

TONBRIDGE & MALLING BOROUGH COUNCIL



EXECUTIVE SERVICES

Interim Chief Executive
Adrian Stanfield LL.B (Hons)

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

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

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

23 February 2024

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, 4th March, 2024 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

ADRIAN STANFIELD

Interim Chief Executive

A G E N D A

1. Guidance for the Conduct of Meetings 5 - 8

PART 1 - PUBLIC

2. Apologies for absence 9 - 10

3. Notification of Substitute Members 11 - 12
4. 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 \(tmbc.gov.uk\)](https://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.

5. Minutes 15 - 18

To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 18 September 2023

Matters for the Borough Council

6. Parking Proposals and Changes to On-street Parking Fees and Charges 19 - 334

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

7. Kings Hill Parking Review 335 - 392

This report updates Members on the outcome of the recent formal consultation on a parking review for Kings Hill and makes recommendations to the Borough Council's Cabinet.

Due to their size, Annexes 5 and 7 (the consultation responses and petition) have been omitted from printed agenda packs and are set out in a supplement to the main agenda.

8. Parking Action Plan - Phase 14 393 - 472

This report covers the formal consultation stage of the parking restriction proposals contained in Phase 14 of the Parking Action Plan, and seeks approval to implement the changes

Due to their size, the consultation responses (Annexes 5.01 to 5.32) have been omitted from printed agenda packs and are set out in a supplement to the main agenda.

9. Parking Action Plan - Access Group 8 473 - 512

This report covers the formal consultation on proposals in Access Group 8 – a subset of the Parking Action Plan where the Council has applied a streamlined process for the consideration and promotion of minor changes to the Traffic Regulation Order.

Matters submitted for Information

10. Highways Forward Work Programme 2023/24 513 - 532

11. Any Other Matters to be Raised

Any matters raised will be for information only and any views, actions, outcomes or recommendations may be addressed out of meeting or reported to the next possible Joint Transportation Board (if appropriate).

12. Urgent Items 533 - 534

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

13. Exclusion of Press and Public 535 - 536

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

14. 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 Thornewell

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):

- Sue Butterfill – Borough Green PC
- Sarah Barker – Kings Hill PC
- Wendy Palmer – Platt PC

GUIDANCE ON HOW MEETINGS WILL BE CONDUCTED

- (1) Most of the Borough Council meetings are livestreamed, unless there is exempt or confidential business being discussed, giving residents the opportunity to see decision making in action. These can be watched via our YouTube channel. When it is not possible to livestream meetings they are recorded and uploaded as soon as possible:

<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 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 Chair, 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 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 should attend in person. However, arrangements to participate online can be considered in certain circumstances. 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.

This page is intentionally left blank

Apologies for absence

This page is intentionally left blank

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	James Clokely	George Hines		
4	Dennis King	Anita Oakley	Robert Oliver		
5	Kim Tanner	Roger Roud	Bethan Parry		

This page is intentionally left blank

Declarations of interest

This page is intentionally left blank

TONBRIDGE AND MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

MINUTES

Monday, 18th September, 2023

Present: 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 S Hohler, County Cllr M Hood, County Cllr S Hudson, County Cllr A Kennedy and County Cllr P Stepto.

In attendance: Councillor J R S Lark was also present pursuant to Council Procedure Rule No 15.21.

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

Virtual: Councillors M D Boughton, Mrs A S Oakley, M R Rhodes, R V Roud, K B Tanner, M Taylor and K S Tunstall 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 County Cllr Mrs T Dean and Mr D Gaunt (KALC).

PART 1 - PUBLIC

JTB 23/18 NOTIFICATION OF SUBSTITUTE MEMBERS

The were no substitute members.

JTB 23/19 DECLARATIONS OF INTEREST

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

JTB 23/20 MINUTES

RESOLVED: That the Minutes of the meeting of the Joint Transportation Board held on 5 June 2023 be approved as a correct record and signed by the Chairman.

JTB 23/21 PETITION - OFF ROAD CYCLE PATH FOR THE A26 HADLOW ROAD TO HADLOW

The report of Kent County Highways and Transportation provided an update regarding the petition in respect of an Off Road Cycle Path for

the A26 Hadlow Road to Hadlow which was received by the Board at their meeting on the 5 June 2023.

The petition was to keep the route along the main A26, however it had since been found that an alternative route potentially existed which would take users away from part of the A26 by using the old alignment of Tonbridge Road and part of a Public Right of Way (PROW). The entire route had been broken down into sections starting from Tonbridge along the length of the A26 until it reached Hadlow College Campus. Kent County Council Highway Improvements team saw the merits and benefits of this scheme, however there was currently no funding in place to deliver improvements along the A26, therefore any works would be subject to successful funding bids. There was also ownership and/or changes to an existing PROW route which would also need to be overcome.

Members were advised that the Highway Improvements Team would be willing to create an internal bid via the Local Transport Plan (LTP) budget which was administered directly by Kent County Council. The bidding process usually took place in December with successful bids approved in March the following year. Outline design and initial communications could be started with other internal stakeholders to identify the correct procedure for upgrading the PROW. This could also include obtaining utility assets within the area to give a better picture as to what additional works may be required, however until a source of funding was confirmed, public consultation could not take place.

In accordance with Rule 6.2 of the Joint Transportation Board agreement, the lead petitioner was invited to address the Board, following which Members indicated their support of the scheme.

MATTERS FOR THE BOROUGH COUNCIL

JTB 23/22 PARKING ACTION PLAN - PHASE 14

(Decision Notice D230077MEM)

The report of the Director of Street Scene, Leisure and Technical Services covered the investigation and informal consultation stage of the parking restriction proposals contained in Phase 14 of the Parking Action Plan and sought approval to proceed to formal consultation.

Following the meeting of the Joint Transportation Board on the 5 June 2023, investigations into proposed parking changes had been undertaken at 30 sites across the Borough. A list of these sites, the issues raised and a recommendation for each was attached at Annex 1 to the report. A location summary and a more detailed response rate, analysis and recommendation was attached at Annex 2. The views of Local Members were sought on Ph 14-32 (West Street, Wrotham) and it was commented that the proposal should proceed to formal consultation.

The report also considered a Satisfaction Survey relating to new restrictions introduced in Shakespeare Road, Tonbridge (between Burns Crescent and Scott Road). It was highlighted that if changes were made to remove the double yellow line restrictions, these could be made without invalidating the current Traffic Regulation Order.

The Borough had taken forward the Kings Hill Parking Review and was about to undertake the installation of the scheme. Unfortunately, there had been a procedural issue by Kent County Council that too much time had elapsed since the formal consultation was carried out, and Kent County Council were unable to seal the Traffic Regulation Order. To address this, the statutory consultation would be repeated on the proposals as previously circulated, with the exception of the proposals for Fortune Way and Milton Lane, which were subject to Kent County Council developing proposals for one-way traffic flow. The aim was to provide a report to the next meeting of the Board. Subject to the outcome of the consultation and the agreement of the Board, the plan was to implement the proposals in Spring 2024.

RECOMMENDED: That

- (1) the recommendations for each location for Phase 14, shown in Annex 1 to the report, be adopted and where appropriate the proposals be taken forward to formal consultation. Furthermore, Members views were sought on West Street, Wrotham and agreed that this be taken forward to formal consultation; and
- (2) following consideration of the views of the Joint Transportation Board and local Members, the double yellow lines on Shakespeare Road (between Burns Crescent and Scott Road) be removed.

MATTERS FOR THE COUNTY COUNCIL

JTB 23/23 KENT STREET JUNCTION IMPROVEMENT UPDATE

The report of Kent County Council Highways and Transportation summarised the public consultation that had been undertaken on the proposed Kent Street/Malling Road highway improvements and recommended next steps.

Options had been presented to the Joint Transportation Board in March 2021, with the recommendation to progress to designs on a scheme that would give the most amount of improvement. Subsequently, various schemes had been investigated with the main aim to provide better visibility at the junction and proposals were consulted upon. The full consultation report and plans were attached at Appendix A to the report. If the proposal were to be supported as a whole or amended, there would be insufficient funding, however if an alternative option to amend the scheme by reducing the cycle facility but providing a footway

between Kent Street and Beech Road were to be supported, this would reduce the costs and bring it in line with the existing available budget along with reduced land requirements.

During discussion, Members recognised that there was an urgent need to improve visibility at the junction and enhance safety and conditions for local residents, pedestrians and cyclists.

RECOMMENDED: That Kent County Council proceed to detailed design and construction, with an amendment to the scheme of removing the cycle facility but providing a footpath between Kent Street and Beech Road.

MATTERS SUBMITTED FOR INFORMATION

JTB 23/24 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 2023/23. The report 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 refurbishment of the existing traffic signal-controlled crossing and conversion to near-sided pedestrian facilities. An update was provided on the Members Grant programme in respect of West Peckham 30 mph and it was noted that the scheme was currently at the design stage and the Traffic Regulation Order was being drafted.

In relation to the replacement of the lamp column on Western Road Borough Green, the Chair invited the local Ward Member to submit a representation for Member Grant funding.

MATTERS FOR CONSIDERATION IN PRIVATE

JTB 23/25 EXCLUSION OF PRESS AND PUBLIC

There were no items considered in private.

The meeting ended at 8.50 pm

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

04 March 2024

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

Part 1- Public

Matters For Decision

1 PARKING PROPOSALS AND CHANGES TO ON-STREET PARKING FEES AND CHARGES

Summary

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

1.1 Introduction

1.1.1 At the October and November 2023 meetings of Cabinet, Members considered and approved a number of proposals relating to both on and off-street parking fees and charges subject to full formal consultation.

1.1.2 The details of the on-street proposals are shown in **Annex 2**. These proposals included amendments to on-street parking arrangements in Avebury Avenue, Tonbridge, the introduction of charges to the High Street and Swan Street in West Malling and changes to the loading bay in West Malling High Street.

1.1.3 To enable the charges to be introduced a new on-street Traffic Regulation Order amendment is required.

1.2 Changes to on-street fees and charges and parking arrangements – Formal Consultation

1.2.1 The statutory process for making a Traffic Regulation Order requires that the Borough Council undertakes a formal consultation on the proposed changes for a minimum of 21 days. In light of the wide-ranging nature of the changes, and to improve community engagement, the Council decided to extend the consultation period beyond the minimum requirements. The formal consultation was carried out between 24th November 2023 and 7th January 2024.

1.2.2 As part of the consultation process, the following actions were progressed, inviting comments or objection;

- Notices were placed in each on-street Pay & Display area and by each pay and display machine.
- Adverts were placed in the local media
- Letters were sent to each Member of the Borough Council and local Parish Councils
- Letters were sent to all statutory consultees (Police, Fire, Bus operators etc.)

1.2.3 Consultation information was also placed on the Borough Council's website which was linked to a comprehensive on-line consultation portal. A copy of the consultation questions are shown in **Annex 6**.

1.3 Consultation responses

1.3.1 Through the use of the on-line consultation portal we asked a series of 10 questions that covered the proposals linked to both the on and off-street parking fees and charges. Responses for consideration by this Board relate only to the on-street changes which have been broken down by question and subject area.

1.3.2 The consultation took advantage on an online response form to collect and collate responses. Direct email responses and replies in writing were also received and considered. All of the responses are included in **Annexes 9.1 to 9.4**.

1.3.3 One of the merits of the online consultation form is that it allows easy access and the public can comment on all of the issues. This has led to a number of situations where responders have commented several times, on differing questions, but answering in relation to one topic only – for example, commenting on the potential changes in Avebury Avenue or the on-street changes in West Malling, but “copy and pasting” the response in to every question.

1.3.4 The level of response and public engagement was significant for this sort of issue and the indications from the responders can clearly be seen.

1.3.5 Responses were also received from key stakeholders including Parish Councils, Chambers of Commerce, Churches, schools etc on the proposals. These are all included at **Annex 7** for Members consideration in the relevant sections later in this report.

1.4 Avebury Avenue

1.4.1 The proposals in Avebury Avenue are to remove the on-street parking machines in Avebury Avenue Tonbridge (west of Holford Street) and the area be changed to permit parking only to add capacity to the D1 permit parking area, as shown in **Annex 4**.

1.4.2 A Statement of Reasons for the proposal is shown in **Annex 3**, with the proposal aimed at better meeting the needs of town centre visitors and residents.

1.4.3 The number of respondents on this issue are shown below;

Object to proposal	Support proposal	Not specific
135	77	5

1.4.4 The 10 most frequent response categories for this issue are shown in the following table, with the full list of response categories and their frequencies are shown in **Annex 8**

Comment	Number of comments made	Rank
Non-specific comments (or not relevant to proposal)	28	1
Impact businesses / local services / Church	9	2
Deter visitors / customers	8	3
Favourable to residents	4	4
Not necessary / not wanted	3	5
Cost of living	3	5
Impact on school drop-off /pick up	3	5
Really useful parking keep as is	2	8
Money making	2	8
Seems sensible	1	10
Political comment	1	10
Suggest dual use Resident and P&D	1	10

1.4.5 Analysis

1.4.6 A significant number of comments in response to this element of the consultation relate to other proposals – for example, the comments relating to school pick-up and drop-off, or church attendees are not relevant as there are no schools or churches nearby that are affected by the changes.

1.4.7 There were also comments that the resident parking bays in Avebury Avenue should be made available to the residents of Iron, Steel and Copper Houses – developments on Avebury Avenue that are currently excluded from the D1 permit parking area. This could provide additional parking opportunities for the residents in the D1 area.

1.4.8 Recommendations

1.4.9 It is recommended that the proposals for Avebury Avenue are considered by members of the Board, including the potential inclusion of the residential

properties in Iron, Steel and Copper Houses and the on-street Traffic Regulation Order be amended to this effect.

1.5 West Malling High Street and Swan Street – introduction of charges

1.5.1 There are two proposals for West Malling; to introduce charges to on street parking bays in West Malling High Street and Swan Street and to amend the operation of the loading bay area to the front of Tesco on the High Street.

1.5.2 The proposals for the introduction of charges are shown on the plans in **Annex 4**

1.5.3 A Statement of Reasons for these changes are shown in **Annex 3** with the aim to address the abuse of the current arrangements and increase the opportunity for shoppers to visit the town centre.

