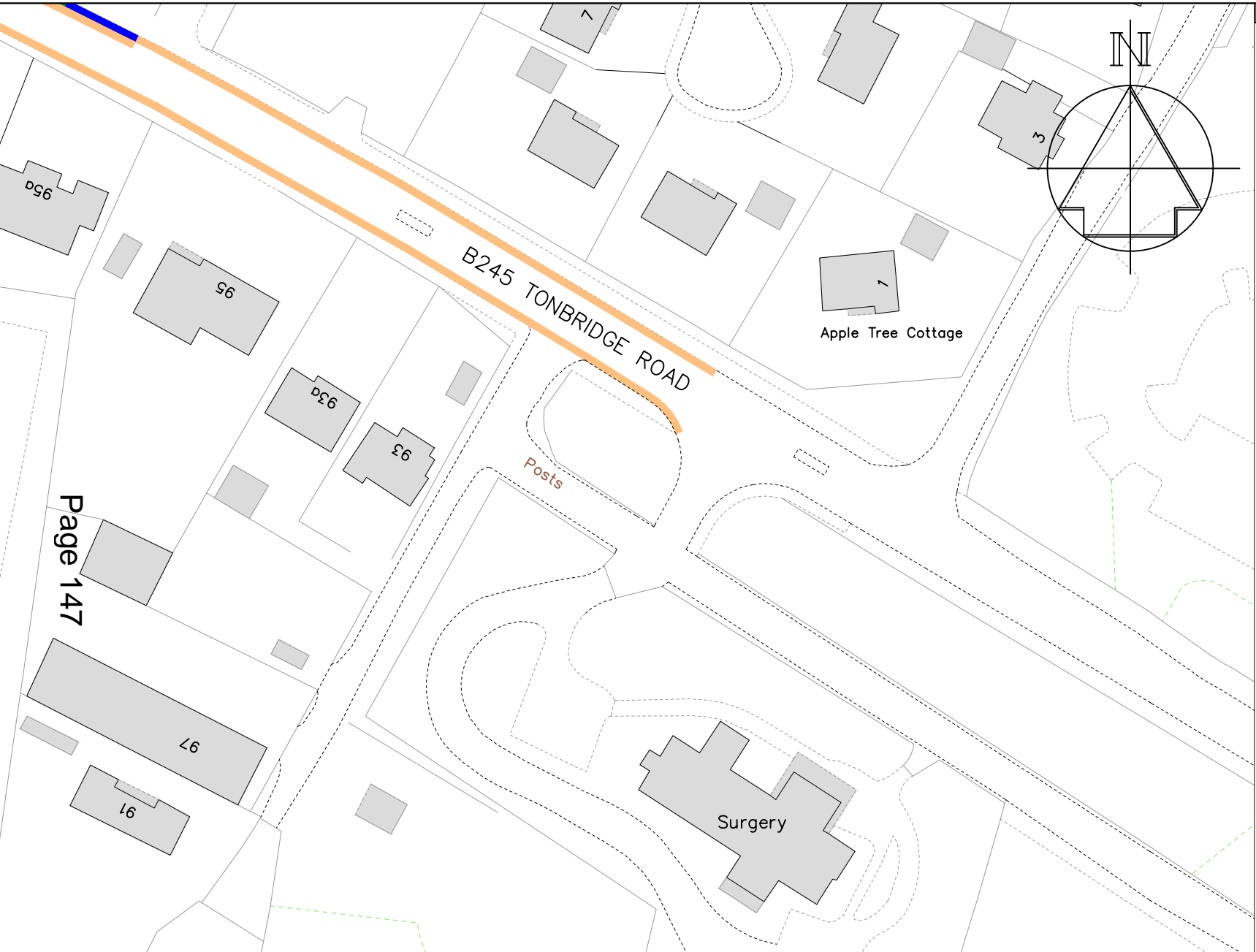
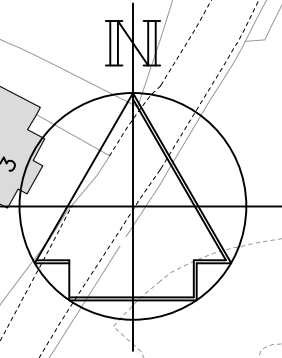
Drawn ACB | Checked AE | Date 12/2022

Scale **1 : 1250 @ A4**

Drawing No. DD/588/05	Rev A
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Key

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



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A	Revised to formal consultation	5/2023
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Drawn	Checked	Date
ACB	AE	12/2022

Scale 1 :1250 @ A4

Drawing No.	Rev
DD/588/06	A



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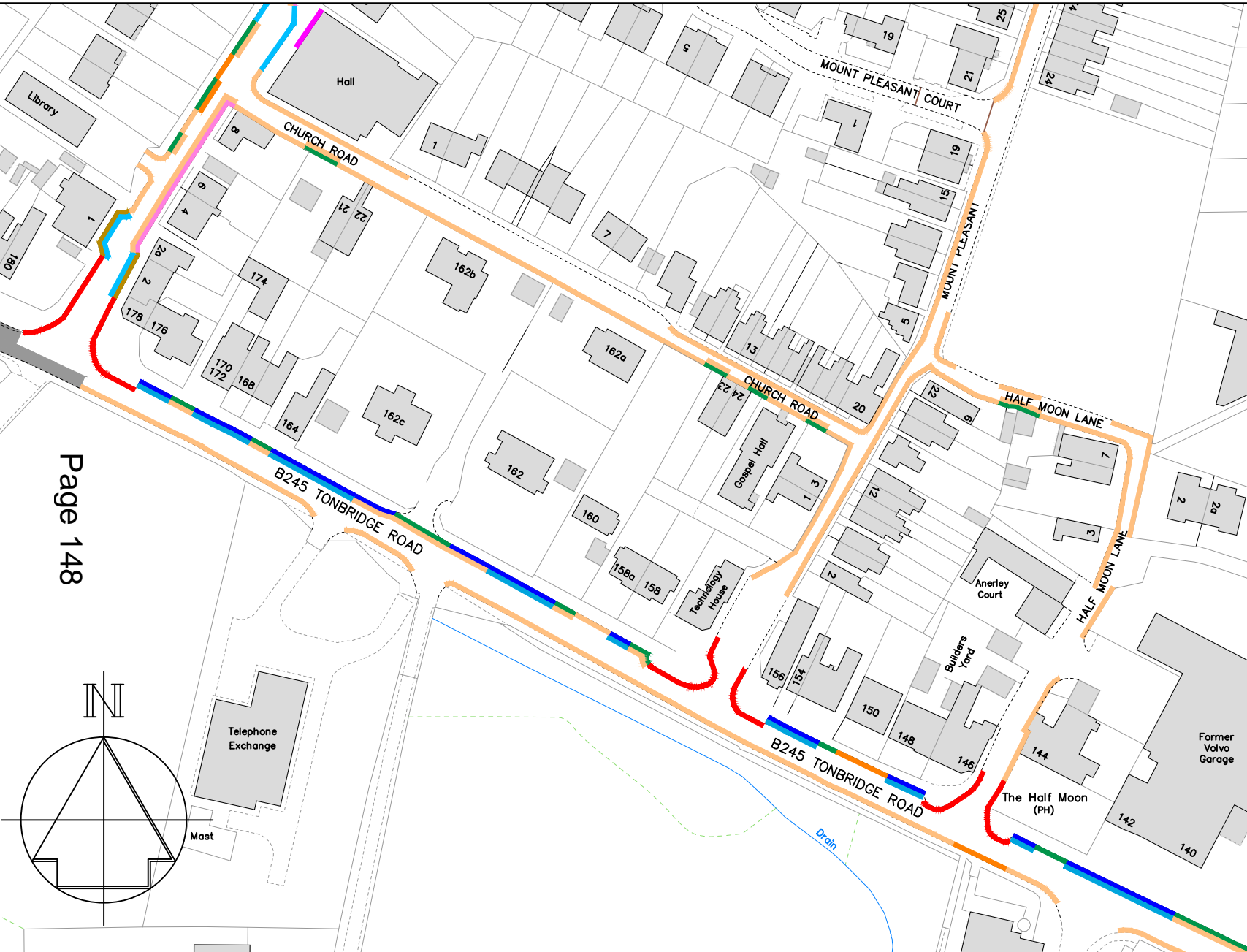
Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Hildenborough Parking Review
Formal consultation**

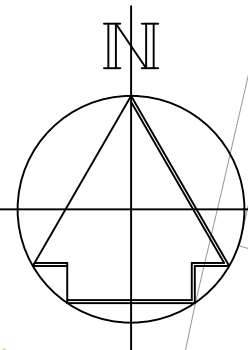
Drawing Title
**B245 Tonbridge Road (south of Half
Moon Lane)**

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing uncontrolled parking bay
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "No waiting, Mon-Sat, 8.30am-6.30pm" (single yellow line)
- Existing "Advisory access protection marking" (white line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 2hrs, no return
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 1hr, no return within 1hr (parking bay)
- Existing "Pedestrian crossing controlled zone" (white zig-zags)
- Existing "No waiting, Mon-Fri, 8-9am & 3-4pm" (single yellow line)
- Existing "Limited waiting, Mon-Sat 8am-7pm 30mins no return 30 mins" (parking bay)



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TONBRIDGE & MALLING
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Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Hildenborough Parking Review
Formal consultation**

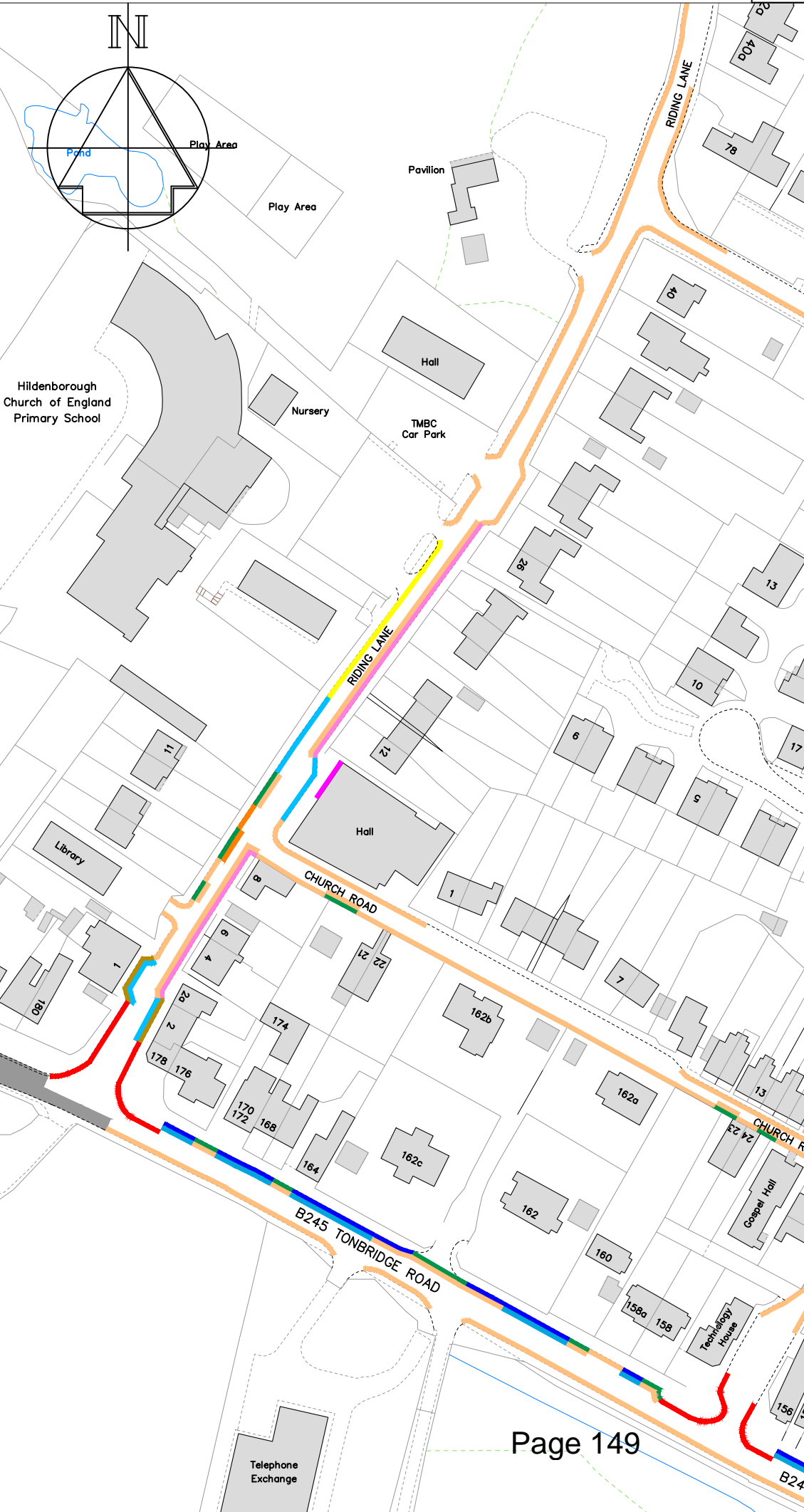
Drawing Title
**B245 Tonbridge Road, Church Road,
Mount Pleasant and Half Moon Lane**

A	Revised to formal consultation	5/2023
	Revision	Date

Drawn	Checked	Date
ACB	AE	12/2022

Scale 1 :1250 @ A4

Drawing No. DD/588/07	Rev A
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Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing uncontrolled parking bay
- Existing "School Keep Clear"(yellow zig-zags)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "No waiting, Mon-Sat, 8.30am-6.30pm" (single yellow line)
- Existing "Advisory access protection marking" (white line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 2hrs, no return within 2hrs
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 1hr, no return within 1hr (parking bay)
- Existing "Pedestrian crossing controlled zone" (white zig-zags)
- Existing "No waiting, Mon-Fri, 8-9am & 3-4pm" (single yellow line)
- Existing "Limited waiting, Mon-Sat 8am-7pm 30mins no return 30 mins" (parking bay)