1.5.4 The number of respondents on this issue are shown below;

Object to proposal	Support proposal	Not specific
682	39	5

1.5.5 The 10 most frequent response categories for this issue are shown in the following table, with the full list of response categories and their frequencies shown in **Annex 8**

Comment	Number of comments made	Rank
Impact businesses / local services / Church	294	1
Deter visitors / customers	199	2
Improved enforcement needed, should enforce the 1 hour existing	105	3
1 hour free very useful	68	4
Money making	55	5
Impact on school drop-off / pick up	55	5
Displace parking to free areas / residential streets	52	7
Not necessary / not wanted	33	8
15, 30 minute, 1 hour or 2 hour free tickets (high charges for longer parking)	33	8
Cost of living	26	10

1.5.6 Analysis

1.5.7 It is important to note that this proposal asks people if they want to pay for something that so far has been available to them for free. It is therefore not surprising that a majority of respondents stated that the changes were not wanted.

- 1.5.8 The highest ranked comments represented concerns about the impact of charges (and the removal of 1 hour free parking) on local businesses, closely followed by comments that the changes would deter visitors from visiting the town. There was a similar response when charges were introduced to the High Street short-stay car park in the town in 2016, which did not transpire.
- 1.5.9 It can also be argued that the proposals will enable more accessibility to High Street businesses which should increase footfall and turnover.
- 1.5.10 It is important to note that the proposal does not represent the complete removal of free parking in West Malling – unrestricted free parking will still be available for cars in St Leonards Street and Water Lane, and for up to 2 hours in Norman Road / Offham Road area to the west of the town and Town Hill and Nevill Court area to the north.
- 1.5.11 The Council currently permits a “walking bus” to operate from the High Street car park on school days in the mornings, and allows free parking from 3pm in the Ryarsh Lane car park to assist with the school pick-up time. No change to this arrangement that supports parents and the local school are proposed.
- 1.5.12 There was also significant comment that there should be more parking enforcement of the restrictions – not just the parking bays, but the double yellow lines, and that the enforcement should cover wider time periods than currently available. An increase in the level of parking enforcement is an issue that will need to be considered once final decisions have been taken by Cabinet on both on-street and off-street parking proposals.
- 1.5.13 68 responses indicated a wish to retain the 1 hour free parking. This is however difficult to enforce and is currently frequently abused by those wishing to stay longer. Tackling abuse of the bays in the central area of West Malling in High Street and Swan Street, to create a greater opportunity for shoppers and visitors was a key aim of the proposals.
- 1.5.14 It is also important to note that such an arrangement would create an inequity between the arrangements for West Malling and the current on-street parking arrangements in Tonbridge. The current on-street Pay & Display parking in Tonbridge does not include any free of charge arrangements.
- 1.5.15 **Recommendation**
The proposals for the introduction of on-street charges in West Malling High Street and Swan Street should be introduced as drawn and the on-street Traffic Regulation Order be altered to reflect this.

1.6 Changes to Loading Bay, West Malling

- 1.6.1 The proposals are shown on the plans in **Annex 5**.

1.6.2 A Statement of Reasons for the change are shown in **Annex 3**, with the aim to address significant problems with obstructive parking which impacts on buses and the ability for deliveries and collections to take place.

1.6.3 The number of respondents on this issue are shown below;

Object to proposal	Support proposal	Not specific
242	164	6

1.6.4 The 10 most frequent response categories for this issue are shown in the following table, with the full list of response categories and their frequencies shown in **Annex 8**.

Comment	Number of comments made	Rank
More enforcement needed / bigger signs	50	1
Not necessary / not wanted	48	2
Losing too many parking spaces / not enough spaces	39	3
Impact businesses / local services	21	4
Parking here is dangerous	20	5
Non-specific comments (or not relevant to proposal)	15	6
Support	15	6
Will affect carers / elderly visiting Tesco and Boots	8	8
Deter visitors / customers	6	9
More disabled parking, or parent and child parking	6	9

1.6.5 Analysis

1.6.6 The lead comment was that there should be more enforcement, and/or that the signs should be bigger.

1.6.7 The signs already meet the national requirements for this sort of restriction and the Council already carries out a high level of enforcement in this area, resulting in a high level of PCN issue for a short section of restriction.

1.6.8 The signs also meet standards for a conservation area, so are similar in design but smaller than those normally used. Given the comments relating to the size of the signs, consideration should be given to any new signs at this location being at the standard size rather than the reduced conservation size, however, it is recommended that the views of the local Members are sought on this detail.

1.6.9 With regard to parking enforcement, this is an issue that needs to be considered as the current usage of the location is considered to be dangerous by respondents.

1.6.10 Recommendation

The proposal for the loading bay in West Malling High Street should be introduced

as drawn, the future level of enforcement and size of signs be reviewed and the on-street Traffic Regulation Order be altered to reflect this.

1.7 On-Street Fees and Charges

1.7.1 The proposals are shown in the advertisement at **Annex 2** and the Draft Traffic Regulation Order at **Annex 1** and cover two elements;

- increases to the on-street Pay & Display parking charges (T1.1, 1.2, 1.3, T2, T3 & T4 in **Annex 2**) collected through ticket machines and the phone payment system, and
- variations to the on-street parking permit charges (T7.3, 7.4, 7.5 & 7.6 in **Annex 2**).

1.7.2 The number of respondents on this issue are shown below;

Object to proposal	Support proposals	Not specific
394	26	4

1.7.3 The 10 most frequent response categories for this issue are shown in the following table, with the full list of response categories and their frequencies are shown in **Annex 8**

Comment	Number of comments made	Rank
Impact businesses / local services	69	1
Cost of living / too expensive	55	2
Deter visitors / customers	52	3
Non-specific comments (or not relevant to proposal)	37	4
Money-making	26	5
Not necessary / not wanted	19	6
Short free period needed	13	7
Price rises too frequent / too large / too high already	12	8
More parking enforcement needed	9	9
Displace parking to free areas	7	10
Want evidence of costs increasing	7	10

1.7.4 Analysis

1.7.5 Whilst it is never popular for any prices to increase, the Council's proposals are felt to represent a balanced set of changes, aimed at increases to cover the costs

of its services against increasing inflation costs, and to recognize that parking charges have not been increased for two years.

1.7.6 The costs for on-street P&D parking set by Cabinet mirror the proposals for off-street parking, so there is no differential between the two.

1.7.7 **Recommendation**

That the changes to the on-street fees and charges be implement as advertised, and the on-street Traffic Regulation Order be altered to reflect this.

1.8 Next Steps – Implementation

1.8.1 It is intended that the recommendations in this report will be taken forward to the Borough’s Cabinet in April 2024, for consideration alongside the off-street parking changes that were consulted upon at the same time.

1.8.2 Subject to the outcome of the Cabinet meeting, the changes would be implemented through the summer of 2024, as some of the changes require the procurement of equipment and services that have variable lead-in times.

1.9 Legal Implications

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

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

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

1.10 Financial and Value for Money Considerations

1.10.1 Funding for the implementation of the proposals in this report will come from existing revenue budgets and capital funding which will be subject to the outcome of Cabinet.

1.10.2 The review of the on-street car parking fees and charges was progressed within the context of a set of guiding principles, the cost of the parking service to the Council and ongoing investment in the parking management service. Details were reported to the September and November 2023 meetings of the Community and Environment Scrutiny Select Committee.

1.11 Risk Assessment

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

1.12 Equality Impact Assessment

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

1.13 Policy Considerations

1.13.1 Asset Management

1.13.2 Communications

1.13.3 Community

1.13.4 Customer Contact

1.13.5 Health and Safety

1.14 Recommendations

1.14.1 It is RECOMMENDED to Borough Council Cabinet that:-

- The proposals for Avebury Avenue, Tonbridge be considered by Members of the Board, including the potential inclusion of the residential properties in Iron, Steel and Copper Houses, and the on-street Traffic Regulation Order be amended to this effect.
- The proposals for the introduction of on-street charges in West Malling High Street and Swan Street should be introduced as drawn, and the on-street Traffic Regulation Order be altered to reflect this.
- The proposal for the loading bay in West Malling High Street should be introduced as drawn, the future level of enforcement and size of signs to be reviewed and the on-street Traffic Regulation Order be altered to reflect this.
- That the changes to the on-street fees and charges be implemented as advertised, and the on-street Traffic Regulation Order be altered to reflect this.

Background papers:

Annex 1 Draft Traffic Regulation Order
 Annex 2 TRO Advertisement
 Annex 3 TRO Statement of Reasons
 Annex 4 Plan of on-street changes in Avebury Avenue,
 Tonbridge
 Annex 5 Plans of on-street changes in West Malling
 Annex 6 Consultation questions
 Annex 7 Stakeholder responses (on-street)
 Annex 8 On-street response frequency
 Annex 9 Consultation responses (redacted)

contact:
 Andy Bracey
 Parking Manager

Robert Styles
 Director of Street Scene, Leisure & Technical Services

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE and MALLING) (WAITING RESTRICTIONS &
ON-STREET PARKING PLACES)
(Amendment 58) ORDER, 2023**

The Kent County Council, in exercise of its powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49, 53 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as the “Act of 1984”), the Traffic Management Act 2004 (hereinafter referred to as the “TMA 2004”), and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act of 1984, hereby make the following Order.

Citation and Commencement

This Order may be cited as “The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-street Parking Places) (Amendment 58) Order, 2023” and shall come into operation on TO BE CONFIRMED

“The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-street Parking Places) (Consolidation) Order, 2011” (“the Consolidation Order”) shall be modified and have effect as outlined in the Schedules of this Order.

Given under the Common Seal of the Kent County Council

This day of

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

Authorised Signatory

Explanatory note (not part of this Order)

Items to be revoked are shown in red

Items to be introduced are shown in green

SCHEDULES

The attached “Schedule 7 – Tariff of Charges” is to be substituted in to “The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-Street Parking Places) (Consolidation) Order 2011” and into all subsequent amendment Orders.

SCHEDULES

SCHEDULE 7 – Tariff of Charges

On-Street Pay & Display and ‘Pay by Phone’

Tariff	Type	Time period	Current Charge	New charge
T1.1	On-street pay & display	Up to 30 minutes	70p	80p
		Up to 1 hour	£1.40	£1.60
		Up to 2 hours	£2.50	£3.20
		Up to 3 hours	£3.40	£4.80
T1.3	On-street pay & display	Up to 30 minutes	Not offered	£0.60
		Up to 1 hour	Not offered	£1.20
		Up to 2 hours	Not offered	£2.00
		Up to 3 hours	Not offered	£2.90
		Up to 4 hours	Not offered	£3.80

On-Street ‘Pay by Phone’*

Tariff	Type	Current Charge	New charge	Time period
T1.2	On-street phone payment	£1.80	£2.00	Up to 24 hours

* ‘Pay by Phone’ transactions attract additional charges, payable by the applicant to the operator, to cover the administration of the operator and costs incurred during the transaction process.

The additional transaction charges should be made public by the operator as part of the transaction process.

Telephony charges incurred in the costs of making the transaction depend on network provider and phone service and are the responsibility of the applicant.

On-street parking permits

Tariff	Type	Current Charge	New charge
T2	Resident’s on-street permit	1st permit per household £52 per year	1 st permit per household £57 per year
		2nd permit per household £52 per year	2 nd permit per household £57 per year
		3rd permit per household £104 per year	3 rd permit per household £114 per year
		4th (and more) permit per household £156 per year	4 th (and more) permit per household £171 per year
T2	Resident non-uk registered vehicle	£26 for 6 months	£28.50 for 6 months
T3	Business on-street permit	£200 per year	£250 per year

On-street visitors vouchers

Tariff	Type	Current Charge	New charge
T4	Visitor’s 24 hour permits	£12 per 10 permits	£14 per 10 permits

Re-issuing charge

Tariff	Type	Charge
T5	Re-issuing charge due to loss	£10

Change of vehicle

Tariff	Type	Charge
--------	------	--------

SCHEDULES

T6	Transfer of permit on change of vehicle	No charge
----	---	-----------

Dispensations

Tariff	Type	Current Charge	New charge
T7.1	Discretionary dispensation permit AZT for essential carers	£0	£0
T7.2	Discretionary dispensation permit COM for community purposes at specified locations (such as the home-library service)	No charge	No charge
T7.3	Discretionary dispensation permit PM for property maintenance vehicles (valid in any Tonbridge residents permit bay)	£200	£250
T7.4	Discretionary dispensation permit PMY for property maintenance vehicles (valid in any Tonbridge residents permit bay and on yellow lines where loading and unloading is not prohibited in Tonbridge High Street)	£200	£250
T7.5	Discretionary dispensation permit THB for vehicles carrying out regular cash banking activities (valid on yellow lines adjacent to banking facilities where loading and unloading is not prohibited in Tonbridge High Street for a maximum of 20 minutes)	£200	£250
T7.6	Discretionary dispensation permit for commercial purposes (such as building works and bay suspensions)	£15 per day, £60 per week	£18 per day, £75 per week

SCHEDULES

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

To be deleted from "**Appendix 21 Tonbridge**" in the Consolidation Order and all subsequent amendments

Sch. No	Road	Sub name / number	Side	Location	Type	Days	Times	Max stay	No return	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 58
1	Avebury Avenue	n/a	North	from opposite a point 54.7m west of the western flank wall of No's 39 & 41, westwards to the northern kerbline of Barden Road	Parking place	Monday to Saturday	8am - 6pm	3 hours	1 hour	D1	n/a	T1.1, T2, T3, T4	Except permit holders	To be revoked
3	Avebury Avenue	n/a	North	from 70.6m west of the north-western kerbline of River Lawn Road, westwards for 34m	Parking place	Monday to Saturday	8am - 6pm	3 hours	1 hour	D1	n/a	T1.1, T2, T3, T4	Except permit holders	To be revoked
3	Avebury Avenue	n/a	North	from 3.7m east of the eastern flank wall of No's 36-46 Avebury Avenue, westwards to a point in line with the eastern flank wall of No's 60-70 Avebury Avenue	Parking place	Monday to Saturday	8am - 6pm	3 hours	1 hour	D1	n/a	T1.1, T2, T3, T4	Except permit holders	To be revoked
3	Avebury Avenue	n/a	North	from opposite a point 1.6m west of the western flank wall of No's 39 & 41, westwards for 30.6m	Parking place	Monday to Saturday	8am - 6pm	3 hours	1 hour	D1	n/a	T1.1, T2, T3, T4	Except permit holders	To be revoked
3	Avebury Avenue	n/a	South	from 11.5m west of a point in line with the eastern flank wall of No's 60-70 Avebury Avenue, westwards for 17.2m	Parking place	Monday to Saturday	8am - 6pm	3 hours	1 hour	D1	n/a	T1.1, T2, T3, T4	Except permit holders	To be revoked
3	Avebury Avenue	n/a	South	from 35.7m west of a point in line with the eastern flank wall of No's 60-70 Avebury Avenue, westwards for 8.8m	Parking place	Monday to Saturday	8am - 6pm	3 hours	1 hour	D1	n/a	T1.1, T2, T3, T4	Except permit holders	To be revoked