A	Revised to formal consultation	5/2023
	Revision	Date



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Tel: 01732 844522 Fax: 01732 876317

Project Title
**Hildenborough
Parking Review
Formal consultation**

Drawing Title
Riding Lane (south)

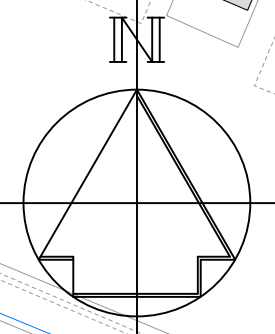
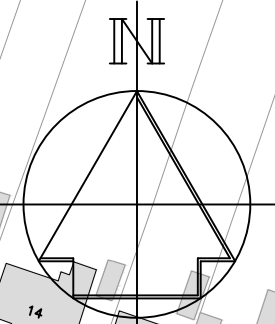
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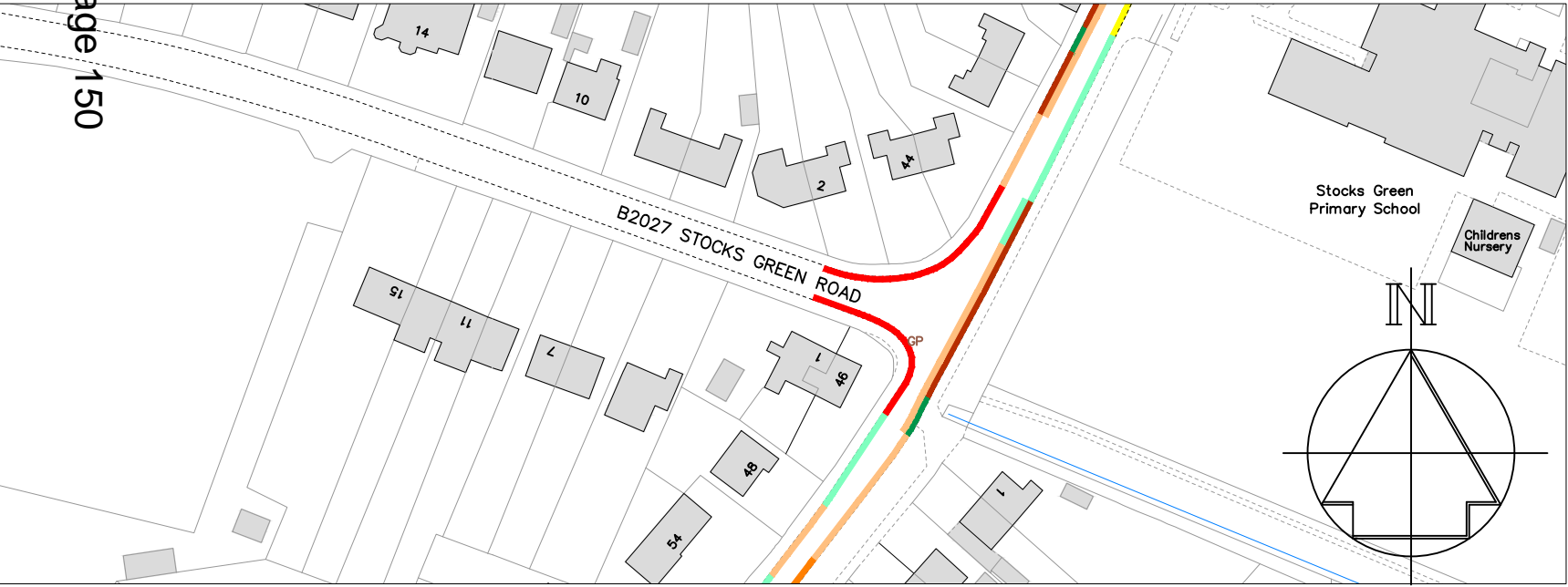
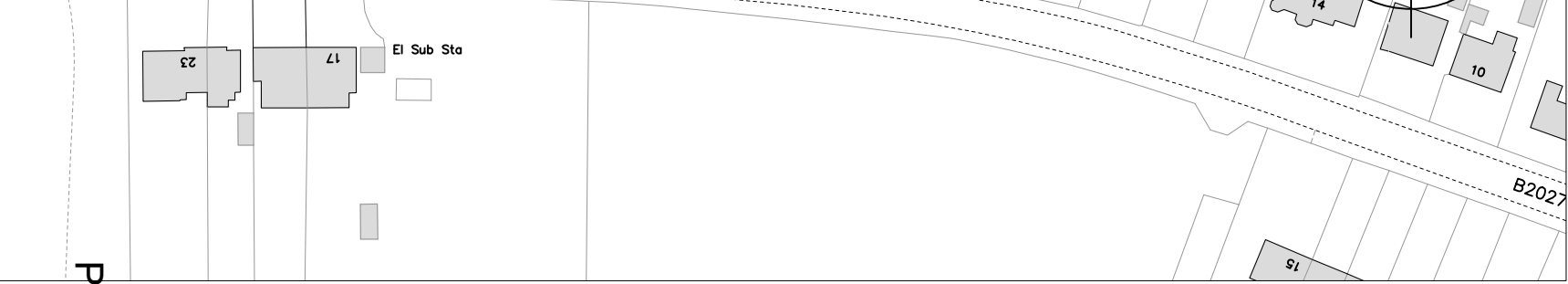
Drawing No. DD/588/08	Rev A
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Key

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- Proposed "No waiting at any time" (double yellow lines)
- Existing "School Keep Clear" (yellow zig-zags)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Existing "No waiting, Mon-Fri, 8-9am & 3-4pm" (single yellow line)
- Proposed "No waiting, Mon-Fri 9.30am-11.30am" (single yellow line)



CKS GREEN ROAD



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A	Revised to formal consultation	5/2023
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Revision	Date
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Drawn	Checked	Date
ACB	AE	12/2022

Scale 1 :1250 @ A4

Drawing No. DD/588/09	Rev A
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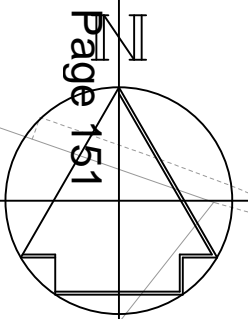
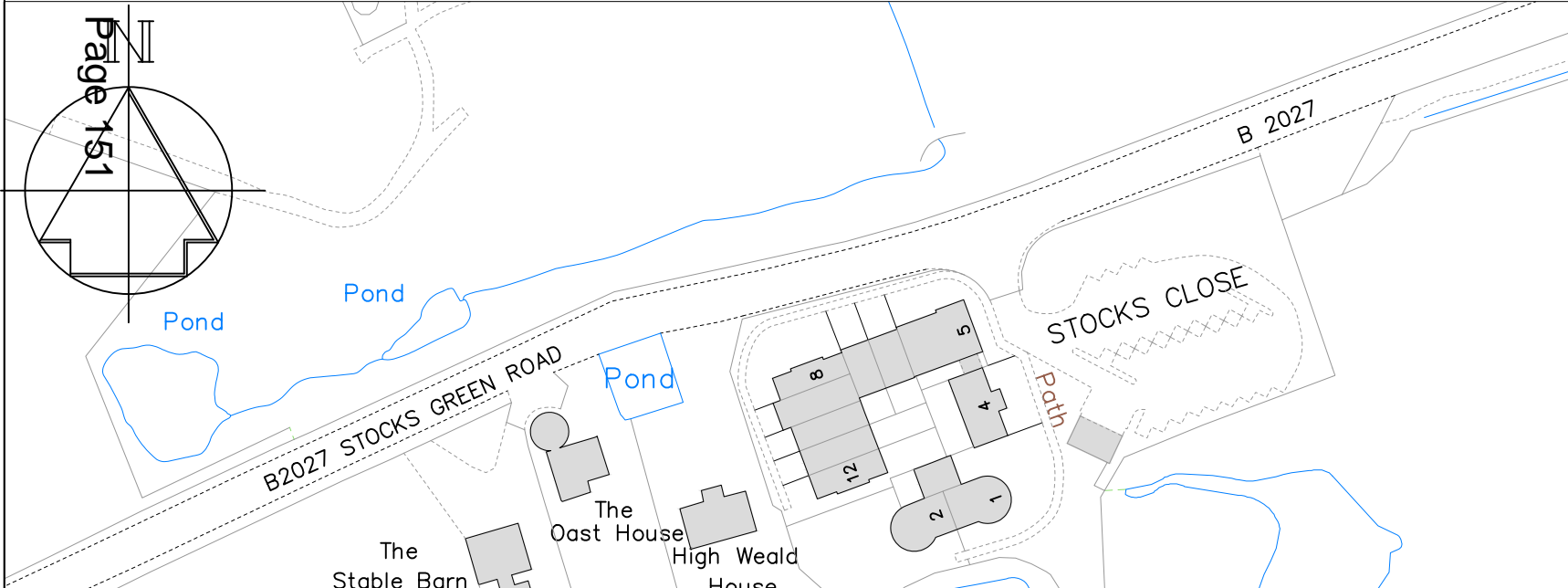
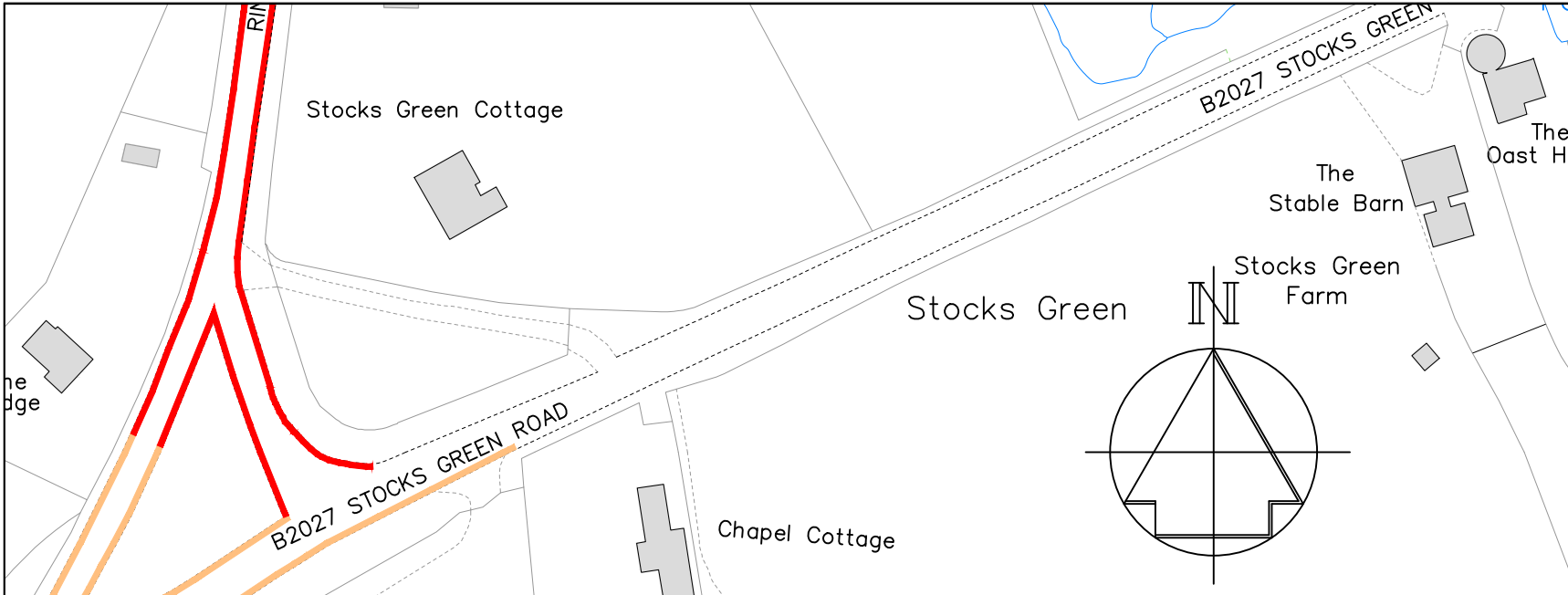
Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Hildenborough Parking Review
Formal consultation**

Drawing Title
Stocks Green Road (east end)

Key

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



A	Revised to formal consultation	5/2023
	Revision	Date

Drawn	Checked	Date
ACB	AE	12/2022

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Drawing No.	Rev
DD/588/10	A

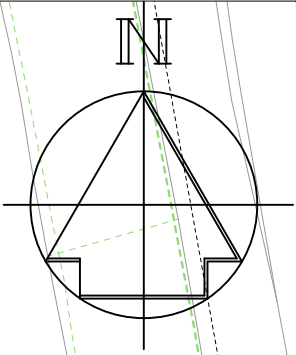


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Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522