SCHEDULES

To be added to "Appendix 21 Tonbridge" in the Consolidation Order and all subsequent amendments

Sch. No	Road	Sub name / number	Side	Location	Type	Days	Times	Max stay	No return	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 58
1	Avebury Avenue	n/a	North	from opposite a point 54.7m west of the western flank wall of No's 39 & 41, westwards to the northern kerbline of Barden Road	Parking place for permit holders only	Monday to Saturday	9.30am - 11.30am and 4pm - 6pm	n/a	n/a	D1	n/a	T2, T3, T4	Except permit holders	App21-0001
3	Avebury Avenue	n/a	North	from 70.6m west of the north-western kerbline of River Lawn Road, westwards for 34m	Parking place	Monday to Saturday	8am - 8pm	2 hours	1 hour	n/a	n/a	T1.1, T2, T3, T4	n/a	App21-0002
3	Avebury Avenue	n/a	North	from 3.7m east of the eastern flank wall of No's 36-46 Avebury Avenue, westwards to a point in line with the eastern flank wall of No's 60-70 Avebury Avenue	Parking place for permit holders only	Monday to Saturday	8am - 6pm	n/a	n/a	D1	n/a	T2, T3, T4	Except permit holders	App21-0003
3	Avebury Avenue	n/a	North	from opposite a point 1.6m west of the western flank wall of No's 39 & 41, westwards for 30.6m	Parking place for permit holders only	Monday to Saturday	8am - 6pm	n/a	n/a	D1	n/a	T2, T3, T4	Except permit holders	App21-0004
3	Avebury Avenue	n/a	South	from 11.5m west of a point in line with the eastern flank wall of No's 60-70 Avebury Avenue, westwards for 17.2m	Parking place for permit holders only	Monday to Saturday	9.30am - 11.30am and 4pm - 6pm	n/a	n/a	D1	n/a	T2, T3, T4	Except permit holders	App21-0005
3	Avebury Avenue	n/a	South	from 35.7m west of a point in line with the eastern flank wall of No's 60-70 Avebury Avenue, westwards for 8.8m	Parking place for permit holders only	Monday to Saturday	9.30am - 11.30am and 4pm - 6pm	n/a	n/a	D1	n/a	T2, T3, T4	Except permit holders	App21-0006

SCHEDULES

To be deleted from "Appendix 24 West Malling" in the Consolidation Order and all subsequent amendments

Sch	N'hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 58
3	n/a	High Street	n/a	East	between a point 20m north east and 3.5m south west of the southern boundary of 81 High Street	Parking place	Monday to Saturday	12 noon - 6.30pm	1 hour	2 hours	n/a	n/a	n/a	n/a	To be revoked
3	n/a	High Street	n/a	East	between a point 20m north east and 3.5m south west of the southern boundary of 81 High Street	Parking place	Monday to Saturday	6.30am - 12 noon	n/a	n/a	n/a	Goods vehicles only	n/a	n/a	To be revoked
3	n/a	High Street	n/a	East	from south of the entrance to No. 5, south to 42m north of the centre of the junction with Swan Street; excluding the north and south entrances to Abingdon House, Post Office entrance and the entrance between Scott House and Southern Warmth	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	n/a	n/a	n/a	n/a	To be revoked
3	n/a	High Street	n/a	East	from a point 24m south of the centre of the junction with West Street for 6.6m southwards	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	To be revoked
3	n/a	High Street	n/a	East	from a point in line with the southern boundary of 129 High Street for 24m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	East	from a point 9m north of the centre of the junction with Wickens Place for 10m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	East	from a point 27m north of Wickens Place for 27m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	East	from a point 10m south of the centre of the junction with Swan Street in a southerly direction to a point 1.6m south of the southern flank wall of 69 High Street	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	East	from a point 99m north of the centre of the junction with Swan Street for 50.5m in a northerly direction but excluding the entrances between 9 and 15; and 17 and 19 High Street	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	East	from a point 5m north of northern boundary of 15 High Street, northwards for 30m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked

SCHEDULES

Sch	N'hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 58
3	n/a	High Street	n/a	West	from a point 3.5m south of the southern flank wall of 136 High Street for 29m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	West	from the southern flank wall of 126 High Street for 17m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	West	from a point 1.5m south of southern flank wall of 116 High Street for 10m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	West	from the southern flank wall of 112 High Street to a northern flank wall of 104 High Street	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	West	from the southern flank wall of 100 High Street for 28m in northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	West	from the northern flank wall of 60 High Street for 25m in a southerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	High Street	n/a	West	from a point 48m north of the northern flank wall of 60 High Street for 52m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	Swan Street	n/a	North	from a point 8m west of the junction with Police Station Road westwards for 28m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	Swan Street	n/a	North	from a point 11m west of the western flank wall of 41 Swan Street, westwards for 10m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	Swan Street	n/a	North	from a point 22.6m east of the eastern kerbline of Police Station Road eastwards for 6.2m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	Swan Street	n/a	North	from a point 34.3m east of the eastern kerbline of Police Station Road eastwards to the western boundary of No.69	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked
3	n/a	Swan Street	n/a	South	from the western flank wall of 69 Swan Street opposite, westwards for 41m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	To be revoked

SCHEDULES

To be added to "Appendix 24 West Malling" in the Consolidation Order and all subsequent amendments

Sch	N'hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 58
3	n/a	High Street	n/a	East	between a point 20m north east and 3.5m south west of the southern boundary of 81 High Street	Parking place	All days	6.30am - 8pm	n/a	n/a	n/a	Goods vehicles over 3.5 tonnes only	n/a	n/a	App24-0001
3	n/a	High Street	n/a	East	from south of the entrance to No. 5, south to 42m north of the centre of the junction with Swan Street; excluding the north and south entrances to Abingdon House, Post Office entrance and the entrance between Scott House and Southern Warmth	Parking place	All days	8am - 8pm	4 hours	2 hours	n/a	n/a	n/a	n/a	App24-0002
3	n/a	High Street	n/a	East	from 10m south of the southern flank Wall of No79-81, southwards for 12m	Parking place	All days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App24-0003
3	n/a	High Street	n/a	East	from a point in line with the southern boundary of 129 High Street for 24m in a northerly direction	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0004
3	n/a	High Street	n/a	East	from a point 9m north of the centre of the junction with Wickens Place (the car park access road) for 10m in a northerly direction	Parking place	All days	8am - 8pm	4 hours	2 hours	WM1	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0005
3	n/a	High Street	n/a	East	from a point 28m north of Wickens Place (the car park access road) for 20m	Parking place	All days	8am - 8pm	4 hours	2 hours	WM1	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0006
3	n/a	High Street	n/a	East	from a point 10m south of the centre of the junction with Swan Street in a southerly direction to a point 1.6m south of the southern flank wall of 69 High Street	Parking place	All days	8am - 8pm	4 hours	2 hours	WM1	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0007
3	n/a	High Street	n/a	East	from a point 99m north of the centre of the junction with Swan Street for 50.5m in a northerly direction but excluding the entrances between 9 and 15; and 17 and 19 High Street	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0008
3	n/a	High Street	n/a	East	from a point 5m north of northern boundary of 15 High Street, northwards for 30m	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0009
3	n/a	High Street	n/a	West	from a point 3.5m south of the southern flank wall of 136 High Street for 29m in a northerly direction	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0010

SCHEDULES

Sch	N'hood	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 58
3	n/a	High Street	n/a	West	from the southern flank wall of 126 High Street for 17m in a northerly direction	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0011
3	n/a	High Street	n/a	West	from a point 1.5m south of southern flank wall of 116 High Street for 10m in a northerly direction	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0012
3	n/a	High Street	n/a	West	from the southern flank wall of 112 High Street to a northern flank wall of 104 High Street	Parking place	All days	8am - 8pm	4 hours	2 hours	WM1	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0013
3	n/a	High Street	n/a	West	from the southern flank wall of 100 High Street for 28m in northerly direction	Parking place	All days	8am - 8pm	4 hours	2 hours	WM1	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0014
3	n/a	High Street	n/a	West	from the northern flank wall of 60 High Street for 25m in a southerly direction	Parking place	All days	8am - 8pm	4 hours	2 hours	WM1	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0015
3	n/a	High Street	n/a	West	from a point 48m north of the northern flank wall of 60 High Street for 52m in a northerly direction	Parking place	All days	8am - 8pm	4 hours	2 hours	WM1	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0016
3	n/a	Swan Street	n/a	North	from a point 8m west of the junction with Police Station Road westwards for 28m	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0017
3	n/a	Swan Street	n/a	North	from a point 11m west of the western flank wall of 41 Swan Street, westwards for 10m	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0018
3	n/a	Swan Street	n/a	North	from a point 22.6m east of the eastern kerbline of Police Station Road eastwards for 6.2m	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0019
3	n/a	Swan Street	n/a	North	from a point 34.3m east of the eastern kerbline of Police Station Road eastwards to the western boundary of No.69	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0020
3	n/a	Swan Street	n/a	South	from the western flank wall of 69 Swan Street opposite, westwards for 41m	Parking place	All days	8am - 8pm	4 hours	2 hours	WM3	n/a	T1.3, T2, T3, T4	Except permit holders	App24-0021

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING) (WAITING
RESTRICTIONS AND ON-STREET PARKING PLACES)
(AMENDMENT 58) ORDER 2023**



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

In the Borough of Tonbridge & Malling

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

Tariff	Type	Time period	Current Charge	New charge
T1.1	On-street pay & display	Up to 30 minutes	70p	80p
		Up to 1 hour	£1.40	£1.60
		Up to 2 hours	£2.80	£3.20
		Up to 3 hours	£3.40	£4.80
T1.2	On-street phone payment	Up to 24 hours	£1.80	£2.00
T1.3	On-street pay & display	Up to 30 minutes	Not offered	£0.60
		Up to 1 hour	Not offered	£1.20
		Up to 2 hours	Not offered	£2.00
		Up to 3 hours	Not offered	£2.90
		Up to 4 hours	Not offered	£3.80

On-street parking permits

Tariff	Type	Current Charge	New charge
T2	Resident's on-street permit	1 st permit per household £52 per year	1 st permit per household £58 per year
		2 nd permit per household £52 per year	2 nd permit per household £58 per year
		3 rd permit per household £104 per year	3 rd permit per household £115 per year
		4 th (and more) permit per household £156 per year	4 th (and more) permit per household £175 per year
T2	Resident non-UK registered vehicle	£26 for 6 months	£28.50 for 6 months
T3	Business on-street permit	£200 per year	£250 per year

On-street visitors vouchers

Tariff	Type	Current Charge	New charge
T4	Visitor's 24 hour permits	£12 per 10 permits	£14 per 10 permits

Dispensations

Tariff	Type	Current Charge	Proposed charge
T7.3	Discretionary dispensation permit PM for property maintenance vehicles (valid in any Tonbridge residents permit bay)	£200	£250
T7.4	Discretionary dispensation permit PMY for property maintenance vehicles (valid in any Tonbridge residents permit bay and on yellow lines where loading and unloading is not prohibited in Tonbridge High Street)	£200	£250
T7.5	Discretionary dispensation permit THB for vehicles carrying out regular cash banking activities (valid on yellow lines adjacent to	£200	£250

	banking facilities where loading and unloading is not prohibited in Tonbridge High Street for a maximum of 20 minutes)		
T7.6	Discretionary dispensation permit for commercial purposes (such as building works)	£15 per day, £60 per week	£18 per day, £75 per week

In the Parish of West Malling

Location	Proposals
High Street	Changes to parking bay restrictions (introduction of P&D parking) Changes to loading bay restrictions (time extended and limited waiting deleted)
Swan Street	Changes to parking bay restrictions (introduction of P&D parking)

Details of the Pay and Display machine locations are shown in the documents on-deposit at the Council Offices and are also available online.

In the Town of Tonbridge

Location	Proposals
Avebury Avenue	Changes to parking bay restrictions (removal of P&D parking west of Holford Street) Changes to parking bay restrictions (east of Holford Street) – maximum stay reduced.

A copy of the draft Order and the Statement of Reasons for proposing to make the Order may be inspected during normal working hours at the offices of Tonbridge and Malling Council Offices, Kings Hill, West Malling or at Tonbridge Castle and also at the Kent County Offices, Sessions House, County Hall, Maidstone, Kent.

The proposed Order may also be viewed online on www.tmbc.gov.uk/consultations or you can scan the QR code to visit the consultation page



Anyone wishing to support these proposals, or object to them, should write stating reasons, and quoting the name of the Order by 7th January 2024 to;

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

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

parking.consultations@tmbc.gov.uk

Dated 24th November 2023

Simon Jones
Corporate Director Growth, Environment and Transport
Kent County Council,
County Hall,
Maidstone, Kent ME14 1XQ

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

Please note that the Council also has proposals for changes to off-street parking arrangements – these can also be viewed online.

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE and MALLING) (WAITING RESTRICTIONS & ON-STREET PARKING PLACES)**

(Amendment 58) ORDER, 2023

Statement of Reasons

In the Town of Tonbridge

Changes to parking bays in Avebury Avenue

Parking in Avebury Avenue has always been contested between those wanting short-stay parking near to the town centre, and residents who wish for parking close to their homes.

The existing parking bays in Avebury Avenue allow both permit and Pay & Display parking, and this causes problems for the differing users to find appropriate spaces and the Pay & Display facilities are significantly underused.

The Council is proposing that the Avebury Avenue bays to the west of Holford Street are no longer Pay & Display, and that the bays to the east of Holford Street are 2 hour limited waiting and D1 permit holder parking as this should better meet the needs of town centre visitors and residents.

In the Parish of West Malling

1 hour free parking to become pay and display in West Malling – High Street and Swan Street

West Malling High Street and Swan Street has 93 on-street shared-use parking bays that currently provide 1 hour free parking, as well as unlimited resident permit parking.

However these 1 hour parking bays are often abused by all-day parking, reducing the opportunities for shoppers visiting the town centre.

The Council is proposing introducing Pay & Display parking charges for on-street parking, allowing parking for up to 4 hours, to concur with the parking charges in the nearby High Street car park.

It is also proposed to extend the times of operation of the parking bay restrictions to operate every day, and to extend to 8pm, to reflect the changing on-street parking demand based on increasing Sunday and Bank Holiday trading.