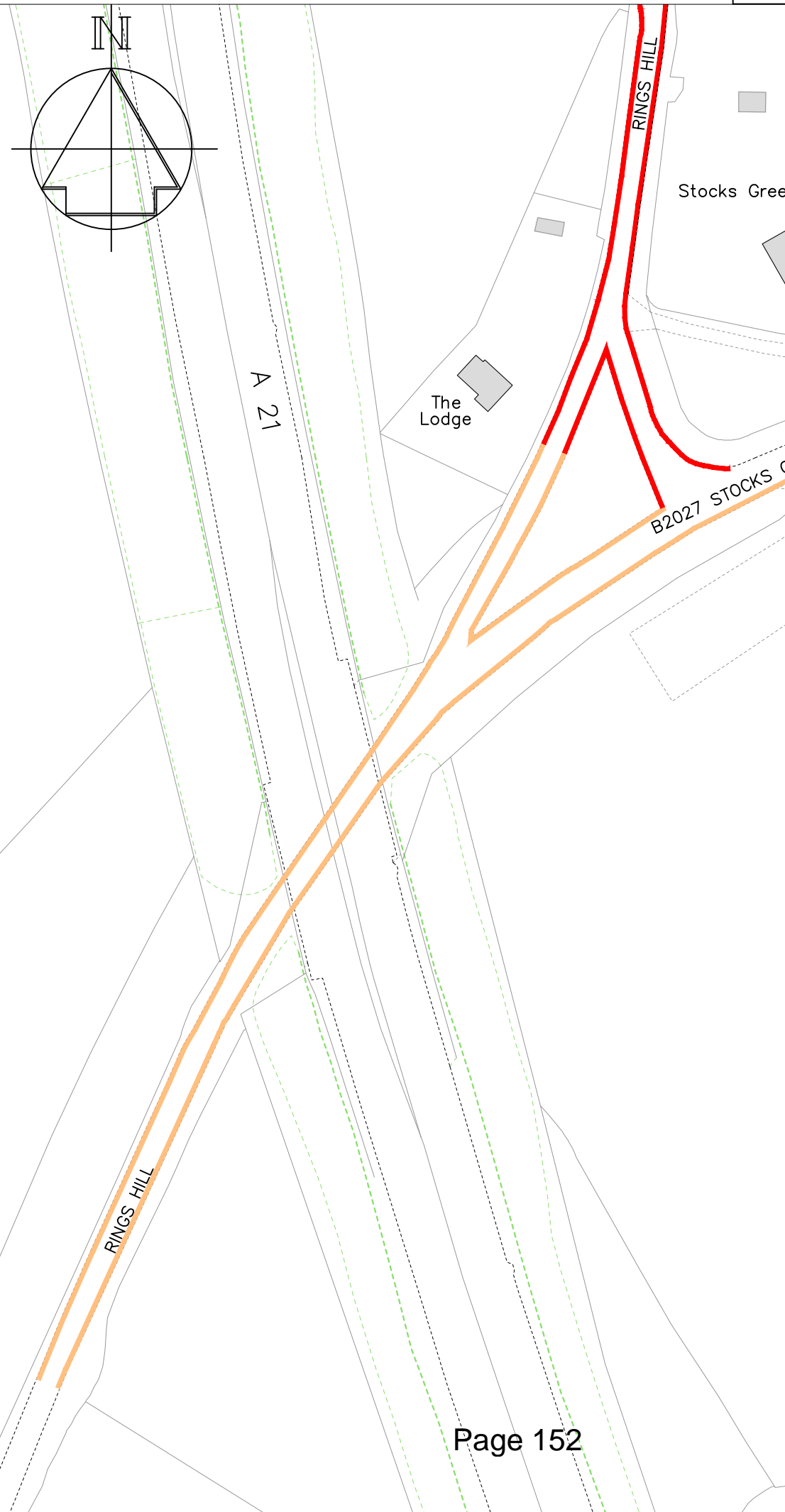
Project Title
**Hildenborough Parking Review
Formal consultation**

Drawing Title
Stocks Green Road (west)



Key

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



A	Revised to formal consultation	5/2023
	Revision	Date



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West Malling
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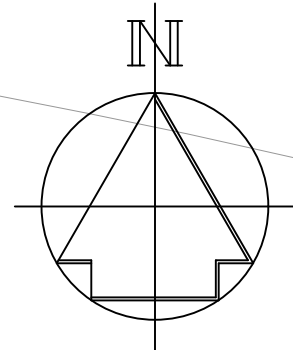
Project Title
**Hildenborough
Parking Review
Formal consultation**

Drawing Title
**Rings Hill and
Stocks Green Road**

Drawn ACB | Checked AE | Date 12/2022

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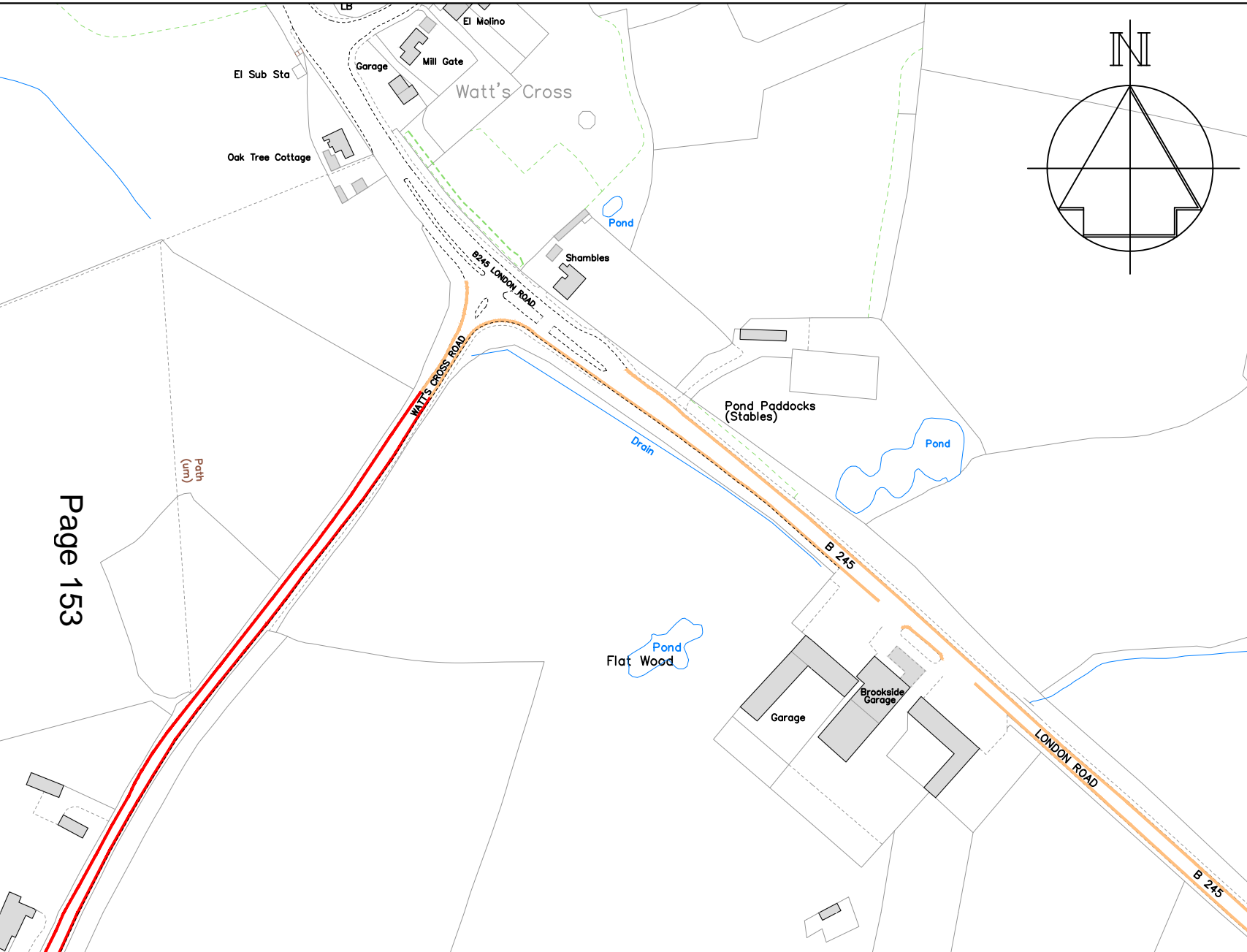
Drawing No. DD/588/11	Rev A
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Key

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

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A	Revised to formal consultation	5/2023
	Revision	Date

Drawn	Checked	Date
ACB	AE	12/2022

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Drawing No.	Rev
DD/588/12	A



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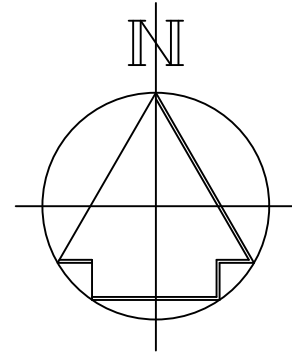
Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Hildenborough Parking Review
Formal consultation**

Drawing Title
**Watts Cross Road and
B245 London Road**

Key

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



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Little Lucy's Farmhouse
 Lucy's Farm Cottage

LOWER STREET

RINGS HILL

GP

Stocks Green

The Lodge

A 21

A	Revised to formal consultation	5/2023
	Revision	Date

Drawn	Checked	Date
ACB	AE	12/2022

Scale 1 :1250 @ A4

Drawing No.	Rev
DD/588/13	A




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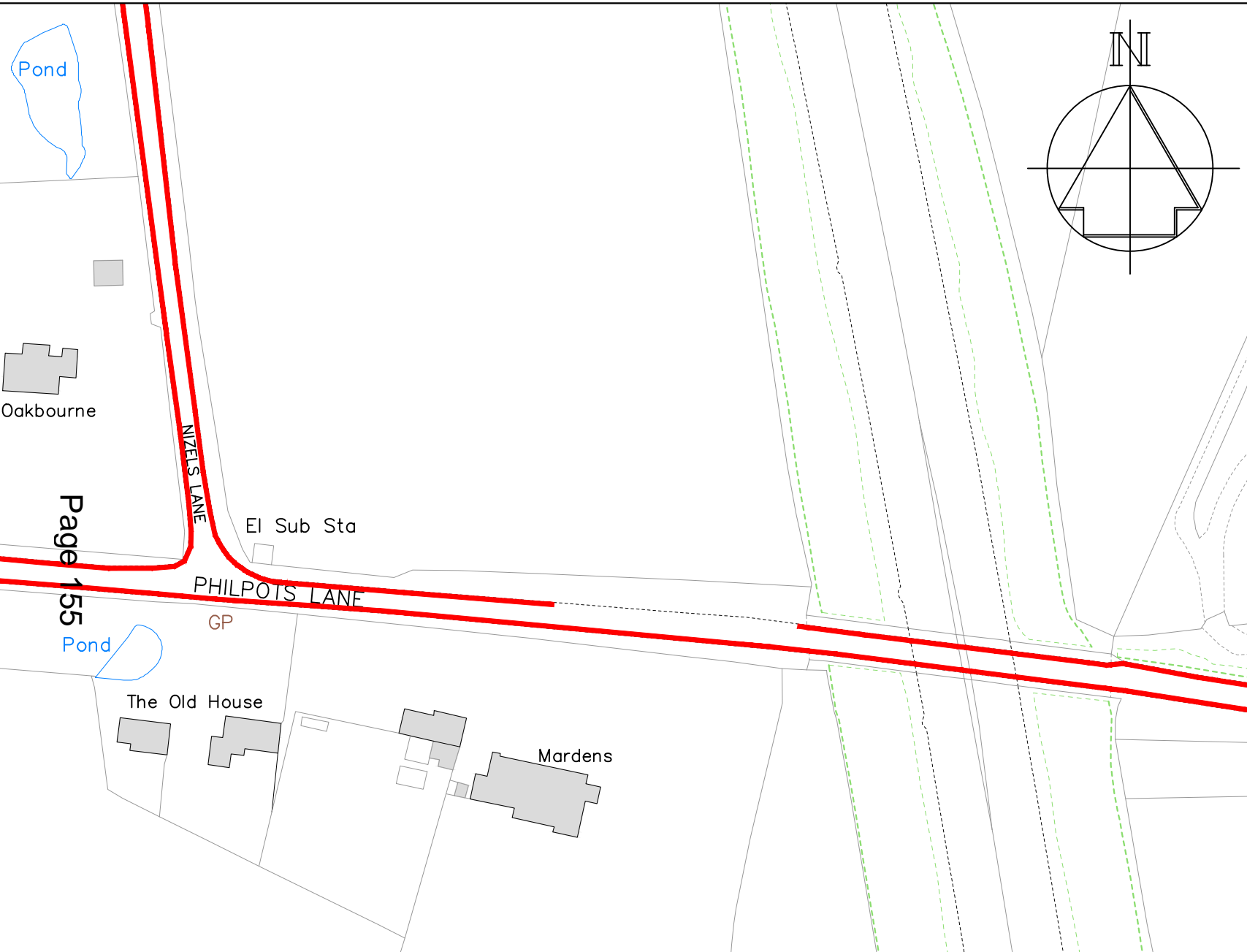
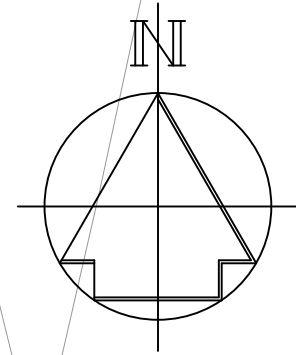
Transportation Team
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522

Project Title
 Hildenborough Parking Review
 Formal consultation

Drawing Title
 Lower Street and
 Rings Hill

Key

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



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A	Revised to formal consultation	5/2023
	Revision	Date

Drawn	Checked	Date
ACB	AE	12/2022

Scale 1 :1250 @ A4

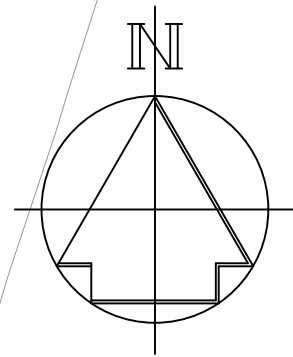
Drawing No.	Rev
DD/588/14	A




Transportation Team
 Gibson Building
 Gibson Drive
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 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

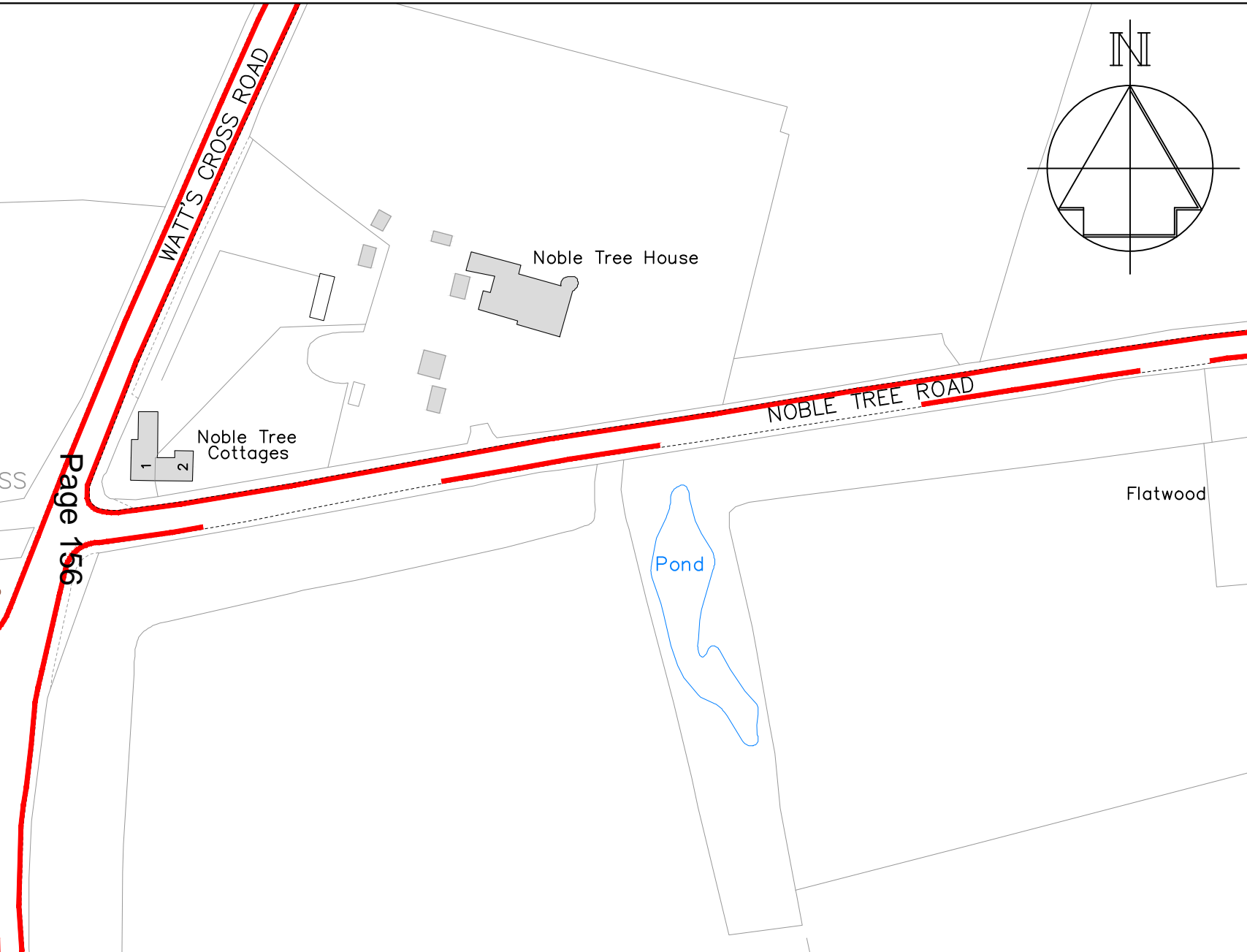
Project Title
**Hildenborough Parking Review
 Formal consultation**

Drawing Title
Philpots Lane



Key

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



A	Revised to formal consultation	5/2023
	Revision	Date

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Scale 1 :1250 @ A4

Drawing No.	Rev
DD/588/15	A



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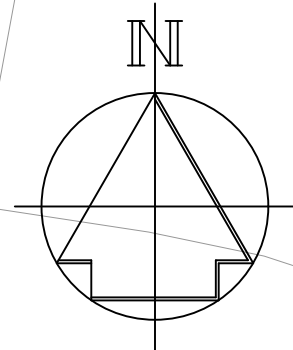
Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Hildenborough Parking Review
Formal consultation**

Drawing Title
**Noble Tree Road (west) and
Watt's Cross Road**

Key

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



Woodlands

Page 157

Flatwood

Mountains Farm Lodge

Childrens Nursery



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Kings Hill
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Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Hildenborough Parking Review
Formal consultation**

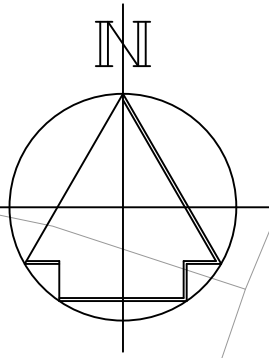
Drawing Title
Noble Tree Road (mid section)

A	Revised to formal consultation	-5/2023
	Revision	Date

Drawn	Checked	Date
ACB	AE	12/2022

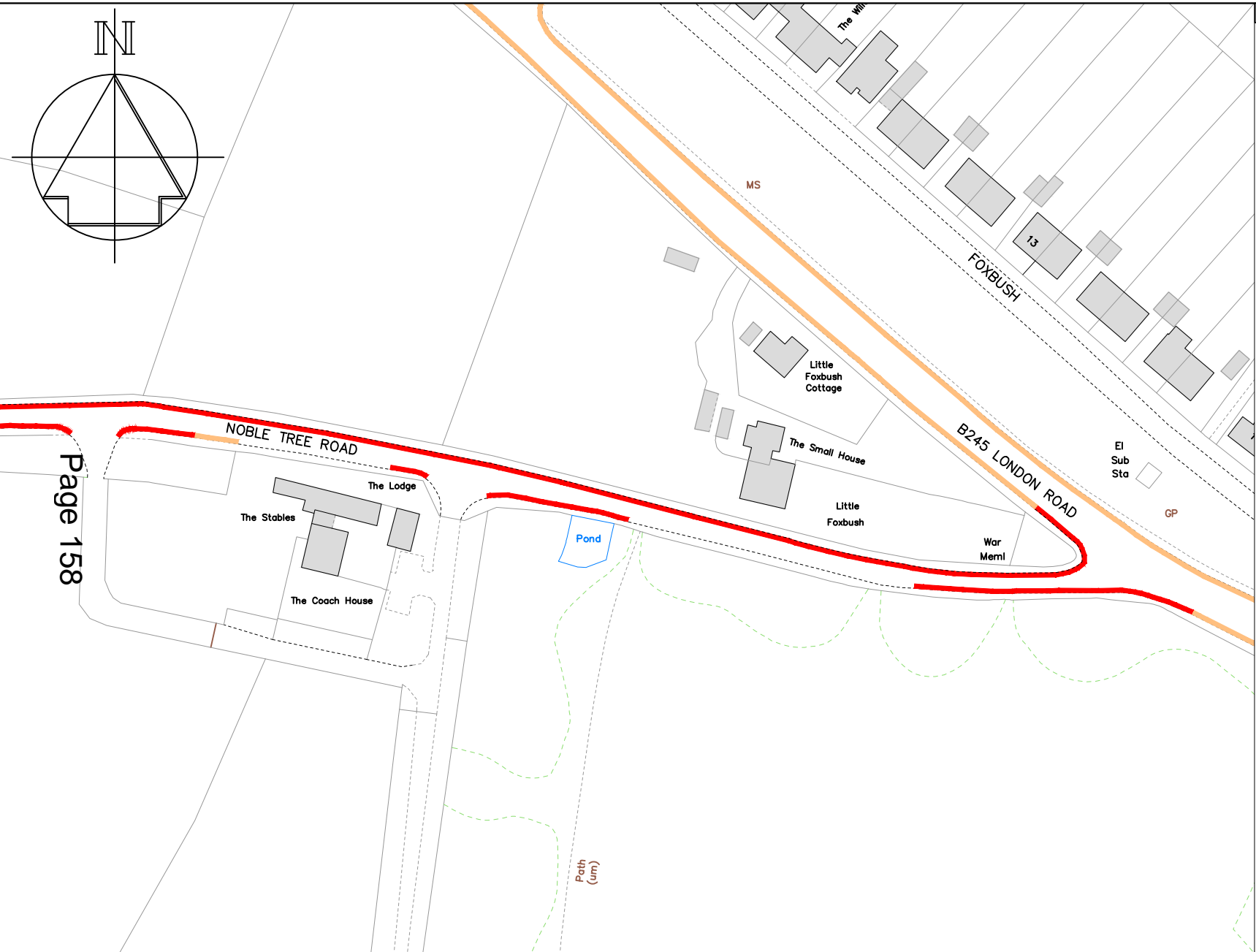
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Drawing No. DD/588/16	Rev A
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Key

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



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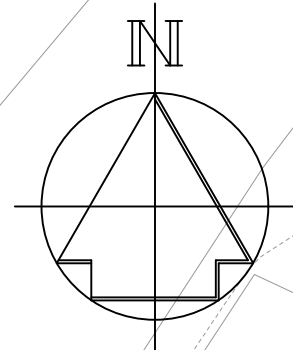
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	Revision	Date
Drawn	Checked	Date
ACB	AE	12/2022
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Drawing No.		Rev
DD/588/17		A



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 Tel: 01732 844522

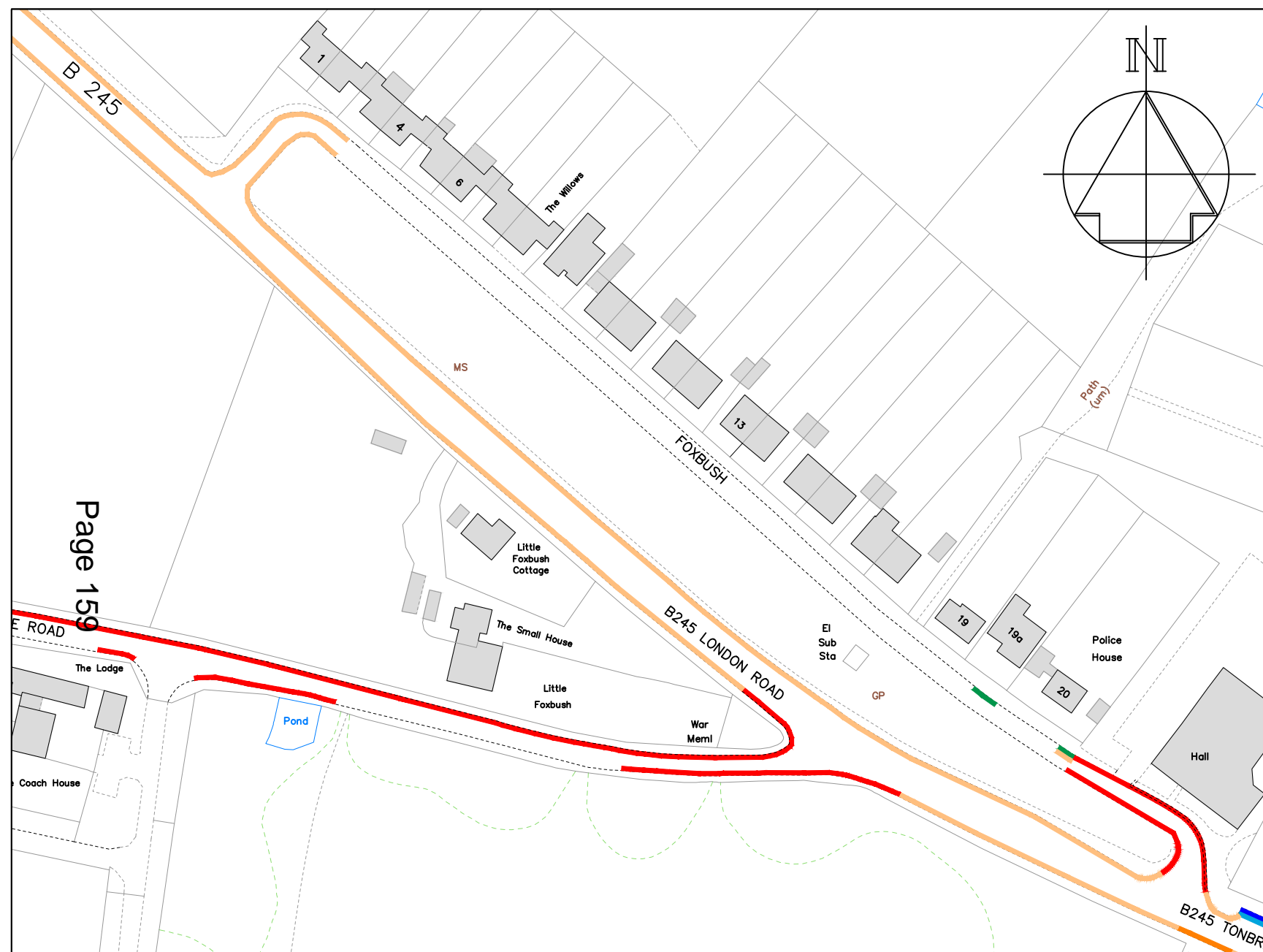
Project Title
**Hildenborough Parking Review
 Formal consultation**

Drawing Title
**Noble Tree Road (east) and B245
 London Road**



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing uncontrolled parking bay
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 2hrs, no return within 2hrs"



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A	Revised to formal consultation	5/2023
	Revision	Date
Drawn	Checked	Date
ACB	AE	12/2022
Scale 1 :1250 @ A4		
Drawing No. DD/588/18		Rev A