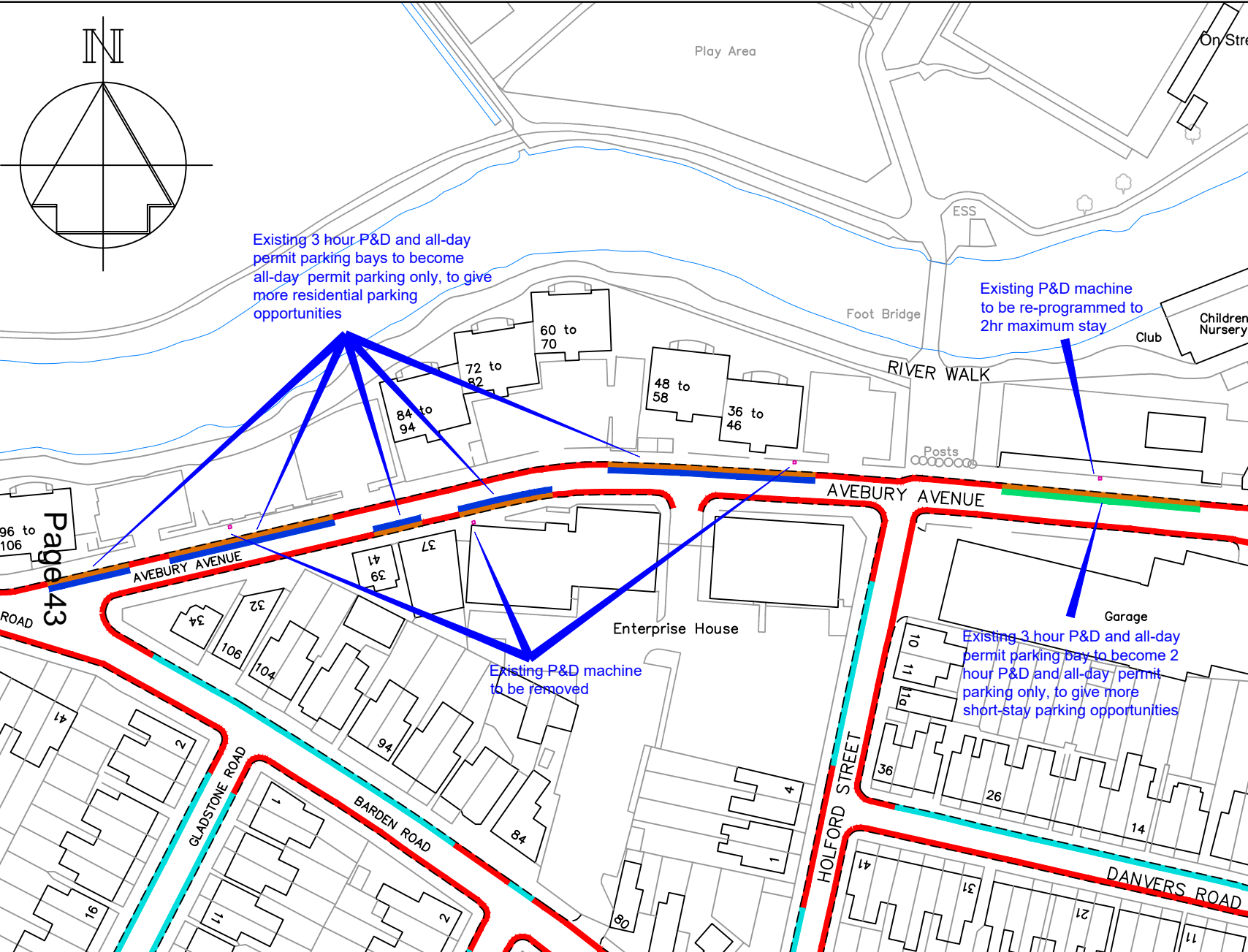
Alteration to loading bay outside Tesco in West Malling High Street

The existing loading bay outside Tesco in West Malling High Street currently operates as a loading bay until noon, Monday to Saturday. However, this has caused significant problems with obstructive parking, as drivers frequently chose to park across the loading bay and obstruct the neighbouring bus stop, and ignored the loading times which prevents deliveries and collections.

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE and MALLING) (WAITING RESTRICTIONS & ON-
STREET PARKING PLACES)**

(Amendment 58) ORDER, 2023

We are proposing that the loading bay become a loading bay that operates from 6:30am until 8pm every day, and be restricted to goods vehicles over 3.5 tonnes.



- Key**
- Existing "No waiting at any time" (double yellow lines)
 - Existing "D1 Permit holders only, Mon-Sat, 8am-6pm" (permit parking bays)
 - Existing "shared use 3 hour P&D parking and D1 Permit holders only, Mon-Sat, 8am-6pm" (parking bays)
 - Proposed "shared use 2 hour P&D parking and D1 Permit holders only, Mon-Sat, 8am-6pm" (parking bays)
 - Proposed "D1 Permit holders only, Mon-Sat, 8am-6pm" (permit parking bays)
 - P&D machine

Existing 3 hour P&D and all-day permit parking bays to become all-day permit parking only, to give more residential parking opportunities

Existing P&D machine to be re-programmed to 2hr maximum stay

Existing P&D machine to be removed

Existing 3 hour P&D and all-day permit parking bay to become 2 hour P&D and all-day permit parking only, to give more short-stay parking opportunities

Page 43

Revision	-	Date	-
----------	---	------	---



TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE &
TECHNICAL SERVICES

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

Project Title
New Parking Charges
Formal consultation

Joint Transportation Board - 4th March 2024

Drawing Title
Tonbridge
Avebury Avenue
Changes to P&D arrangements

Drawn	Checked	Date
ACB	RS	10/2023
Scale 1 : 2000 @ A4		
Drawing No.	Rev	
DD/602/04	-	

This page is intentionally left blank

Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "Bus Stop Clearway"
- Existing "parking place for taxis"
- Existing "disabled" parking bay
- Existing "loading only, Mon-Sat, 6:30-Noon & limited waiting 1 hour (no return 2 hours), Mon-Sat, Noon-6:30pm" (loading and parking bay)
- Proposed "Goods vehicle (over 3.5 tonne) loading only, Mon-Sun, 6:30am-8pm"
- Existing "Limited waiting (Mon-Sat, 8am-6pm, 1 hour, no return 2 hours) and WM1 permit parking bays" (parking bay)
- Existing "Limited waiting (Mon-Sat, 8am-6pm, 1 hour, no return 2 hours) and WM3 permit parking bays" (parking bay)
- Proposed "Pay & Display parking waiting (Mon-Sun, 8am-8pm, Max 4 hour stay) and WM1 permit parking bays" (parking bay)
- Proposed "Pay & Display parking waiting (Mon-Sun, 8am-8pm, Max 4 hour stay) and WM3 permit parking bays" (parking bay)
- P&D machine

Revision	Date
-	-



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

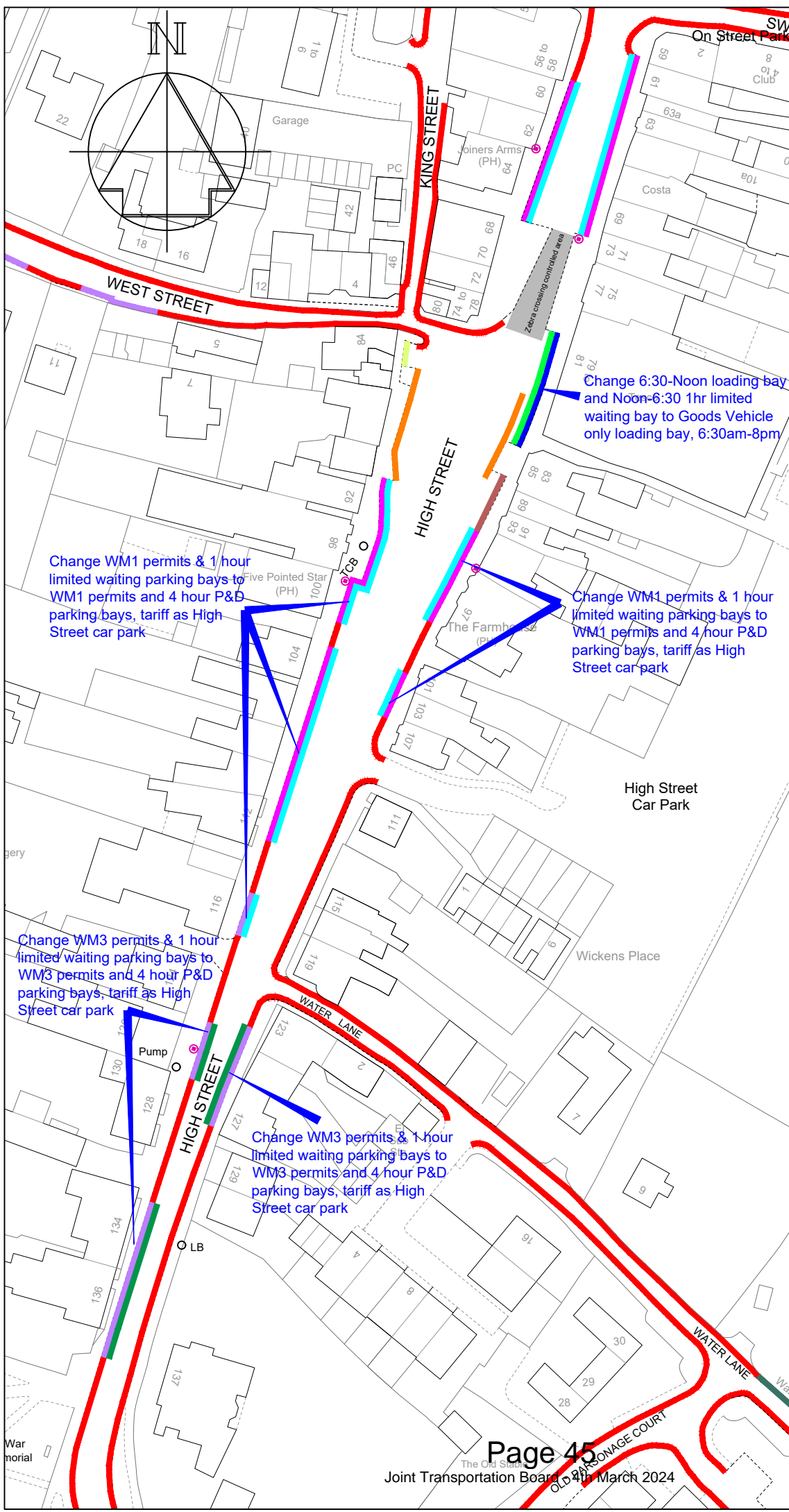
Project Title
New Parking Charges
West Malling On-street

Drawing Title
High Street (south)
Formal consultation

Drawn ACB Checked RS Date 10/2023

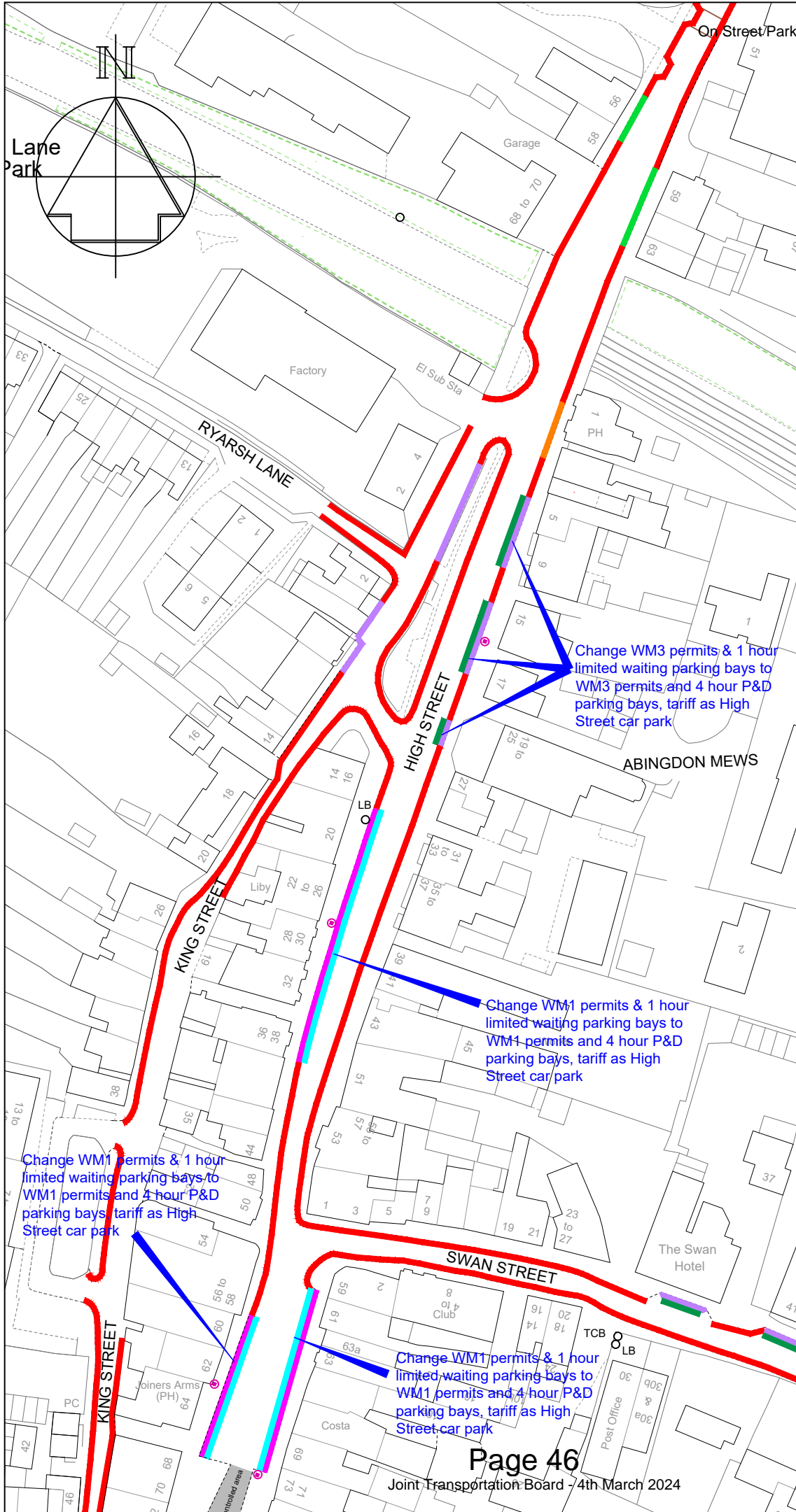
Scale 1 : 1000 @ A4

Drawing No. DD/602/1	Rev -
-------------------------	----------



Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "Bus Stop Clearway"
- Existing "Limited waiting (Mon-Sat, 8am-6pm, 1 hour, no return 2 hours) and WM1 permit parking bays" (parking bay)
- Existing "Limited waiting (Mon-Sat, 8am-6pm, 1 hour, no return 2 hours) and WM3 permit parking bays" (parking bay)
- Existing "Limited waiting (Mon-Sat, 8am-6pm, 1 hour, no return 2 hours) and WM4 permit parking bays" (parking bay)
- Proposed "Pay & Display parking waiting (Mon-Sun, 8am-8pm, Max 4 hour stay) and WM1 permit parking bays" (parking bay)
- Proposed "Pay & Display parking waiting (Mon-Sun, 8am-8pm, Max 4 hour stay) and WM3 permit parking bays" (parking bay)
- P&D machine



Revision	Date
-	-



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

Project Title
 New Parking Charges
 West Malling On-street

Drawing Title
 High Street (north)
 Formal consultation

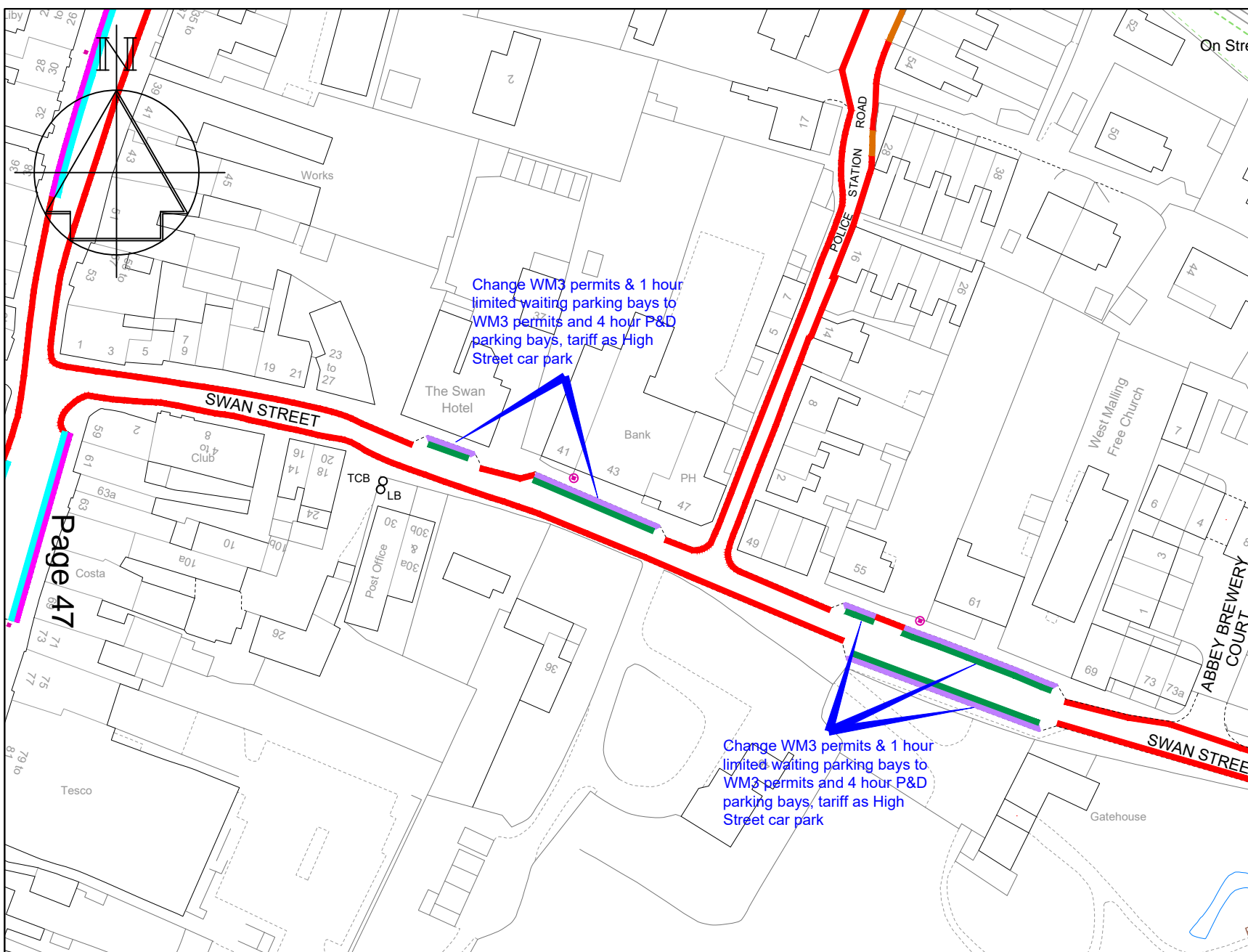
Drawn ACB	Checked RS	Date 10/2023
-----------	------------	--------------

Scale 1 : 1000 @ A4	
Drawing No. DD/602/2	Rev -

On Street Parking Proposals - Annex 5

Key

- Existing 'No waiting at any time' (double yellow lines)
- Existing "Limited waiting (Mon-Sat, 8am-6pm, 1 hour, no return 2 hours) and WM1 permit parking bays" (parking bay)
- Existing "Limited waiting (Mon-Sat, 8am-6pm, 1 hour, no return 2 hours) and WM3 permit parking bays" (parking bay)
- Proposed "Pay & Display parking waiting (Mon-Sun, 8am-8pm, Max 4 hour stay) and WM1 permit parking bays" (parking bay)
- Proposed "Pay & Display parking waiting (Mon-Sun, 8am-8pm, Max 4 hour stay) and WM3 permit parking bays" (parking bay)
- P&D machine



Change WM3 permits & 1 hour limited waiting parking bays to WM3 permits and 4 hour P&D parking bays, tariff as High Street car park

Change WM3 permits & 1 hour limited waiting parking bays to WM3 permits and 4 hour P&D parking bays, tariff as High Street car park



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

Project Title
**New Parking Charges
 West Malling - On-street
 Formal consultation**
 Joint Transportation Board - 4th March 2024

Drawing Title
**Formal Consultation
 Swan Street**

Drawn ACB	Checked RS	Date 10/2023
Scale 1 : 1000 @ A4		
Drawing No. DD/602/3		Rev -

This page is intentionally left blank



Proposals affecting parking on some roads in Tonbridge and West Malling

This consultation runs from 24 November 2023 to 07 January 2024.

You do not need to answer all questions, but you will need to provide your name and address.

Tonbridge and Malling Borough Council is consulting on changes to on-street parking at locations across the borough.

More details on the changes to charges are included in the Review of of Car Parking Fees and Charges item in the Cabinet report 8th November, 2023

<https://democracy.tmbc.gov.uk/ieListDocuments.aspx?CIId=146&MIId=5550&Ver=4>

More details on other proposals are included in Car Parking Proposals Item in the Cabinet report 3rd October 2023 <https://democracy.tmbc.gov.uk/ieListDocuments.aspx?CIId=146&MID=5544#A138640>

<https://democracy.tmbc.gov.uk/ieListDocuments.aspx?CIId=146&MID=5544#A138640>

We welcome your comments on the changes being proposed and all feedback will be considered. This process is not a vote on the proposals, rather an opportunity to gather constructive feedback from residents and businesses. We are keen, therefore, to hear alternative suggestions or proposals which can be provided in the comments section which accompanies each set of questions.

All responses (except duplicated responses), received before the deadline, will be redacted and included in the reports to Members and will also be publicly available online.

There are also proposals effecting parking in our car parks. This is a separate consultation and can be viewed here <https://www.tmbc.gov.uk/parking-transport/off-street-parking-consultation>

Whilst we appreciate comments on other issues, this consultation relates to these specific proposals. If you want to report other parking matters please do so via www.tmbc.gov.uk/parking

To report other road matters www.kent.gov.uk/roads-and-travel/report-a-problem

1. Name *

2. Address *

3. Post Code *

4. **Change of use of parking bays in Avebury Avenue, Tonbridge**

Parking in Avebury Avenue has always been contested between those wanting short-stay parking near to the town centre, and residents who wish for parking close to their homes.

The existing parking bays in Avebury Avenue allow both permit and Pay & Display parking, and this causes problems for the differing users to find appropriate spaces and the Pay & Display facilities are significantly underused.

The Council is proposing the reducing the number of Pay & Display spaces in Avebury Avenue to provide more resident permit parking opportunities.

We are also proposing the conversion of 3 hour parking bays east of Holford Street to 2 hour parking bays to allow more short-stay parking opportunities for shoppers closer to the town centre.

The changes are detailed here

<https://www.tmbc.gov.uk/downloads/download/559/on-street-parking-consultation-2023-documents>

I support the revision of the Council's on-street parking bays in Avebury Avenue?

I object to revision of the Council's on-street parking bays in Avebury Avenue?

5. If you want, provide comments related to your support or objection.

6. 1 hour free parking to become pay and display in West Malling – High Street and Swan Street

West Malling High Street and Swan Street has 93 on-street shared-use parking bays that currently provide 1 hour free parking, as well as unlimited resident permit parking.

However these 1 hour parking bays are often abused by all-day parking, reducing the opportunities for shoppers visiting the town centre.

The Council is proposing introducing Pay & Display parking charges for on-street parking, allowing parking for up to 4 hours, to concur with the parking charges in the nearby High Street car park. The charges are detailed here <https://www.tmbc.gov.uk/downloads/download/559/on-street-parking-consultation-2023-documents>

It is also proposed to extend the times of operation of the parking bay restrictions to extend to 8pm every day, including Sunday and Bank Holidays, to reflect the changing on-street parking demand.

The Council also has proposals for changes to charges in the High Street car park and the loading bay outside Tesco <https://www.tmbc.gov.uk/parking-transport/off-street-parking-consultation>

Do you support or object to the introduction of on-street parking charges in West Malling High Street and Swan Street?

- I support the introduction of on-street parking charges in West Malling High Street and Swan Street?
- I object to the introduction of on-street parking charges in West Malling High Street and Swan Street?

7. If you want, provide comments related to your support or objection.

8. Alteration to loading bay outside Tesco in West Malling High Street

The existing loading bay outside Tesco in West Malling High Street currently operates as a loading bay until noon, Monday to Saturday. However, this has caused significant problems with obstructive parking, as drivers frequently chose to park across the loading bay and obstruct the neighbouring bus stop, and ignored the loading times which prevents deliveries and collections.

We are proposing that the loading bay become a loading bay that operates from 6:30am until 8pm every day, and be restricted to goods vehicles over 3.5 tonnes.

Do you support or object to the alterations to the loading bay to improve access for goods vehicles?

- I support the alterations to the loading bay to improve access for goods vehicles?
- I object to the alterations to the loading bay to improve access for goods vehicles?

9. If you want, provide comments related to your support or objection.

10. Increase in on-street parking charges

The Council is revising its tariff of charges for on-street parking.

As part of the Borough Council's review of fees and charges for its services, the Council is proposing to increase on-street parking charges, to reflect the increasing costs of the provision of services.

The charges are detailed here <https://www.tmbc.gov.uk/downloads/download/559/on-street-parking-consultation-2023-documents>

Do you support or object the revision of the Council's on-street parking charges?

- I support the revision of the Council's on-street parking charges
- I object to the revision of the Council's on-street parking charges

11. If you want, provide comments related to your support or objection.

This content is neither created nor endorsed by Microsoft. The data you submit will be sent to the form owner.

 Microsoft Forms

This page is intentionally left blank

From: [Karen Bell](#)
To: [Andy Bracey](#)
Subject: RE: [EXTERNAL SENDER]On and off-street parking restrictions - Changes to parking restrictions in the Borough of Tonbridge & Malling
Date: 05 January 2024 09:51:59

Dear Andy

Further to my email below, the councils Planning and Transport Committee met yesterday and on the same basis as our objections to the changes to the on and off-street parking restrictions proposed for West Malling decided that Kings Hill Parish Council would also object to the proposals for Ditton and Larkfield.

I would be grateful if the councils' additional comments can be considered.

Kind regards


Karen Bell
Clerk and Responsible Finance Officer
Kings Hill Parish Council
Kings Hill Community Centre
70 Gibson Drive
West Malling
Kent
ME19 4LG
Tel: 01732 870382 / 
www.kingshillparish.gov.uk

Enhancing the lives of the Kings Hill Community

You have received this email from Kings Hill Parish Council. The content of this email is confidential, may be legally privileged and intended for the recipient specified in the message only. It is strictly forbidden to share any part of this message with any third party without written consent of the sender. If you received this message by mistake please reply to this message and follow with its deletion so that we can ensure such a mistake does not occur in the future. Kings Hill Parish Council ensures that email security is a high priority. Therefore, we have put efforts into ensuring that the message is error and virus free. Unfortunately full security of the email cannot be ensured as despite our efforts the data included in emails could be infected, intercepted or corrupted. Therefore the recipient should check the email for threats with proper software as the sender does not accept liability for any damage inflicted by viewing the content of this email.

A copy of the Kings Hill Parish Council Privacy Notice is on our website www.kingshillparish.gov.uk

From: Karen Bell
Sent: Tuesday, December 19, 2023 2:10 PM
To: Andy Bracey <Andy.Bracey@tmbc.gov.uk>
Subject: RE: [EXTERNAL SENDER]On and off-street parking restrictions - Changes to parking restrictions in the Borough of Tonbridge & Malling

Dear Andy

Kings Hill Parish Council has considered the proposed changes to the on and off-street parking restrictions and the changes to parking restrictions with the borough of T & M.

Please be advised that Kings Hill Parish Council objects to the proposals on the grounds that the retail and

services in West Malling provide a main amenity centre for Kings Hill resident and any impact upon them will adversely affect the residents of Kings Hill.

I would be grateful if these comments could be considered in the future consideration of this issue.

Kind regards

[REDACTED]
Karen Bell
Clerk and Responsible Finance Officer
Kings Hill Parish Council
Kings Hill Community Centre
70 Gibson Drive
West Malling
Kent
ME19 4LG
Tel: 01732 870382 / [REDACTED]
www.kingshillparish.gov.uk

Enhancing the lives of the Kings Hill Community

You have received this email from Kings Hill Parish Council. The content of this email is confidential, may be legally privileged and intended for the recipient specified in the message only. It is strictly forbidden to share any part of this message with any third party without written consent of the sender. If you received this message by mistake please reply to this message and follow with its deletion so that we can ensure such a mistake does not occur in the future. Kings Hill Parish Council ensures that email security is a high priority. Therefore, we have put efforts into ensuring that the message is error and virus free. Unfortunately full security of the email cannot be ensured as despite our efforts the data included in emails could be infected, intercepted or corrupted. Therefore the recipient should check the email for threats with proper software as the sender does not accept liability for any damage inflicted by viewing the content of this email.