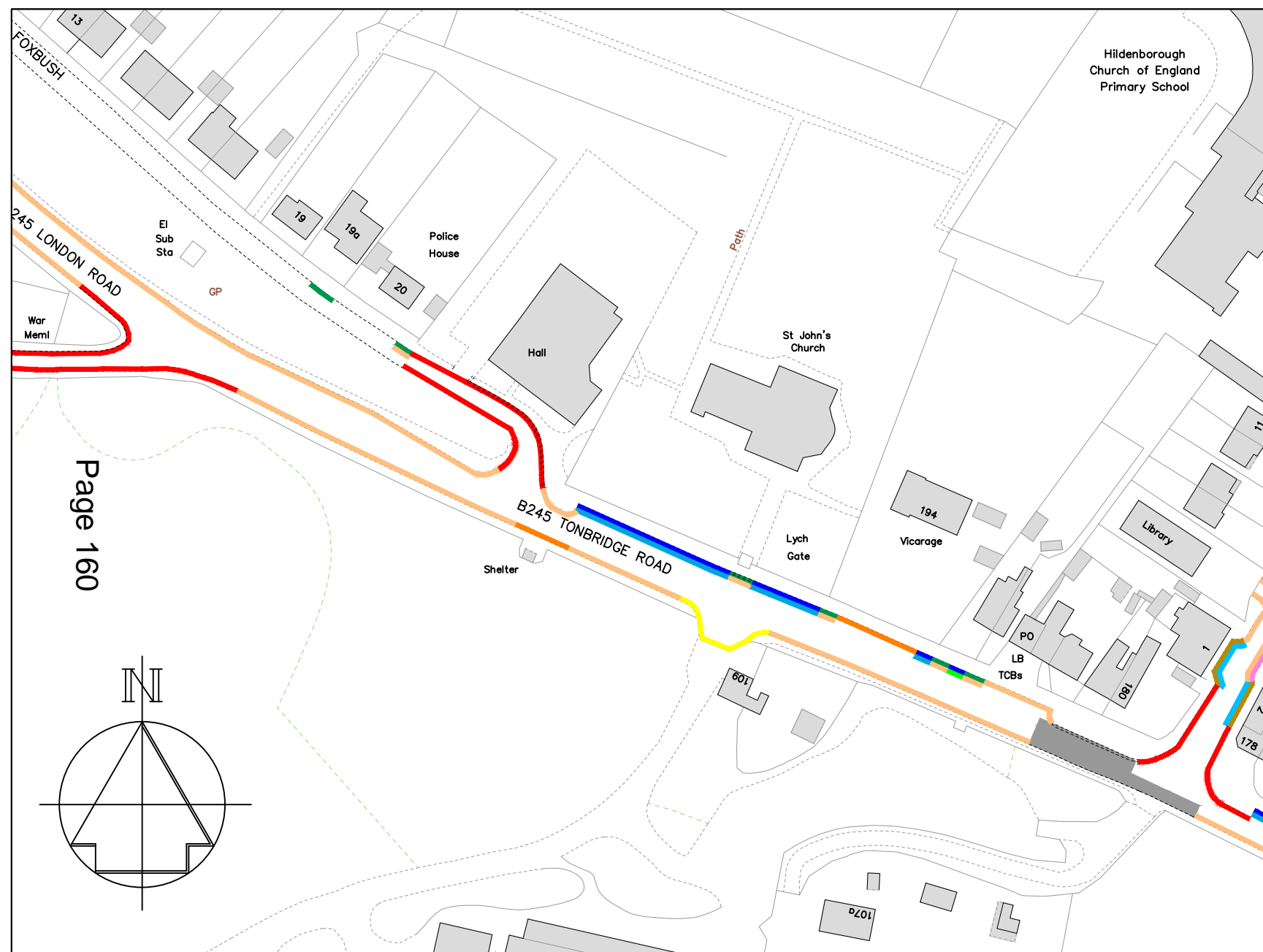
Transportation Team
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 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522

Project Title
**Hildenborough Parking Review
 Formal consultation**

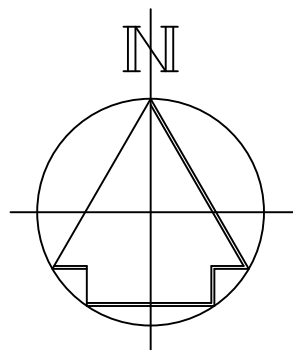
Drawing Title
B245 London Road and Foxbush

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing uncontrolled parking bay
- Existing "School Keep Clear"(yellow zig-zags)
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 2hrs, no return within 2hrs (parking bay)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 1hr, no return within 1hr (parking bay)
- Existing "Pedestrian crossing controlled zone" (white zig-zags)
- Existing "Limited waiting, Mon-Sat 8am-7pm 30mins no return 30 mins" (parking bay)



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A	Revised to formal consultation	5/2023
	Revision	Date

Drawn	Checked	Date
ACB	AE	12/2022

Scale 1 :1000 @ A4

Drawing No.	Rev
DD/588/19	A






STREETSCENE,
LEISURE &
TECHNICAL SERVICES

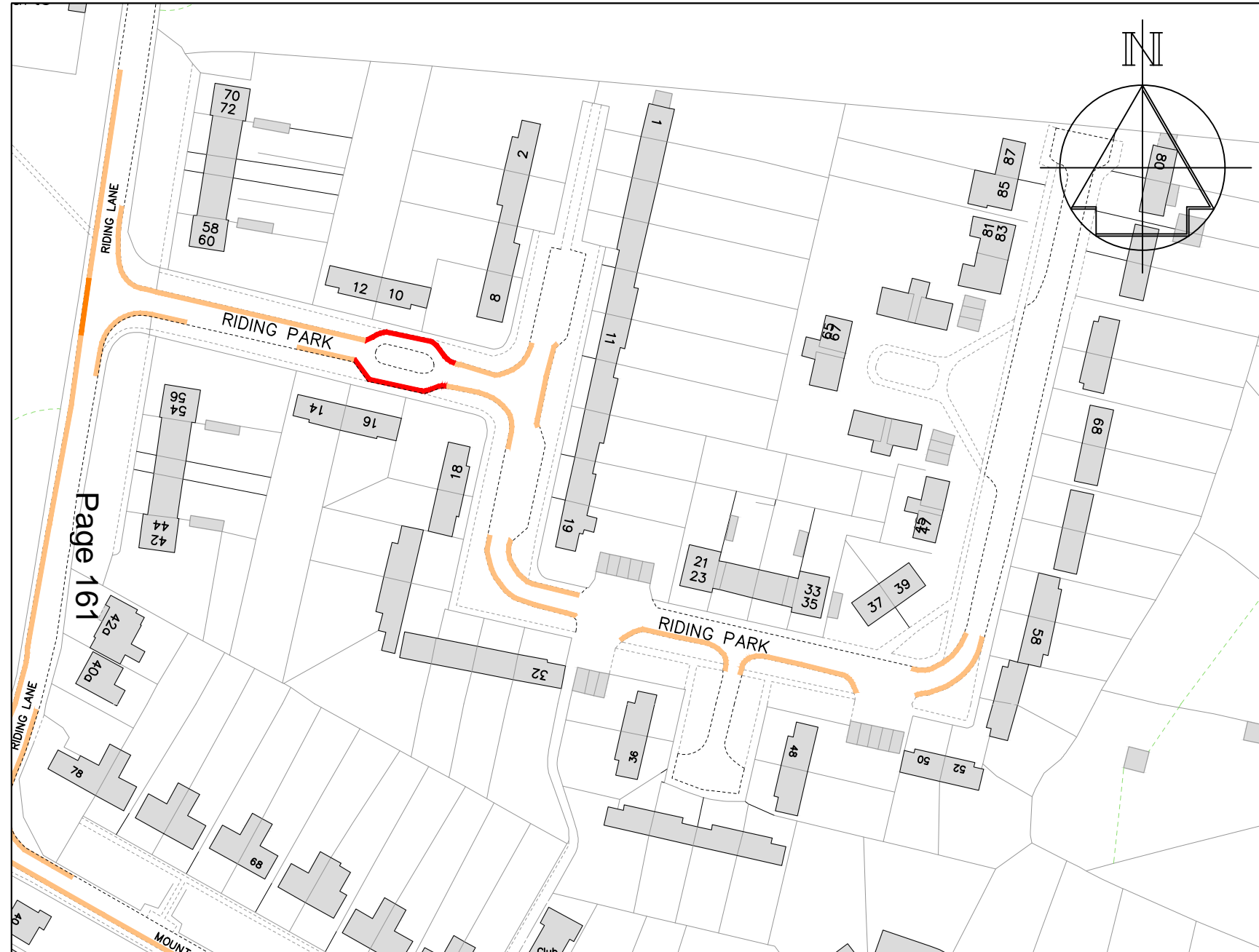
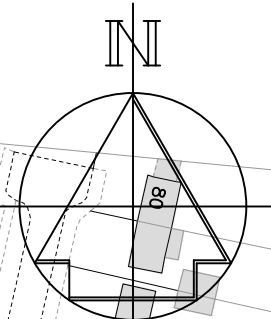
Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Hildenborough Parking Review
Formal consultation**

Drawing Title
**B245 London Road (east of
Foxbush)**

Key

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



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A	Revised to formal consultation	5/2023
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Revision	Date
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Drawn	Checked	Date
ACB	AE	12/2022

Scale 1 :1250 @ A4

Drawing No.	Rev
DD/588/20	A

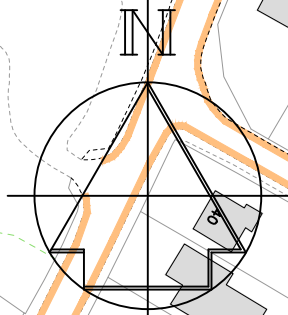


STREETSCENE,
LEISURE &
TECHNICAL SERVICES

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

Project Title
Hildenborough Parking Review
Formal consultation

Drawing Title
Riding Park



Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing uncontrolled parking bay
- Proposed "Bus stop clearway" (yellow bus stop marking)
- Existing "Advisory access protection marking" (white line)
- Proposed "Limited waiting, Mon-Sat, 8am-6pm 2hrs, no return within 2hrs"



A	Revised to formal consultation	5/2023
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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

Project Title
 Hildenborough
 Parking Review
 Formal consultation

Drawing Title
 Mount Pleasant
 (Church Road to Riding Lane)

Drawn ACB	Checked AE	Date 12/2022
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Scale 1 : 1250 @ A4

Drawing No. DD/588/21	Rev A
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To: Tonbridge & Malling Joint Transportation Board
By: KCC Highways and Transportation
Date: 5 June 2023
Subject: Kent Street Junction improvement update
Classification: Information Only

Summary: This report updates Members on the Kent Street/Malling Road highway improvements.

1.0 Introduction and background

- 1.1 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 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. This scheme was completed several years ago.

- 1.2 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.
- 1.3 Options were presented to the JTB in March 2021 with the recommendation to progress to detailed design on a scheme that would give the most amount of improvement.

2.0 Scheme update

- 2.1 Over the last 24 months, various schemes have been investigated working closely with the landowner and local Councillors with the main aim to provide better visibility at the junction. This has proved difficult due to the geometry of the junction with houses close to the main road.
- 2.2 The project has now got to a point where the design has taken into account feedback and developed proposals that widens the A228 Malling Road between Kent Street and Beech Road, this busy section is narrow and used by a large number of heavy goods

vehicles travelling between the M20 motorway, Tonbridge and Tunbridge Wells. The existing carriageway width makes it very tight when large vehicles pass each other, any incidents on this route can cause a high-level of disruption to the surrounding road network.

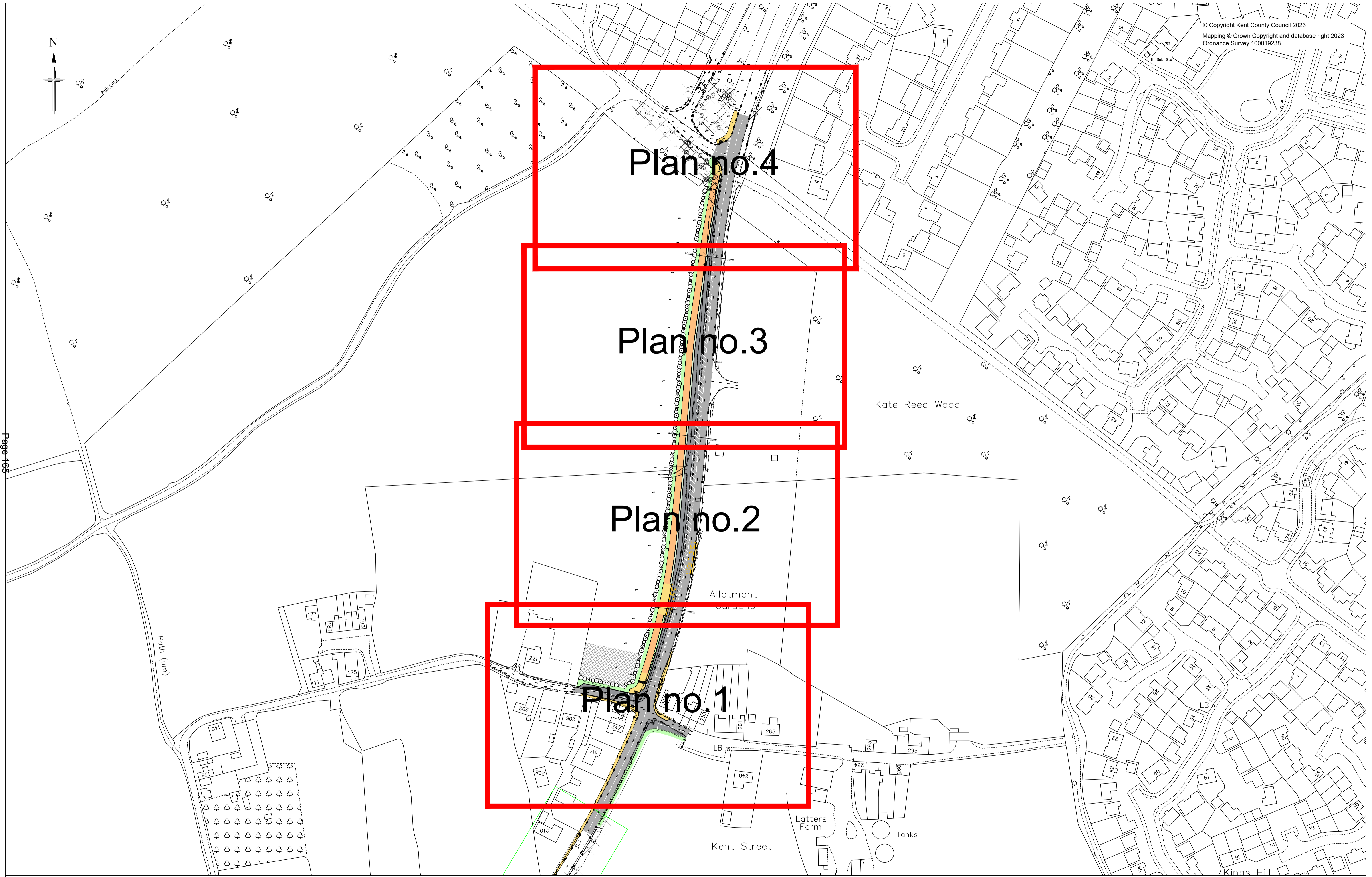
- 2.3 Both Kent Street junctions have very poor visibility for vehicles wishing to turn out onto the A228 Malling Road. This scheme also proposes the installation of traffic signals at the crossroads to assist these turning vehicles. Both Kent Street junctions will be widened to provide sufficient carriageway width for vehicles to turn in whilst another vehicle waits at the stop line. The traffic signals will also provide a pedestrian push button crossing facility across Malling Road, not only improving the area for pedestrians and cyclists but providing a vital safe link to the new bus stops proposed to the north of Kent Street.
- 2.4 The scheme also includes a 4-metre-wide shared cycle and footway on the western side of the Malling Road with a 1-metre-wide safety buffer to separate passing traffic from pedestrians and cyclists. A new footway link has recently been installed at the western end of Kent Street which joins up with the bridleway that runs around the outside of Kings Hill. This new link could result in more pedestrians and cyclists requiring a safe crossing point over the Malling Road, which the traffic signal scheme provides.
- 2.3 KCC is consulting on the proposals starting 23 May until 30 June 2023 via an online consultation ([Let's talk Kent](http://letstalk.kent.gov.uk) - letstalk.kent.gov.uk) and will also be holding 2 sessions with plans on display at Mereworth village hall on Monday June 19 between 13:30 and 16:45 and Wednesday 21 June between 18:00 and 20:00.
- 2.4 Appendix A has the consultation plans which consist of an overall layout plan, 4 more detailed drawings and a typical cross section of the cycle path.
- 2.5 The current available S106 developer funding is £743,000.
- 2.6 If supported the project is likely to commence in a phased approach pending construction costs. Widening the road and implementing the traffic signals being the first phase followed by the construction of the cycleway and footway.