A copy of the Kings Hill Parish Council Privacy Notice is on our website www.kingshillparish.gov.uk

From: Committee Services <committee.services@tmbc.gov.uk>

Sent: Thursday, November 23, 2023 9:48 AM

Cc: Andy Bracey <Andy.Bracey@tmbc.gov.uk>

Subject: [EXTERNAL SENDER]On and off-street parking restrictions - Changes to parking restrictions in the Borough of Tonbridge & Malling

For the attention of TMBC Members, Parish Council Clerks and KCC Members for Tonbridge and Malling

Sent on behalf of Andy Bracey, Parking Manager, Tonbridge & Malling Borough Council

Dear Councillors

On and off-street parking restrictions

Changes to parking restrictions in the Borough of Tonbridge & Malling.

The Borough Council is in the process of reviewing its on and off-street parking arrangements, and to this end is consulting on changes to both its on and off-street parking Traffic Regulation Orders. The consultation opens on Friday 24th November.

This requires a change to the Council's parking Traffic Regulation Orders, and with this in mind

we are now consulting on the changes to those Orders.

Copies of both on and off-street Notices of intention to make the Orders are attached.

Due to the size of the documents, the proposed plans, both Statements of Reasons and the draft Traffic Regulation Orders (TRO) can be viewed on the Borough Council's website www.tmbc.gov.uk/consultations, however, paper copies of the proposals are available on request.

Additionally, all of the consultation documents are available 'on deposit' and may be inspected during normal working hours at the following locations, however, staff at those locations may not be able to answer technical queries.

Tonbridge & Malling BC Offices Gibson Drive Kings Hill West Malling Kent ME19 4LZ	Tonbridge & Malling BC Offices Tonbridge Castle Castle Street Tonbridge Kent TN9 1BG	Kent County Council Sessions House County Hall Maidstone Kent ME14 1XQ
--	---	--

I should be grateful to receive any comments in writing by 7th January 2024 so that the issue can be reported back to, and considered by Members to inform their views. If there is no response, I shall assume you have no objections.

If you have any queries please do not hesitate to contact me.

Yours faithfully

Andy Bracey FIHE
Parking Manager
Tonbridge and Malling Borough Council

-
[Open an account](#) to pay bills, report an issue or make an application
[Download the My TMBC app](#) for updates on key services
Follow us on [Twitter](#), [Facebook](#) and [Instagram](#) for the latest news

This message has been scanned for malware by Forcepoint. www.forcepoint.com

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.



WEST MALLING PARISH COUNCIL

9 High Street, West Malling, Kent ME19 6QH

Telephone: 01732 870872

Email: clerk@westmallingspc.org

Website: www.westmallingspc.org

Clerk to the Parish Council: Mrs Claire Christmas

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

6th January 2024

West Malling Parish Council response to TMBC Parking Consultation January 2024

Councillor Matt Boughton confirmed at a Chamber of Commerce meeting that TMBC needs to raise an additional £50k of annual revenue in our area. West Malling Parish Council prides itself on being open and constructive in our dealings with the Borough and will assist, where possible, with achieving this while requesting that the concerns and views of our residents, business owners and visitors to our town are given due consideration.

As a means of raising additional income, the Council would suggest that TMBC only increases the parking charges in the car park behind Tesco with a view to seeing how much additional income this would generate. Not only would this produce an immediate source of additional income, but there would be savings from the considerable infrastructure costs needed for the other proposals within these consultations. There would also be the cost saving of not needing to employ additional traffic wardens to monitor the proposed new designated areas.

Introduction of off-street parking charges – Ryarsh Lane car park

West Malling Parish Council is **strongly against** the introduction of any parking charges for the Ryarsh Lane car park other than the present business permits. We also do not wish to see the extension of parking charges to 8pm. This will have a serious impact on all the side roads where the parking restrictions end at 6pm. Residents returning from work, or from an evening out will be unable to find anywhere to park. It will also impact on all the early cafe, pub and restaurant trade pushing people to make later bookings and increase noise and disturbance into the night or to find alternative locations where parking is easier.

This car park is also essential for the thriving monthly Farmers Market which has an excellent reputation. The free car park is used by both stall holders and market goers and because it is free on Sundays draws in visitors from all around the area. Should these parking charges be introduced then we could see the number of stall holders and visitors reduce and the market close.

Nearby allotment holders are also regular users of the car park dropping off heavy bags and equipment.

The consultation document does not make it clear whether residents of Ryarsh Lane, with parking permits, will be covered for 24/7 parking. This section of the consultation document does not open properly on some devices.

Introduction of on-street parking charges – West Malling High Street and Swan Street

The Council is **strongly opposed** to the introduction of charges for these areas.

The Parish Council believes that there is only a small number of cars that park in the High Street and Swan Street one-hour bays for longer than is permitted. We agree that this is a concern and would like to work with the Borough to alleviate this.

Local businesses, shops, pubs, restaurants, cafes, West Malling CE Primary School, and St Mary's Church will all be affected in different ways, a business may have fewer clients, shops lose footfall, people may spend less in pubs and eateries. The longer-term knock-on effect could be profound. For example, fewer users of Tesco supermarket may mean that they withdraw from the town. This would lead to a complete downgrading of the town's viability and a reduction in the chargeable business rates.

The environmental impact of these changes cannot be overstated. Residents use the 1-hour free parking in the High Street to shop in Tesco. Shopping is heavy and awkward to carry. If they must pay for their hour then they will drive to Lunsford Park, Larkfield where parking is free, or to Kings Hill. This will have an environmental impact on the borough and increase poor air quality. TMBC should be encouraging people to shop as locally as possible, and this was particularly necessary during Covid. The first free hour is also essential for people visiting both the church, and churchyard, throughout the week and school drop off and pick up times. We ask that if charges are introduced then it is important that the 1 hour free remains.

We ask that TMBC take into consideration that West Malling is within a Conservation Area and that any alterations to the town need to be carefully considered. The introduction of numerous paying machines & information display signs around the town will detract significantly from the historic attributes that currently make West Malling an attractive place to live and visit. We also ask that TMBC take into consideration previous work undertaken to de-clutter the High Street so as to create an inviting area for residents and visitors alike; WMPC have previously agreed with TMBC a Design Statement to ensure only high quality coordinated street furniture is installed.

Both TMBC and West Malling Parish Council have a duty to consider all changes and how they will affect disabled, less well-off, older visitors and residents. Anything that restricts people with mobility issues (not just blue badge holders) from getting from A to B is detrimental to their wellbeing. Getting from your car and finding a machine can be no straight forward task. The ability to use the parking app particularly in an area which is renowned for poor mobile reception is a serious concern. We stress, for ease of use, that should the Pay & Display machines be introduced then they must be able to take cash and debit cards. The increased cost of an outing is a huge disincentive for those who struggle economically. For those disadvantaged, these worries lead to a loss of confidence and living a more restricted life. It is known that this can have a dramatic effect on people's mental health.

Visitors to the town are needed to keep West Malling as the vibrant and attractive place it is to shop and enjoy hospitality. West Malling should be welcoming and accessible to all ... regardless of their means. Mary Portas said, 'town halls ignore at their peril the risk of driving trade out of the high street to shopping malls ...' also stressing that parking charges risk undermining the vitality of the high street.

Alteration to the loading bay outside Tesco, West Malling

West Malling Parish Council agrees with this part of the proposal as it agrees that the current parking arrangement can present danger to road users. We ask TMBC to be mindful of the loss of parking bays this would cause. The Council believes that this is another reason that the one-hour free parking remains for the rest of the High Street and Swan Street.

Increase to on-street parking charges

Residents parking permits - West Malling Parish Council agrees with this part of the proposal.

Residents parking permits, non-UK registered vehicle - West Malling Parish Council agrees with this part of the proposal.

Visitor 24-hour vouchers - West Malling Parish Council agrees with this part of the proposal.

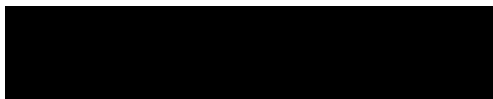
Increase to off-street parking charges

Business parking permit - We would ask TMBC to investigate making this more equitable and efficient. Presently there are far too many spaces not being used.

In conclusion we are asking TMBC to take a holistic look at the impact of these proposals and not just the impact to parking, but on the fabric of the town and the lives of the people who live and visit here. We agree with the sentiment of the present Government's Levelling up strategy ...**creating opportunities for everyone across the UK by improving jobs, pay and living standards, making streets safer, protecting health, and wellbeing & investing in high streets and town centres.**

The Parish Council would welcome a meeting with TMBC to work towards achieving the Borough's goals. We are both concerned and perplexed by the confusing consultation documentation on TMBC's website. Residents are understandably annoyed and upset by the seemingly, if unintended, lack of clarity and are left with a belief that their views are not genuinely sought. Working together, both TMBC and West Malling would be stronger and better placed for having a healthy and prosperous future.

Yours faithfully,



Claire Christmas
Clerk to West Malling Parish Council

From: [REDACTED]
To: [Parking Consultations](#)
Subject: The Tonbridge and Malling Borough Council (Off-Street Parking Places) ORDER 2023 No.2
Date: 06 January 2024 09:22:30

Dear Ms Beilby,

My name is [REDACTED] and I am the Pastor at Hillsong Church Kent on Medway Wharf Road in Tonbridge. Firstly I'd like to say thank you for the work that you and your team do, thank you also for welcoming comments and suggestions regarding the proposals affecting Council car parks in Tonbridge town centre.

Having carefully read the proposals and also the factors that have prompted them I understand the explanation given and the need for meeting the rising cost of operating the car parks.

At Hillsong Church Kent we have a congregation that is based not only in Tonbridge, Tunbridge Wells and Sevenoaks but also a considerable amount of people who travel from Maidstone and the Medway towns. We currently have two services on a Sunday as well as various midweek activities and meetings, for example a Youth group that runs on Friday evenings. At our Sunday services we regularly have on average over 600 people coming to Church and in order to be considerate neighbours and a caring presence in our community we give clear instruction for people to park in the Council car parks (Particularly the Sovereign Way and Botany car parks). As the parking is currently free on a Sunday and Tonbridge has many amazing spaces for recreation and eating out we have seen that when people come to the town centre for Church they frequently then visit the high street for food and shopping as well as the monthly Farmers Market too. We love being part of the Tonbridge community and seeing that also on weekends there are often community events, such as the Dragon Boat race and food festivals which our congregation frequently both attend and support once Church has finished on a Sunday morning.

We understand the need set out in the Council's proposals for extra revenue and parking spaces in the town and we would like to suggest that on Sundays and Bank Holidays that there could be either a reduced rate for parking or fixed charge for the day (for example £2). This would generate extra income from the car parks that are used by our congregation and also encourage people to stay in Tonbridge after the morning services so they can eat lunch on the high street, visit one of the parks and support community events like the Farmer's Market and Castlemas.

We strongly feel that if parking is charged by the hour at the proposed rates then people would likely leave the area once Church has finished and indeed they may have to make the decision to attend Church with less frequency due to the financial pressures that many in our community are facing.

I'd like to thank you for taking the time to read through our suggestions and would welcome being part of any further discussion. My contact number is [REDACTED] and I would be happy to talk further and answer any questions you may have regarding this matter or any other concerning Hillsong Church Kent.

Yours Sincerely

[REDACTED]

[REDACTED]

Kent Location Pastor | Hillsong Church UK

[REDACTED]

Hillsong Church London is a not-for-profit company limited by guarantee and registered in England, Wales and Scotland.

Company No: 05487537. **Charity No:** 1120355 & SC051872. **Registered office:** 35 Little Russell Street, London, WC1A 2HH. Phone: +44 (0) 207 384 9200.

Confidentiality notice: This message is private and confidential. If you have received this message in error, please notify us and remove it from your system. If you are not the intended recipient, you must not copy, distribute or take any action in reference to it. Any such action may be unlawful.

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

From: [REDACTED]
To: [Parking Consultations](#)
Subject: Parking Consultation
Date: 06 January 2024 09:05:51

Dear Sir/Madam

As Minister of West Malling Baptist Church, I just wanted to write a note sharing my strong concerns and opposition to the parking charge proposals which impact Saturdays and Sundays in West Malling.

As a Church in this community, we bring together approximately 80 people of all ages to Worship on a Sunday which significantly provides a place of connection and fellowship. Some are elderly and struggle with mobility and accessibility and so arriving at Church in Swan Street is valuable but not easy. Additional parking charges will have not only a financial impact on them but a social one too.

We have folk who come to us who are really struggling with the cost of living crisis. We support them with money budgeting courses and life skills courses. We have a hugely important midweek Coffee Morning which is a vital community event. We house a Men's retirement group. These are not insignificant events that take place and will be negatively impacted by these proposed changes.

We are making, I believe, a significant contribution to community life within this borough to those vulnerable and on the margins. These proposals in my opinion will make life harder for those who attend. It could have an isolating effect.

I believe we are not the only faith community in West Malling who would equally be impacted by these proposals. The presence of Churches in West Malling draws people into the Town which is good for the businesses too. There are 'knock on' effects.

One thing that COVID taught us was the importance of community. Community was stripped away through safety measures and social distancing. People suffered through isolation and most prominently the vulnerable and those on the margins. After restrictions were lifted people were looking for that community which had been stripped from them. We have seen an increase of people coming to West Malling Baptist Church. I believe that is in part because of the community, friendship and belonging it provides. My point is, why as a Borough Council would you take a step that negatively impacts and could have a stripping back effect on community once again? I believe part of your role is to build community not to chip away at it.

If I can assist, as a community Leader, in any way please do let me know.

Many thanks,
God bless

[REDACTED]

Minister of West Malling Baptist Church
Swan Street
West Malling

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

West Malling Baptist Church
Swan St, West Malling. ME19 6LW
www.wmbc.org.uk
Registered Charity no. 1130977



Secretary
Janice Webb
Email: secretary@wmbc.org.uk

3rd January 2024

RE: Parking Consultation

I am writing on behalf of the Trustees of West Malling Baptist Church in regard to the proposal to extend car park charging in West Malling and introduce meter charging on the High St and Swan St.

Although we are not a business, as a local church we do serve the community through the week and at the weekend. Here is a typical week:

Monday: Popin - free warm space in the day time

Wednesday: Charity Coffee Morning - free

CAP money courses in the evening for anyone struggling with finances or on the verge of being in debt or cost of living - free

Table Tennis

Thursday: Morning and evening gatherings for the church

Saturday: Messy Church for families

Sunday: Morning Worship

It might come as a surprise how much we do as a church through the week to support the lonely, families, elderly, etc. These events are for the community and provide a much needed place for folk to meet and socialise. We make no charge for the services we provide and are run by volunteers who either walk in or park in West Malling. The impact of increasing days on parking charges would be detrimental to the many volunteers who give at least 4 hours to run each of these gatherings. Our church does not have a car park so our volunteers already use the car parks in the daytime, but we are concerned that taking away free parking in the evening, on a Sunday and bank Holidays will have a very negative effect.

As the bus service is now so poor, volunteers and our Sunday congregation (75% living outside of West Malling) are given no choice but to travel to their local Baptist Church by car. Typically on a Sunday morning we have church members arriving from 9.30am to prepare the church etc. ready for 10.45am service. Because we believe fellowship is so important we provide refreshment after the service and therefore this may mean, on a typical Sunday, parking from 9.30am to 12.45pm (3 half hrs) and the shortest time being 10.15am (2 half hrs) through to 12.45pm. We also hold shared lunches following the service which again would extend that time and these would have to stop

should the proposals go through.

As part of Church Together in Malling we support united afternoon services and the West Malling Good Friday procession. Again these occasions would be penalised by charging on a Sunday and Bank Holiday. This event is supported by 150 to 200 local Christians from our surrounding churches and would probably be impacted by charging on Sunday's and Bank Holidays.

The impact of introducing meter charges on Swan St will make it more difficult for those who may have a blue badge, and as a church we obviously have funeral and wedding services from time to time. Would this mean the funeral hearse and wedding cars being charged for parking outside the church during the service?

We would ask that car parking charges remain as they are and in particular not to introduce charges for Sunday and Bank Holidays as a matter of respecting those coming into West Malling, so that they may freely gather for Sunday Worship without the distraction and worry of having to walk out of a service because their car parking time has expired.

Yours sincerely



Church Secretary and Trustee

West Malling Baptist Church

From: [Head Teacher](#)
To: [Parking Consultations](#)
Subject: Objection to TMBC parking charges in West Malling
Date: 07 January 2024 20:34:29

I am the Headteacher of West Malling CE Primary School and The McGinty Speech and Language SRP and am writing on behalf of the school to formally object to the proposed parking charges in the High Street and Swan Street.

From a school perspective I am very concerned about the impact charges on the High Street will have on the amount of parking in local residential roads. Parents park on the High Street at both ends of the school day to either walk the short distance to the school, or drop their children off for the Walking Bus scheme. The inability to do this will force parents to try to find parking on West Street, Offham Road and Norman Road. This will cause huge disruption to the school's neighbours and has the potential to cause access issues to residents' properties if parents park inconsiderately. The small amount of free parking available immediately outside the school next to the Old Cricket Ground will become even more congested than it already is. This area should provide a convenient place for parents to park at both ends of the school day, but is already congested and this congestion will only become worse under the planned changes.

From a wider perspective I am also concerned at the impact of the planned charging regime on the local business community. These businesses have had to survive the negative impact of the COVID pandemic and are reliant on local and passing trade. The High Street is a traditional English High Street, full of independent traders and eateries, and the Parish Council have worked hard to maintain this ethos and feel. The introduction of parking charges will seriously harm this local trade. People will instead choose to travel to out-of-town centres such as Aylesford or Kings Hill, where they will be able to park for free to access large, national superstores. There is an additional environmental consideration here, as people use their cars to travel further to these out-of-town outlets.

The proposals are a direct contradiction of TMBC's own Economic Development Strategy for 2023-2027, which states the Council is investing in our local economy to help residents and businesses and foster sustainable growth. The proposed parking charges would do neither. Residents who are in possession of one or more vehicles will be subject to increased financial burden due to parking permits. This could cause the most vulnerable to become isolated from friends and family due to the increased parking costs to not only themselves but to their visitors.

I recognise that the Council is hard-pressed financially, and looking to raise additional funds. I believe that some form of parking charge on the High Street and Swan Street would be appropriate, but not the current proposals as these significantly undermine local residents and businesses. Instead, I would propose an initial period of free parking for up to 2 hours, with charges starting after this point. This period of grace would mitigate the concerns of the school, help local residents and assist local businesses by maintaining local and passing trade.

I am aware that one of the Council's concerns is the 'clogging up' of the High Street and

Swan Street by people parking for the whole day, and potentially commuting to work by rail. Introducing a higher rate of charge from the 2-hour point onwards would prevent this situation from taking place while still providing the Council with an income from those people who do wish to park for longer.

I would ask TMBC to give serious consideration to these objections and reconsider their current proposals.

Kind regards,



Headteacher

West Malling CE Primary School and The McGinty Speech and Language Centre
Old Cricket Ground, Norman Road,
West Malling, Kent, ME19 6RL.
01732 842061
www.west-malling.kent.sch.uk

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

From: [REDACTED]
To: [Parking Consultations](#)
Cc: [Matt Boughton](#); [Tom Tugendhat MP](#); [Russell Meader](#)
Subject: On-Street Parking Charges 2023 - West Malling High Street & Swan Street
Date: 06 January 2024 11:22:04

To whom it may concern;

I'm writing on behalf of West Malling Chamber of Commerce with regard to the proposal to alter the car parking restrictions in West Malling.

Having attended the initial consultation meeting of councillors and a subsequent meeting with Councillor Matt Boughton, West Malling Chamber of Commerce have the following concerns.

When the proposals were discussed at the initial consultation, it appeared that no consideration was given to individual town requirements and that a standard parking scheme should be adopted in the councils streets and car parks in their ward. This one size fits all approach is extremely draconian with no consideration to the size of town, set-up or amenities. West Malling's main trading area comprises of two streets, both formed of small independent businesses. We do not have a large store, like other local towns, to attract the high volume of visitors required to warrant paying parking charges from 8am - 8pm 365 days of the year.

The key driving point on the consultation is to deter all-day parking offenders, however, introducing on-street parking charges from 8am - 8pm for 365 days of the year to deter a potential dozen offenders, is like using a sledgehammer to crack a nut. The blanket charges for 12 hours a day and every single day of the year is an extreme proposal to implement with a new untested scheme. Why is it not inline with the main car park (Tesco) of free after 5.30pm excluding Sundays and Bank Holidays. The introduction of these charges is guaranteed to discourage visitors to the High Street of West Malling. This statement is backed by the business owner's conversations with their customers, in addition to surveys and reviews conducted by independent professionals such as the Mary Portas review into the future of our High Streets, funded by the Conservative Party in 2011, which all point to the same conclusion.

Following the announcement of the public consultation, the business owners in West Malling have been asking their customers for their response to the on-street parking charges and the response has been a resounding, they would no longer shop in West Malling out of principle and inconvenience. Charging on the High Street and Swan Street will add an additional level of stress to the experience plus they feel aggrieved to pay to visit their local High Street. Instead they will use local alternatives such as Kings Hill and Bluewater who both offer free parking.

West Malling has an amazing collection of independent entrepreneurial small businesses that rely solely on footfall to drive their profitability. They cannot fall back on online presence and delivery service that many chains can afford. They heavily rely on the pop in customer who will visit two or three businesses during their free hour parking slot. The on-street parking charges 7 days a week 8am - 8pm will destroy that vital business feed, a period of free parking will still allow the majority of transactions to take place.

The suggestion by TMBC that "when parking charges were applied to the Tesco car park, no businesses were affected" is just speculation as no consultation has ever taken place to prove this. On the contrary, we put it to you that all businesses in West Malling have been

adversely affected by this change and removing free parking completely would be devastating for many if not all.

Another concern of the Chamber members, that TMBC are fully aware of, is the appalling phone signal in West Malling, the businesses in West Malling already have customers complaining they are unable to get a signal to pay the parking charges in the car parks and end up logging on to their business wifi to do so. Therefore a smartphone parking meter system will not work, an alternative system would need to be provided for non smartphone users too.

On the subject of parking meters, the Chamber members are also concerned of the negative visual impact of the parking meters on the Medieval centre of West Malling, the historic core, including High Street and Swan Street that sit within the Conservation Area. Justifiably there are many restrictions applied to properties that are located within the Conservation Area. What considerations and discussions have taken place with the department of conservation on the location and aesthetics of the parking meters and their blight on our beautiful market town?

We think most businesses would agree that some degree of parking control is required as the minority should not be allowed to abuse the few parking spaces that exist. More visits by the parking wardens would discourage this offence and would increase revenue by issuing more parking tickets to regularly offenders. An additional revenue stream that should be explored is the Ryarsh Car Park business permits. Business owners in West Malling have been trying to highlight, inform and illustrate with photographic evidence the large amount of parking spaces that are available every day in this car park. This has been ongoing for a few years following COVID and people moving to working from home so no longer requiring their parking space plus the closure of Malling House and an insurance company that held over 30 permits which are now expired. The Permit Parking system clearly requires an overhaul to maximise its use. There are people on waiting lists for permits when their is clearly the availability. This revenue stream should be explored as a priority by TMBC due to its ease, as there would be no additional instalment costs just improvement of systems.

The Chamber would like to see the on-street parking to remain as it currently is with the 1hour free parking 8am - 6pm 6 days a week. However, many feel that TMBC have already decided that the on-street charges are a 'done deal' therefore as a second option, we propose a compromise of a minimum 1 hour free parking period be introduced and charges apply to 6 days a week excluding Sundays and bank holidays and free from 6pm, in-line with the current system. In order to assist with revenue generation an increase be applied to those parking for longer than 1 hour.

It is well documented that introducing parking charges to small High Streets has a significant negative effect on it's life and wellbeing. The estimated annual revenue from the new parking charges of £50,000 less the estimated annual running costs of £30,000 of the scheme plus instalment costs, does not equate to the longterm damage that will be caused by removing all free parking and introducing charges 365 days of the year from 8am - 8pm. West Malling High Street is the heart of our community and has been for centuries and the Chamber members want that to continue and want to protect and preserve it. We are reaching out to TMBC to reconsider the on-street parking charges proposed for West Malling High Street and Swan Street.

West Malling has a fragile business community that is fighting to keep their businesses afloat post COVID and during an economic downturn. In addition to on-line competition and large shopping centres. Many have had a very difficult three years with some their

worst year on record during 2023. The introduction of the on-street parking charges feels like the final nail in the coffin.

Yours faithfully

[Redacted]

Secretary West Malling Chamber of Commerce

[Redacted]

[Redacted]

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

From: [REDACTED]
To: [Parking Consultations](#)
Cc: [REDACTED]
Subject: Parking Consultation - formal response
Date: 08 December 2023 14:16:13

Dear Sir/Madam

Thank you for the chance to comment on the proposals for changes to on-street and off-street car parking in West Malling. I tried to use your form but unfortunately it did not have enough space for all we needed to say. I hope, therefore, that this email may be taken as a formal response.

On behalf of the Clergy team for St Mary-the-Virgin Church, West Malling, her Churchwardens and Parochial Church Council, I am writing to let you know that we have met to discuss the plans and we are unanimously opposed to the proposals. I am writing on the Church's behalf to explain the nature of our opposition.

Why are these proposals a problem for St Mary's Church?

There is often a mistaken assumption in the wider community that car parking only matters to St Mary's on Sundays. The life of any parish church is a lot more complex than that and the ability of people to park near the church matters every day.

St Mary's is a busy church in the local area conducting a significant number of Baptisms, Weddings and Funerals consistently through the year. On average, we host approximately 75 such services every year (35 Baptisms, 15 Weddings, 25 funerals) which is more than one a week. St Mary's also hosts civic events, concerts and music festivals, school services, and graduation ceremonies (for St Augustine's College).

So, at least once or twice a week, there are significant gatherings of people at St Mary's. Frequently, from Monday to Saturday we host gatherings of between 100 and 350 people; many of whom do not live locally. In the cases of weddings and funerals, they may travel significant distances to attend. St Mary's relies on the good graces of the High Street to enable such important moments in the life of this community and in the lives of many families. But the High Street's patience and grace with us is not assisted if congregations fail to find suitable parking, and instead park their cars poorly and/or illegally.

Furthermore, our ability to function as a viable parish church is heavily reliant on the fees we receive from hosting such funerals, weddings and baptisms, as well as the donations we receive for use of the church on other civic occasions. This is a financial matter for St Mary's, not just a matter of community spirit and events. We are concerned that changes in parking may particularly impact our ability to compete as a wedding venue against other options like local hostelrys, country houses and wedding venues.

Furthermore, a system of charging for on-street parking is also a concern because it disproportionately impacts those who are least able to withstand the additional charges - those who are more elderly and fragile in health. Not everyone who is thus affected would necessarily qualify for a blue badge and the ability to park without charge.

We are also concerned that charges on the High Street will lead to a displacement of car parking onto local residential roads. The close proximity of St Mary's to Churchfields and Offham Road may lead to inconvenience for our near neighbours and obstructions to their ability to park at their homes. St Mary's also enjoys a close relationship with our local

Church School, West Malling CEP School, and we are concerned at the impact of on-street parking charges on the walking bus, as well as on the vehicular traffic at pick-up and drop-off times in West Street and on Norman Road. The free parking next to the Old Cricket Ground is likely to be made much worse than it already is by these High Street charges.

Some might ask why we don't create our own car park in the churchyard. We are blessed to own a large ancient (open) churchyard that is a heritage asset and part of a conservation area. The consecrated land around St Mary's places upon us an important duty to manage and honour the legacy of West Malling's past down the centuries. West Malling's people have found their final resting place at St Mary's for over 900 years and many of our graves and tombs tell a story of our history and the legacy of our wonderful town. We relish and value this task but the space we have needs careful management. The Council do not have any civic-run deathcare at this end of the Borough and any land we occupy with a car park is land that cannot be used in future for burials. With pressure on grave-space already an issue locally, we don't think it makes sense to use some of the precious land we do have for burials to create a car park. Indeed, our hope is that in return for this deathcare amenity that we provide on the community's behalf, and in return for facilitating such important community moments as burials, the Council would provide us with some understanding and aid in return.

It shouldn't need pointing out, but perhaps it also needs pointing out to the Council that there is enormous importance for such gatherings in the strengthening of society and community. We also know that the High Street benefits economically from our presence (e.g. through the various wedding receptions and funeral wakes that take place in local bars, restaurants and hostelrys after services at the church).