Contact and report author: Jamie Watson – Senior Programme Manager - Active Travel:
email: activetravel@kent.gov.uk; Phone: Contact Centre: 03000 41 81 81

APPENDICES

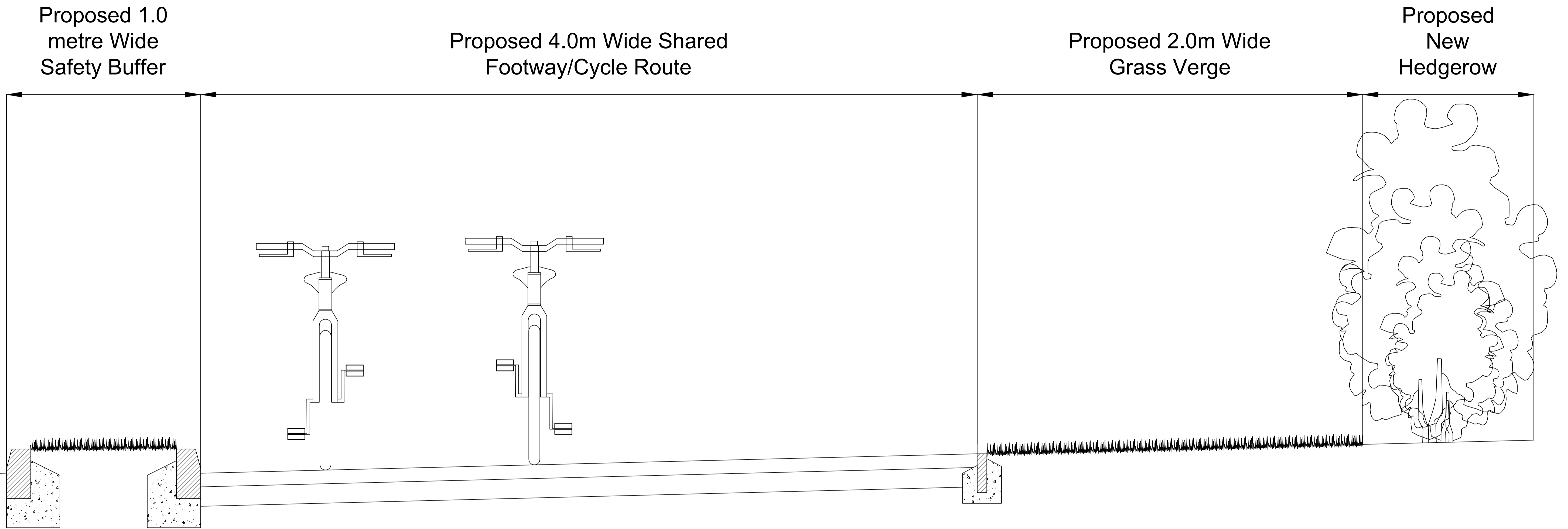
APPENDIX A

1. Kent Street consultation Plan – overall layout
2. Consultation Plan 1
3. Consultation Plan 2
4. Consultation Plan 3
5. Consultation Plan 4
6. Kent Street Consultation Plan – Typical cross section of cycle path



**A228 MALLING ROAD/KENT STREET
PROPOSED TRAFFIC SIGNAL & CYCLE ROUTE SCHEME**

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Typical Cross Section

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Gardens

Proposed 4.0m Wide Shared Footway/Cycle Route

Proposed 1.0 metre Wide Safety Buffer

Proposed Temporary Site Compound Area

Proposed Pedestrian Push Button Crossing Facility

Existing Carriageway Widened to Accommodate Traffic Signal Installation

Existing Carriageway Widened to Accommodate Traffic Signal Installation

- Proposed Footway
- Proposed 4.0m Wide Shared Route
- Proposed Carriageway Widening
- Existing Carriageway Resurfaced
- Proposed Verge

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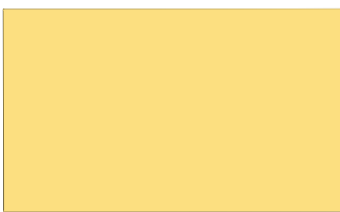



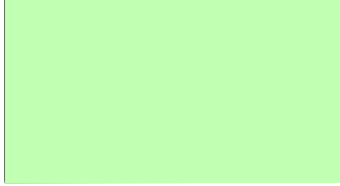
Proposed 4.0m Wide Shared Footway/Cycle Route

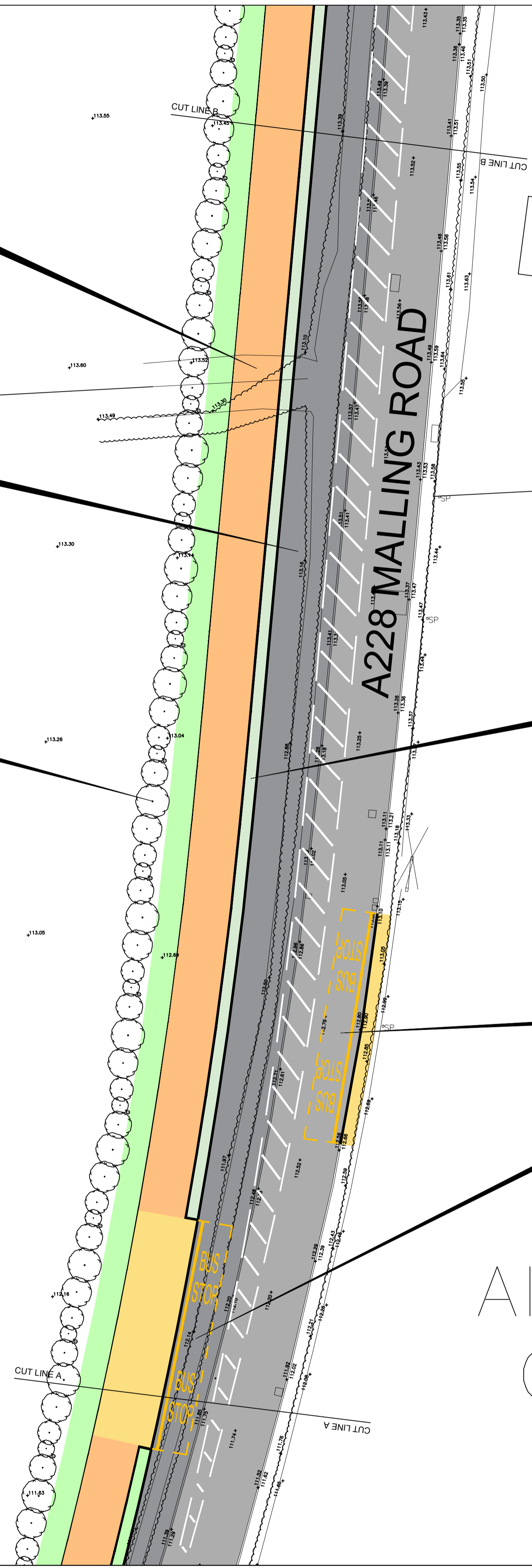
Existing Carriageway Widened to Increase Lane Width

Proposed New Hedgerow

Proposed 1.0 metre Wide Safety Buffer

Proposed New Bus Stop

-  Proposed Footway
-  Proposed 4.0m Wide Shared Route
-  Proposed Carriageway Widening
-  Existing Carriageway Resurfaced
-  Proposed Verge



Allotment Gardens

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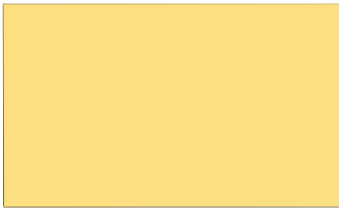
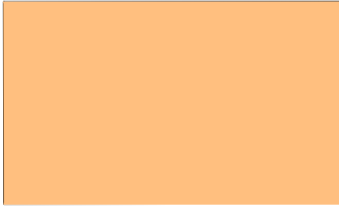

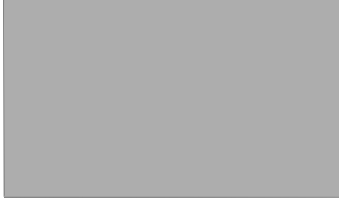
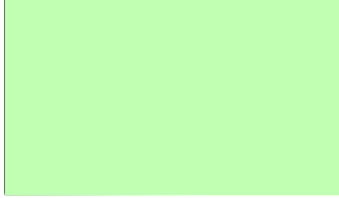


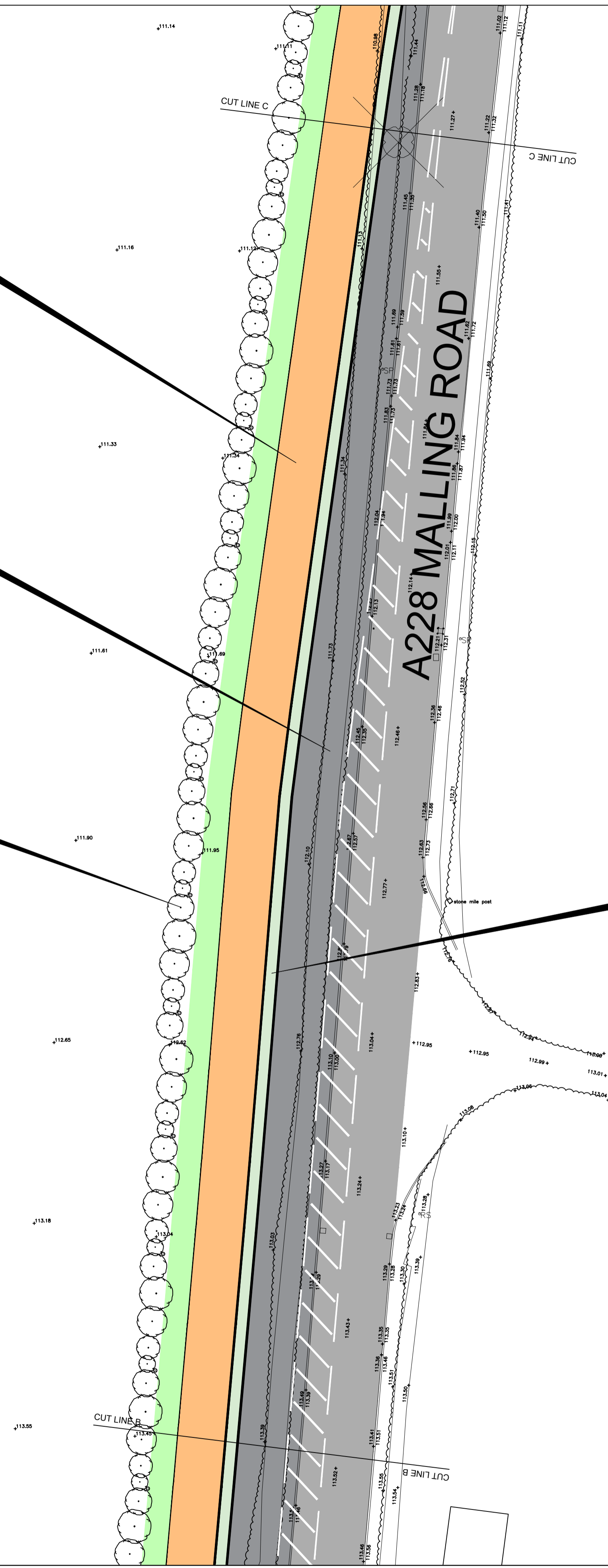
Proposed 4.0m Wide Shared Footway/Cycle Route

Existing Carriageway Widened to Increase Lane Width

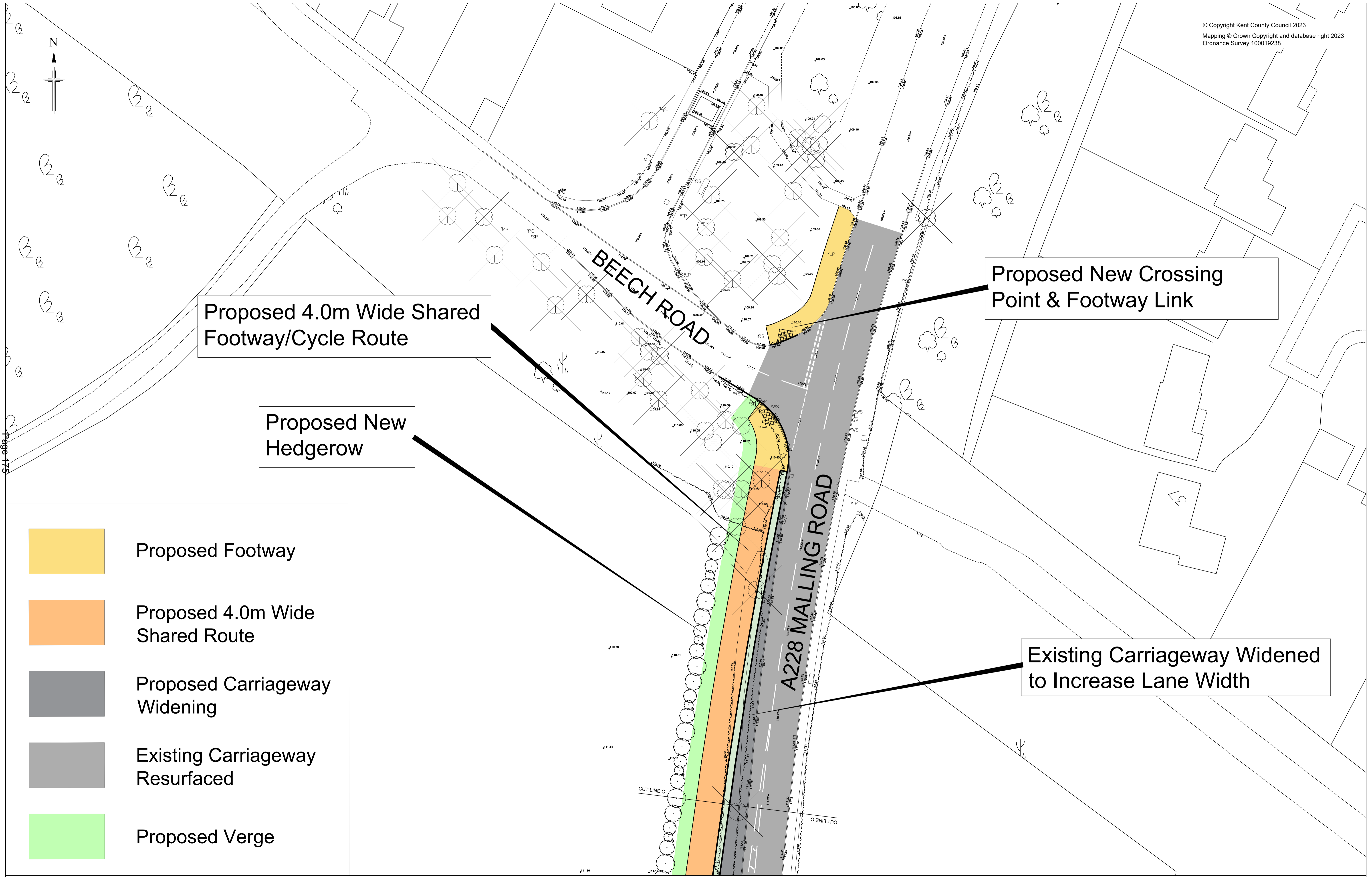
Proposed New Hedgerow

Proposed 1.0 metre Wide Safety Buffer

-  Proposed Footway
-  Proposed 4.0m Wide Shared Route
-  Proposed Carriageway Widening
-  Existing Carriageway Resurfaced
-  Proposed Verge



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Proposed 4.0m Wide Shared Footway/Cycle Route

Proposed New Crossing Point & Footway Link

Proposed New Hedgerow

Existing Carriageway Widened to Increase Lane Width

- Proposed Footway
- Proposed 4.0m Wide Shared Route
- Proposed Carriageway Widening
- Existing Carriageway Resurfaced
- Proposed Verge

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To: Tonbridge and Malling Joint Transportation Board
By: KCC Highways and Transportation
Date: 5th June 2023
Subject: Highways Forward Works Programme: 2022/23 and 2023/24
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 2022/23 and 2023/24.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. This reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2022/23 - 2023/24. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too is in need of revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified..

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, inflationary pressures such as material price increases, conflicting works, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

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**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway 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	Senior Highway Manager West Kent
Andy Watson	Tonbridge and Malling Highway Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Helen Rowe	Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic Operations and Technology Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Road Safety and Active Travel Group Manager

Appendix A – Footway and Carriageway Improvement Schemes

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

Surface Treatments - Contact Officer Jonathan Dean			
Micro Surfacing			
Road Name	Parish	Extent of Works	Current Status
PEMBURY ROAD	Tonbridge	Quarry Hill Road to Woodgate Way	Programmed for July 2023
OAK DRIVE	Ditton	Small section missed	Programmed for July 2023
NEWTON AVENUE	Tonbridge	Whole Length	Programmed for July 2023
PRIESTLY DRIVE	Tonbridge	Whole Length	Programmed for July 2023
MEDWAY MEADOWS	East Peckham	Whole Road	Programmed for July 2023
LUCKS HILL	West Malling	Broadwater to Station Approach	Programmed for July 2023
Surface Dressing			
Road Name	Parish	Extent of Works	Current Status
STOCKS GREEN ROAD	Hildenborough	From Leigh Road to A21	Programmed for July 2023
A229 BLUE BELL HILL	Aylesford	Northbound Cobtree Roundabout to Lord Lees Roundabout	Programmed for the 16 th July 2023
UPPER HAYESDEN LANE (BROOK STREET)	Tonbridge	A21 Overbridge to A26 (Inc Brook Street)	Programmed for July 2023
Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status

A26 Tonbridge Road	Mereworth	Alders roundabout and approaches	Completed
A228 Malling Road	Birling	Between Leybourne Way and Ham Hill roundabout	Completed
High Street	Snodland	Rocfort Road to beyond the train station	Completed
A20 London Road	Wrotham	Between roundabouts with A227 Gravesend Road and Old Coach Road	Programmed 3 rd May 2023
High Street	Aylesford	The Friars to Forstal Road	Programmed 14 th June 2023
A25 Borough Green Road	Borough Green	Western Road to Dark Hill Roundabout	Programmed 5 th June 2023
Footway Improvements – Contact Officer Mr Neil Tree			
Priory Grove	Aylesford	<u>Footway Reconstruction</u> Full Extents.	Designed and to be programmed.
Turner Road	Tonbridge	<u>Footway Reconstruction</u> Extents to be determined during design stage.	To be designed and programmed.
Fosse Road	Tonbridge	<u>Footway Protection</u> Entire extents	Designed and to be programmed.
Havelock Road	Tonbridge	<u>Footway Protection</u> From the junction with Hawden Road to Lansdowne Road	Designed and to be programmed.
Hawden Road	Tonbridge	<u>Footway Protection</u> From the junction with Havelock Road to Houselands Road	Designed and to be programmed.

Houselands Road	Tonbridge	<u>Footway Protection</u> From the junction with The Crescent to Havelock Road	Designed and to be programmed.
Lansdowne Road	Tonbridge	<u>Footway Protection</u> From the junction with High Street to Lodge Road	Designed and to be programmed.
Lodge Road	Tonbridge	<u>Footway Protection</u> From the junction with Lansdowne Road to Hawden Road	Designed and to be programmed.
Stafford Road	Tonbridge	<u>Footway Protection</u> From the junction with The Slade to Hawden Road	Designed and to be programmed.
The Avenue	Tonbridge	<u>Footway Protection</u> From the junction with Havelock Road to Lodge Road	Designed and to be programmed.
The Crescent	Tonbridge	<u>Footway Protection</u> From the junction with Houselands Road to Havelock Road	Designed and to be programmed.
The Slade	Tonbridge	<u>Footway Protection</u> From the junction with Stafford Road to the car park	Designed and to be programmed.
Wordsworth Way	Aylesford	<u>Footway Protection</u> Entire extents	Designed and to be programmed.
Sassoon Close	Aylesford	<u>Footway Protection</u> Entire extents	Designed and to be programmed.
A20 London Road	Malling West	<u>Footway Protection</u> from the M26 Roundabout to	Designed and to

		A227/Bull Lane Roundabout	be programmed.
Sevenoaks Road	Borough Green	<u>Footway Protection</u> From approximately No. 104 Sevenoaks Road to West Bank Lodge	Designed and to be programmed.
Rings Hill	Hilddenborough	<u>Footway Protection</u> From the junction with Noble Tree Road to Hildenborough railway Station	Designed and to be programmed.

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Earl Bourner			
Road Name	Parish / Town	Description of Works	Current Status
London Road	Larkfield	Flooding at junction with New Road. Defects in pipework have already been addressed, existing soakaways likely to require further work as they can be overwhelmed in heavy or prolonged rainfall	Additional cleansing and CCTV survey proposed to expand survey area between New Road and New Hythe Lane – job passed to contractor.
Sevenoaks Road	Borough Green	Various drainage works and kerbing works between No. 39 and No. 88 to remedy defects with ironwork and reduce flood risk to properties.	Works Completed
Malling Road	Snodland	Requires cat and sonde to locate buried manhole approx 25.3m away from manhole on footway opposite shell garage. Uncover manhole and raise ironwork to the footway level. Jetting unit required to jet pipework from hidden manhole towards roundabout to clear any blockages then camera pipework to check for any defects or any more manholes further downstream.	CCTC and jetting works completed. Job Passed to Contractor Programmed to commence on 20/04/2023 for 2 Days Works continued to clear out ditch and install fence around ditch to complete the works.

London Road	Wrotham	Dig out 30m length of ditch (approx 1m deep and 1.5m wide) Opposite Nepicar Park. Clear headwall and dig out approx 300mm under outlets / inlets in headwall. Approx half of the digout/spoil can be banded up either side of the ditch and the rest will require to be taken away from site and disposed of. Approx 30m of hedge / verge requires cutting back to access the ditch.	Works Completed
Mitchell Road	Kings Hill	Take up and set aside approx 3m X 0.8m of blocks on driveway / carriageway for reuse. Crew required to install 9m of new 225mm pipework between Catchpit outside No.11 outfalling to the soakaway. After pipework has been installed, reinstate the driveway, and re-lay blocks like for like.	Works Completed
Blackmans Lane	Hadlow	Dig out 50m of ditch between No.7 and Blackmans Farm and approx 14m of ditch requires digging out opposite The Poplars. Clear any headwalls and dig out approx 300mm under outlets / inlets in headwalls. Digout/spoil to be taken away from site and disposed of. After ditches have been dug out, install x6 verge marker posts the first 20m from headwall opposite No.7.	Works Completed
Tolsey Mead	Borough Green	Cleanse and jet 3 catchpits, 4 interceptors and cleanse / digout 3 Soakaways. CCTV and rootcut line between soakaway in garden of No.1 to gully on Wye Road junction with Tolsey Mead. Confined space crew required to enter soakaways to jet clear any weep holes or deep bore liners, soakaways are approx. 4.5m deep. Confirm system layout and identify any defects or restrictions. Report back any defects found.	Works Completed

Pizien Well Road	Wateringbury	Required to replace first metre of pipework from acco channel with 150mm pipework and reinstate to existing carriageway as per standard drawing KCC-HTW-700-002 (Road Type 4)	Works Completed
St Leonards Street	West Malling	Works required to undertake various drainage repairs and minor improvement works at St Leonards Street to reduce risk of flooding of the highway and adjacent areas.	Works Completed
Nizels Lane	Hildenborough	Crew required to dig out 10m length of ditch outside Mansers Farm, clear headwall and dig out approx 300mm under outlets / inlets in headwall. Digout/spoil to be neatly spread along the carriageway edge to form a bund. Broken section of headwall requires removing and replacing with a new brick build headwall (Width 1m X Height 0.4m) KCC-HTW-500-040 to protect end of pipework (Inlet)	Works Completed
Tonbridge Road	Wateringbury	Civils crew required to remove gully pot, grate and frame located between Old Road and No.337 and replace with new brick build gully KCC/HTW/500/010 with new gully grating and frame (D400 600x600mm grating x 150mm high) connect existing pipework into new gully and assure there is a minimum of 500mm sump below inlet and outlet pipework. Reinstate to existing carriageway as per standard drawing KCC-HTW-700-002 (Road Type 1)	Works Completed
Waveney Road	Tonbridge	Civils crew required to take up approx 1m x 4m of carriageway around gully opposite junction with Tyne Road to remove large crack in carriageway, gully grate and frame will require releveling flush to 3mm under carriageway level. Crew required to replace first 3.5m of pipework from gully and replace 1.5m section 8m from gully, replace these sections with 150mm uPVC drain on bed type z to KCC/HTW/500/051, average	Works Completed

		depth to invert not exceeding 1.0m. Civils crew also required to replace first 2m of pipework from gully opposite bus stop with 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m. Replace any yellow / white lines taken out. Reinststate the carriageway as per standard drawing KCC-HTW-700-002 (Road Type 4)	
Barden Road	Tonbridge	Civils crew required to install new Precast concrete / uPVC trapped gully, 750mm deep to invert as KCC/HTW/500/009, including grating and frame outside No.100/102 and install 6.5m of 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m from new gully outside No.100/102 outfalling to gully junction with Gladstone Road. Replace any yellow / white lines taken out. Reinststate the carriageway as per standard drawing KCC-HTW-700-002 (Road Type 4)	Job Passed to Contractor Programmed to commence on 17/04/2023 for 4 Days.
Long Mill Lane	Platt	Drainage improvement works near Blue Anchor PH comprising reconstruction of existing road gullies and catchpits and upsizing of main carrier pipe from 150mm to 225mm and removal of any silt at the outfall in the pond.	Job Passed to Contractor
Addington Lane	Trottiscliffe	Civils crew required to take up and dispose off site 5x grip clad and frames between Ford Lane and Woodgate Road and replace all with D400 hinged gully grating and frame (450mm x 450mm) replace any white lines taken out.	Job Passed to Contractor
Bull Lane	Aylesford	Civils crew required to take up and dispose off site 1x gully frame approx 30m up road from opposite the junction with Hawkes Road and replace with D400 hinged gully grating and frame (450mm x 450mm) replace any double yellow lines taken out.	Job Passed to Contractor

High Street	Aylesford	Civils crew required to take up and dispose off site 1x gully frame outside No.115 and replace with D400 hinged gully grating and frame (450mm x 450mm)	Job Passed to Contractor
The Street	Ryarsh	Civils crew required to take up and dispose off site 2x grip clad and frames outside and opposite No.86 and replace both with D400 hinged gully grating and frame (450mm x 450mm x 100m) replace any white lines taken out.	Job Passed to Contractor
Woodgate Road	Addington	Civils crew required to take up and dispose off site 3x grip clad and frames outside No.13, 16 and 20 and replace all with D400 hinged gully grating and frame (450mm x 450mm x 100m) replace any white lines taken out.	Job Passed to Contractor
Wrotham Water Road	Wrotham Heath	Civils crew required to take up and dispose off site 1x grip clad and frame junction with Ford Lane and replace with D400 hinged gully grating and frame (450mm x 450mm x 100m)	Job Passed to Contractor

Appendix C – Street Lighting

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Location	Description of Works	Status
Sheldon Way JSBJ008	Larkfield	Replacement of Lamp Column	Completion by end September 2023
Taddington Wood Lane JTAA006	Walderslade	Replacement of Lamp Column	Completion by end September 2023
Parkway JPAL002	Tonbridge	Replacement of Lamp Column	Completion by end September 2023
Willowside JWDP022	Snodland	Replacement of Lamp Column	Completion by end September 2023
New Hythe Lane JNAG008	Larkfield	Replacement of Lamp Column	Completion by end September 2023
Lunsford Lane JLDD030	Larkfield	Replacement of Lamp Column	Completion by end September 2023
Robin Hood Lane JRBB013	Walderslade	Replacement of Lamp Column	Completion by end September 2023
New Hythe Lane JNAG015	Larkfield	Replacement of Lamp Column	Completion by end September 2023
Russet Way JRDF003	Kings Hill	Replacement of Lamp Column Concrete preventing works	Completion by end September 2023
Beddow Way JBAS004	Aylesford	Replacement of Lamp Column	Completion by end September 2023
Phoenix Drive JPDD025	Wateringbury	Replacement of Lamp Column	Completion by end September 2023
London Road JLCB003	East Malling	Replacement of Lamp Column	Completion by end September 2023
London Road JLCB004	East Malling	Replacement of Lamp Column	Completion by end September 2023
London Road JLCC002	East Malling	Replacement of Lamp Column	Completion by end September 2023

Pippin Way JPDO007	Kings Hill	Replacement of Lamp Column	Completion by end September 2023
Ightham By-pass JIAD007	Ightham	Replacement of Lamp Column. Concrete preventing works.	Completion by end September 2023
London Road JLCC003	East Malling	Replacement of Lamp Column	Completion by end September 2023
London Road JLCC012	East Malling	Replacement of Lamp Column	Completion by end September 2023
Discovery Drive JDBP020	Kings Hill	Replacement of Lamp Column	Completion by end September 2023
London Road JLCB001	East Malling	Replacement of Lamp Column	Completion by end September 2023
Robin Hood Lane JRBB108	Walderslade	Replacement of Lamp Column	Completion by end September 2023
Bradbourne Lane JBCQ015	Ditton	Replacement of Lamp Column	Completion by end September 2023
Fernleigh Rise JFAS011	Ditton	Replacement of Lamp Column	Completion by end September 2023
Linkway JLBI001	Ditton	Replacement of Lamp Column	Completion by end September 2023
Medina Road JMBP006	Ditton	Replacement of Lamp Column	Completion by end September 2023
Nursery Road JNBH005	Ditton	Replacement of Lamp Column	Completion by end September 2023
Three Elms Lane JTCN013	Golden Green	Replacement of Lamp Column	Completed
Borough Green Road JWCQ009	Wrotham	Replacement of Lamp Column	Completion by end September 2023
London Road JLCC010	East Malling	Replacement of Lamp Column	Completed
Kits Coty Slip Road JCBD009	Bluebell Hill	Replacement of Lamp Column	Completion by end September 2023
Primrose Drive JPCM002	Ditton	Replacement of Lamp Column	Completion by end September 2023
Thackeray Road JTAS001	Larkfield	Replacement of Lamp Column	Completion by end September 2023

Thackeray Road JTAS010	Larkfield	Replacement of Lamp Column	Completion by end September 2023
Thackeray Road JTAS019	Larkfield	Replacement of Lamp Column	Completion by end September 2023
Lunsford Lane JLDD032	Larkfield	Replacement of Lamp Column M20 motorway closure required	Completion by end September 2023
Station Road JSDI006	Ditton	Replacement of Lamp Column	Completion by end September 2023
Wrotham Heath R-A-B JUAQ023	Wrotham	Replacement of Lamp Column	Completion by end September 2023
Wrotham Road JWCP013	Wrotham	Replacement of Lamp Column. Brick wall built around column. UKPN refused to carry out any works as no access to electric supply. Wall will need to be removed and a new column moved to the opposite side of the road. Wall removal will need to be agreed with homeowner.	Completion TBA.
Tonbridge Road JTDB008	Wateringbury	Replacement of Lamp Column	Completed
Maidstone Road JTCU007	Hadlow	Replacement of Lamp Column	Completed
Western Road JWBA004	Borough Green	Replacement of Lamp Column	Completion by end September 2023
London Road JLCC005	East Malling	Replacement of Lamp Column	Completion by end September 2023

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Tonbridge and Malling borough, in order to meet Kent County Council's 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 27.04.23.

Local Transport Plan Funded Schemes –		
Road Name	Description of Works	Current Status
Casualty reduction measures (reactive) – Tonbridge and Malling		
A228 Branbridges Road / A228 Whetsted Road, East Peckham	Replace damaged / missing warning & direction signs	Complete, Q1 2023
A228 Hale Street Bypass / A228 Branbridges Road, East Peckham	Replace damaged / missing warning & direction signs	Complete, Q1 2023
A26 Tonbridge Road, Hadlow	Installation of speed camera signs following stage 3 road safety audit	Design, expected completion Q2 2023
LTP Schemes Tonbridge and Malling		
Hadlow Road, Tonbridge	Footway widening between Mill Lane and Mill Crescent	Ordered, expected completion Q2 2023
High Street, Wouldham	Experimental scheme to address traffic concerns on High Street, Wouldham	Ordered, expected completion Q2 2023

Externally Funded Schemes

The Schemes Planning & Delivery team is implementing schemes within Tonbridge and Malling Borough funded by external corporations whilst still meeting Kent County Council's strategic targets with the road network.

THERE ARE NO PROJECTS OF THIS TYPE TO REPORT

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
New Court Road – Access to development site at Bell Lane Burham	TO004048	Burham	Bellmouth Access	Undergoing technical review Contact Officer: Alan Aston
New Road – j/w A20 London Road, East Malling	TO004047	East Malling	Junction improvement required by planning consent	Undergoing Technical Review
Access off Chapelfield, Hermitage Lane	TO004042	Aylesford	Access to be created for further development and spine linking to access adj Barming Station, Hermitage Lane	Technical Acceptance issued Contact Officer: Sarah Parris
River Walk and New Wharf Road, rear of 78-80 High Street, Tonbridge	TO004041	Tonbridge	Access to retirement living apartments	Awaiting full submission
Coldharbour Lane, Aylesford	TO004039	Aylesford	Realignment of access road north of aylesford interchange and access to industrial site	Undergoing Technical Review Contact Officer: Claremarie Vine
A20 London Road West Malling, Land west of Winterfield Lane	TO004038	West Malling	New access to development, footway works and changes to signalised junction at winterfield Lane	Undergoing Technical Review
Lower Haysden Lane, Tonbridge	TO004037	Tonbridge	Amended junction layout at Lower Haysden Lane/Brook Street to incorporate development access	Undergoing Technical Review
Access for Centenary Village, Hermitage Lane	TO004036	Aylesford	New Bellmouth Access	Works Complete Contact Officer: Sarah Parris
Access Adj, Barming Station, Hermitage Lane	TO004034	Aylesford	New access and footway/cycleway works	Undergoing Technical Review as alterations Contact Officer: Sarah Parris
Aylesford Newsprint – New Hythe Lane	TO004033	East Malling & Larkfield	Bus stop and pedestrian crossing installation	Technical Acceptance Issued
Aylesford Newsprint – Papyrus Way/New Hythe Lane	TO004032	East Malling & Larkfield	Footway Improvements	Undergoing technical review

Aylesford Newsprint – Bellingham Way	TO004031	Aylesford	Off-site works – pedestrian crossing	Works in progress
Temp access off Poppyfields RAB	TO004030	Aylesford	Temporary Construction Access	Works Complete Officer: Sarah Parris
Tonbridge Retail Park Access	TO004029	Tonbridge	Access capacity improvements	Works substantially completed – awaiting remedials
A20 London Road/New Road/Station Road, Ditton	TO004028	Ditton	A20 improvement Scheme	Undergoing Technical Review
Kiln Barn Road, Ditton	TO004027	Ditton	New bellmouth access and footway provision with associated lighting, drainage and speed limit works	Undergoing technical review
Ivy hall Farm, A227 Wrotham Bypass	TO004026	Wrotham	New bellmouth access	Undergoing technical review
A228 Tower View Roundabout	TO004023	Kings Hill	Amendments to roundabout	On Maintenance Contact Officer: Jamie Hare
Whitepost Link Road, Hermitage Lane	TO004022	Aylesford	Link road through development between Poppyfields roundabout and Hermitage Lane roundabout.	Undergoing technical Review Contact Officer: Sarah Parris
Hermitage Lane Roundabout	TO004020	Aylesford	Roundabout for development on Hermitage Lane junction with Whitepost.	On hold until Completion of Poppyfields Roundabout and link road Contact Officer: Sarah Parris
Poppyfields Roundabout	TO004019	Aylesford	New roundabout for development on Hermitage Lane and re-alignment of roundabout at 20/20 roundabout with Poppyfields	Works in progress Contact Officer: Sarah Parris
Laker Road, Rochester	TO004018	Rochester	New Bellmouth Access	Works underway/nearing completion. Contact Officer: Jamie Hare
Laverstock Road, Allington	TO004017	Allington	New Access to recycling centre	Site on Maintenance Contact Officer: Sarah Parris
Oakhill House, 130 Tonbridge Road, Hildenborough	TO004016	Hildenborough	Emergency access crossover with associated footway/cycleway amendments and signage	Agreement Signed
Aylesford Newsprint Site, Bellingham	TO004014	Larkfield	Formation of Bellingham	Works in progress

Way			Road Link Road	
Aylesford Newsprint Site, Station Road, Aylesford	TO004013	Aylesford	Junction signalisation for new link road	Works in progress
Land East of Clare Park, New Road, East Malling	TO004010	East Malling	New bellmouth access	Awaiting completion of works
Carpenters Lane, Hadlow	TO004009	Hadlow	New bellmouth access and footway link	Site on Maintenance
Nepicar Oast, A20 London Road, Wrotham	TO004008	Wrotham	New Bellmouth Access	Technical Acceptance issued
The Old Coal Yard, Leybourne Way/New Hythe Lane, Larkfield	TO004007	Larkfield	New bellmouth access and footway link	Works substantially completed – awaiting remedials
Land fronting Vale Rise and Vale Road	TO004006	Tonbridge	New access to industrial site and closing of existing access	Site on maintenance
Lidl, A20 London Road, Ditton	TO004005	Ditton	Access to new Lidl Store	On maintenance
Oakdene Trade Park, London Road, Wrotham	TO004003	Wrotham	Access to Trade Park	Works substantially completed – awaiting remedials
Co-Op Store, Holborough Road/High Street, Snodland	TO004002	Snodland	Vehicle crossover to car park, loading bay and bus stop amendments	Works in progress
Sportsmans Farm, King Hill, West Malling	TO003427	West Malling	Access to residential development	Works substantially complete
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
Vantage Point	TO003314	Snodland	Access to proposed warehouse and drive-thru units from A228 Holborough Road	Site on maintenance
Hazen Road	TO003181	Kings Hill	Alteration of existing turning facility to form new access to assisted living development	Works substantially complete – landscaping works awaiting end of nesting season
Station Road, Aylesford Phase 1	TO003161	Aylesford	New bellmouth access	On maintenance

Peters Village – Keepers Cottage Lane and Worrall Drive	TO003147	Wouldham	LoA for short term construction vehicle access, long term crossovers	On maintenance
The Orpines, Wateringbury	TO003128	Wateringbury	Construction of residential care home – relocation of highway soakaway	On maintenance
Sheldon Way, Larkfield	TO003116	Larkfield & Aylesford	Vehicle crossover access and footway resurfacing	Works substantially complete – awaiting remedials
Woodgate Way/Tudeley Lane, Tonbridge	TO003113	Tonbridge	Two new accesses to car showroom	Awaiting H&S file
Upper Hayesden Lane, Tonbridge – Ridgeview SEN School	TO003099	Tonbridge	New Access	Awaiting completion of KCC Schemes work
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
Hermitage Lane/London Road, Aylesford	TO003068	Aylesford	New signal controlled junction	Works complete
Mercedes Site Vale Road Tonbridge	TO003050	Tonbridge	New Entrance and seal off old entrance	On maintenance
Quarry Hill Road, Borough Green	TO003034	Borough Green	Splitter island and footway improvements at roundabout	On maintenance
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 F – Bridge Works

Bridge Works – Contact Officer Helen Rowe			
Road Name	Parish	Description of Works	Current Status
Branbridges Road	East Peckham	Branbridges Little Torbay Bridge (7) Painting of deck beams	Planned for May 2023

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 - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
A227 High Street near Bordyke, Tonbridge (10-0289)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Not yet programmed

Appendix H - Combined Members Grant programme update

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

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. 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 27.04.23.

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 Highway Manager for the Tonbridge and Malling Borough, Andy Watson.

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Details of Scheme	Status
Old Lane, Ightham Double Yellow Lines. Funding of the Traffic Regulation Order required to implement parking restrictions. This process has now been completed, with the construction work being carried out using Kent County Council's 'small works' budget.	Complete

[]

Details of Scheme	Status

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 / Andy Watson 03000 418181

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Agenda Item 13

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

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Agenda Item 14

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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