Thinking of our commercial neighbours on the High Street, we are also pastorally concerned for the impact on their well-being economically. It is our calling and task as a Parish Church to offer support and comfort to all and to encourage and support human flourishing. After car parking charges were introduced into the off-street parking in West Malling, we have mourned the loss of many different shops and eateries that saw a resulting drop-off in trade. Local people have lost jobs and the cost of living bites hard. Our vestry charities that seek to offer financial support to local people have seen an increase in demand for grants. While we recognise that TMBC are not trying to deliberately run down our High Street and they also desire a flourishing, prosperous community, we do not see that a blanket approach to on-street parking helps that goal. Rather we think it works against it.

Finally, we are a Parish Church seeking to reach the Church of England's 2030 target for net-zero carbon emissions and have introduced a number of schemes in recent years to better support our environment. For a Borough Council that will also be increasingly aware of its environmental concerns and with a number of Green Party representatives elected at the last elections, we cannot understand how encouraging folk to travel greater distances by car to out-of-town shopping areas is of benefit compared to the shorter journeys they might take to travel into West Malling.

Seeking a solution

Having laid out our objections, we recognise that the Borough Council is also hard-pressed financially. We recognise that a well-run and financially solvent local Council is of great and positive benefit to everyone in our community; especially the poorest and most vulnerable. We think there is a solution that would introduce some car parking charges to West Malling (both on and off street) which would create income for the Council and mitigate our concerns, the concerns of local business, our local school and local residents

and visitors.

If the Borough Council were to bring forth plans that allowed for 90 to 120 minutes of hours free parking in West Malling, but then with higher charges than currently proposed for longer stays of two to eight hours, we would support the proposals.

Such a revised set of proposals would have the following benefits.

- For St Mary's, an hour's free parking is not enough. A wedding or funeral service can last up to an hour. 90 minutes free parking would be the bare minimum. Hence why we think that two hours is needed.
- High charges for longer stays still achieves the Council's goal of increasing revenue. TMBC could still raise the same amount of money but just in a different set of ratios.
- The school's concerns about pick-up and drop-off times are eased.
- Local residents concerns about a displacement of traffic onto residential roads is mitigated.
- Local shops, eateries and business owners are still able to rely on people 'popping to the shops'.
- High Street parking would also see a greater 'through-put' of cars. We are aware that some car owners currently park on the High Street (for free) and then walk to the Railway Station and commute to work. This is not helpful to the economy of the High Street and clogs up spaces that might otherwise be used by shoppers. We, therefore, recognise that not all car-parking charges are bad for the High Street. Charges for longer stays could be used strategically to stop long-stay car parking for free. That would push commuters' cars towards the railway station (where they should be anyway) and enable more spaces to be available for people trying to shop.

We know this kind of approach is technically very possible. We have seen it used to good effect in other local places like Paddock Wood. We therefore ask the Borough Council to reconsider their scheme around our suggestions and revise their proposals accordingly.

With kind regards and our good wishes for Advent and the coming Christmas festivities.

[Redacted]

cc: [Redacted]
Matt Boughton, Leader of Tonbridge & Malling Borough Council

[Redacted]

Team Vicar, Kent Downs & Malling Team
covering Addington, Birling, Leybourne, Offham, Ryarsh, Trottiscliffe and West Malling

[Redacted]

This page is intentionally left blank

On-street parking

Changes to parking arrangements in Avebury Avenue

Object to proposal	Support proposal	Not specific
135	77	5

Comment	Number of comments made	Rank
Non-specific comments (or not relevant to proposal)	28	1
Impact businesses / local services / Church	9	2
Deter visitors / customers	8	3
Favourable to residents	4	4
Not necessary / not wanted	3	5
Cost of living	3	5
Impact on school drop-off /pick up	3	5
Really useful parking keep as is	2	8
Money making	2	8
Seems sensible	1	10
Political comment	1	10
Suggest dual-use Resident and P&D	1	10

Introduce Pay and Display charges in West Malling High Street and Swan Street

Object to proposal	Support proposal	Not specific
682	39	5

Comment	Number of comments made	Rank
Impact businesses / local services / Church	294	1
Deter visitors / customers	199	2
Improved enforcement needed, should enforce the 1 hour existing restrictions	105	3
1 hour free very useful	68	4
Money making	55	5
Impact on school drop-off /pick up	55	5
Displace parking to free areas / residential streets	52	7
Not necessary / not wanted	33	8
15, 30 min, 1 hour or 2 hour free tickets (with higher charges for longer parking)	33	8
Cost of living	26	10
Evening charges will affect hospitality businesses / are excessive	25	11
Phone signal poor	23	12
Will affect church users on Sundays / extended times are unnecessary	20	13
People visiting chemist will be affected	19	14
Non-specific comments (or not relevant to proposal)	16	15
Parking machines unsightly	16	15
Elderly cannot use apps / Elderly will be disadvantaged	12	17
Ryarsh Lane car park should allow all to park / should be multi-storey	11	18
Expand free parking 1-2 hours	10	19
Political / planning comment	8	20
Seems sensible	4	21
Will parking controls within the Market area be suspended? / Parking on Market day should be free	4	21
Introduce ANPR cameras for enforcement	4	21
Max stay should be 2 hours or 1 hour	4	21
Card payments on P&D needed	3	25
Suggest dual use Resident and P&D / Residents should have free (or reduced) permits	3	25
Resident permit bays must have their times extended to match / residents must take precedent	3	25
Expand Residents areas to Fartherwell Ave area	2	28
Charges would affect allotment holders	2	28
Stop permit holders parking in 1 hour spaces to increase turnover	2	28
Ryarsh Lane permits should work on Saturdays	2	28
P&D machines will restrict footway widths	2	28
P&D must retain cash option	1	33

Comment	Number of comments made	Rank
Preferential business rates for West Malling High Street	1	33
Car park spaces are too small for modern vehicles	1	33
Parking charges should be equitable across the Borough	1	33
Council should rent out empty offices at Gibson Dive	1	33
Increasing charges will mean the High Street car park will be underused and re-developed into residential properties	1	33
Loading bay parking is dangerous	1	33
Tesco should refund parking	1	33
Water Lane should not be included in proposals	1	33
Permit holders should be allowed to park in Tesco car park	1	33
Speed cameras on West Malling bypass to raise revenue instead of parking charges	1	33

Changes to West Malling High Street loading bay

Object to proposal	Support proposal	Not specific
242	164	6

Comment	Number of comments made	Rank
More enforcement needed / bigger signs	50	1
Not necessary / not wanted	48	2
Losing too many parking spaces / not enough spaces	39	3
Impact businesses / local services	21	4
Parking here is dangerous	20	5
Non-specific comments (or not relevant to proposal)	15	6
Support	15	6
Will affect carers / elderly visiting Tesco and Boots	8	8
Deter visitors / customers	6	9
More disabled parking, or parent and child parking	6	9
Loading bay should allow all loading vehicles	5	11
Money-making	4	12
Will cause congestion in the High Street or Swan Street	4	12
Relocate the bus stop or loading bay if this is an issue	3	14
Install cameras to catch offenders	3	14
Should have 1 hour parking there	3	14
Install drop-down bollards or cones	3	14
Not needed on evenings, Sundays or Bank Holidays	3	14
Displace parking to free areas	2	19
Parking will be more of an issue with more housing developments being allowed	2	19
Will affect the Farmers' Market	2	19
Should be free short-stay parking instead	2	19
HGV loading should be done in the car park	1	23
Parking charges should be refunded by Tesco	1	23
Should not be loading, should be parking	1	23
Speeding traffic in the High Street and Swan Street is a problem	1	23
Political comment	1	23
Will encourage more HGVs	1	23
Will affect parents doing the school run	1	23
This will affect users of the church	1	23

Revision to existing on-street parking charges

Object to proposal	Support proposals	Not specific
394	26	4

Comment	Number of comments made	Rank
Impact businesses / local services	69	1
Cost of living / too expensive	55	2
Deter visitors / customers	52	3
Non-specific comments (or not relevant to proposal)	37	4
Money-making	26	5
Not necessary / not wanted	19	6
Short free period needed	13	7
Price rises too frequent / too large / too high already	12	8
More parking enforcement needed	9	9
Displace parking to free areas	7	10
Want evidence of costs increasing	7	10
School run problems	6	12
Sundays, BH, Evenings free	6	12
Mobile phone network poor	4	14
Business rates are more important than parking charges	4	14
Resident permits sliding scale should be restructured	3	16
Residents should be exempt / have free visitor permits	3	16
Poor bus services	2	18
Parking meters must take cash - not just app	2	18
Lack of parking at West Malling church	2	18
Roads already funded by road tax / fix the potholes	2	18
Put Council Tax up instead	2	18
Will affect the elderly	1	23
Don't remove free areas	1	23
P&D machine aesthetics	1	23
Parking income should be given to West Malling Parish Council	1	23
Small increase OK	1	23
More pollution as people go elsewhere	1	23
Farmers Market area won't be affected on Market days	1	23
Parking should be per minute, by an app	1	23
Parent & Child parking needed	1	23
Ryarsh Lane car park should be better used	1	23
Parking charges should be equitable across the Borough	1	23

This page is intentionally left blank

On-Street Response - Reference Number 1

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 2

I object to the proposed changes.

The reduction in spaces will deter people from using the shop on the high street. The change to the length of permittedbon Holford street dies not “increase short stay parking opportunities” as no additional spaces have been made. I fail to see how this could replace the parking available.

On-Street Response - Reference Number 3

I object to the proposed changes.

Parking charges are becoming too much. Its putting people off using the car parks and so putting the high street shops at risk. It's bad enough that everything else is going up in a cost of living crisis.

People would also like to see new ticket machines since the ones there are old and constantly breakdown. Why have they not been upgraded? Where is all the money going?

On-Street Response - Reference Number 4

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 6

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 13

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 18

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 24

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 34

I support the proposed changes.

There is not enough resident parking and I am often unable to park. People are getting so fed up, they are parking on double yellows because there is nowhere within a mile of your own home.

On-Street Response - Reference Number 37

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 41

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 42

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 47

I object to the proposed changes.

These parking bays are primarily outside retail and the park. They should be open to the public and not be permit holders only.

On-Street Response - Reference Number 56

I object to the proposed changes.

By removing the 1-hour free parking, the "service shops" in West Malling will suffer. For example, buying medication etc from the Chemist, using the dry cleaners to drop and pick up your cleaned items. With the additional charges, people will become less inclined to use those services and seek alternatives. This will result in these traders stopping providing their services

On-Street Response - Reference Number 57

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 61

I support the proposed changes.

This sounds favourable to residents.

On-Street Response - Reference Number 65

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 68

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 75

I support the proposed changes.

I would go one stage further and have 1hr/90 min max to give more chance of parking to visit the High Street. A rate of £1 for max 90mins would encourage trade to the High Street.

On-Street Response - Reference Number 76

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 77

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 79

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 82

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 83

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 85

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 93

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 95

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 98

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 100

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 102

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 104

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 105

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 109

I object to the proposed changes.

There are very few residential properties at the High Street end of Avebury Avenue. Most of the residential properties on it are at the Barden Road end and are apartment blocks with their own residents-only car parks.

Most of the High Street end of the road is industrial units with their own parking areas or commercial properties, including six eateries, that would suffer from the removal of spaces on the road in which customers could park.

On-Street Response - Reference Number 110

I object to the proposed changes.

You will close the high street independent small businesses will be hit, church congregation, community spirit.

On-Street Response - Reference Number 116

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 121

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 124

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 125

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 127

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 141

I object to the proposed changes.

The continuing encroachment of resident parking schemes takes away choice and devalues economic opportunity for businesses. There is NO requirement for TMBC to alter parking arrangements, and the recent fiddling of restrictions locally to where I live has caused empty areas there residents parking has been introduced and congested areas - especially across junctions - which makes pinch points and danger zones that were not previously there. Residents demanding reserved parking knew what the arrangements were when they moved in. Short term pay parking will also generate more income for TMBC.

On-Street Response - Reference Number 147

I object to the proposed changes.

The high street is struggling.

If you impose the charges the use of the shops will lead to closure and we will stop popping in from Kings Hill to support the shops.

This is a short sighted move by the council which will hurt the community and the shop owners.

On-Street Response - Reference Number 148

I object to the proposed changes.

Town is already getting a kicking because of parking people just go to bluewater and shop

On-Street Response - Reference Number 152

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 170

I object to the proposed changes.

I frequently visit my family and friends in Tonbridge as this is where I was raised and having to pay for parking in evening and Sundays would mean I wouldn't visit as much

On-Street Response - Reference Number 174

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 175

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 180

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 186

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 187

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 189

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 209

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 210

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 211

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 221

I object to the proposed changes.

1. Pay & Display should be limited to ONE hour. 2 hours still too long in area where so few bays available. If people need to park there longer, it's reasonable to expect them to park over the road at Sainsbury's.

2. Area proposed as exclusively permit parking should still allow 1 hour Pay & Display, because remaining Pay & Display spaces in the proposal will be insufficient for the valid reasons why non-resident might need to park in Avebury Avenue for a short time. Examples: access Library or Registrar; brief residential visit for which use of Visitor voucher would either be costly or not even available. This very short term daytime parking will not inconvenience resident parking.

On-Street Response - Reference Number 230

I object to the proposed changes.

I am a parent of children at the local school and parking to take my children to school it's difficult already as there's no parking in my children's school and without this opposed plan as stated above and as I stated the parking now as it stands is already hard to tackle with children and dangerous for parents as well as the school rush hour pick up / drops I believe this would mean again more cars being abounded in the car park outside school and in general where parking is free . Volume of un attended cars and often from the night life or from workers in the high street so I would support the need for parking wardens to assess who's leaving their vehicles when and for what purpose most cars in the normal road free car park are residents or from again night life or workers that leave for day/days even weeks at a time and parents are then left with worrying of receiving a ticket just to simply take their child/children to school or having to pay to do so when this I feel is totally not acceptable .

On-Street Response - Reference Number 231

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 238

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 242

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 247

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 248

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 254

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 262

(no comment supplied).

should be free sundays and bank holidays

On-Street Response - Reference Number 264

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 265

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 273

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 276

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 278

I object to the proposed changes.

Why would you not encourage people to come to WM to support our shops and community?

On-Street Response - Reference Number 285

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 286

I object to the proposed changes.

The addition of new parking charges in West Malling will be a huge inconvenience and will disincentivise me and others from visiting the shops and businesses on the High Street in favour of other places where parking is freely available (Kings Hill).

On-Street Response - Reference Number 287

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 289

I object to the proposed changes.

Neither support or object wasn't an option

On-Street Response - Reference Number 290

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 291

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 297

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 299

I support the proposed changes.

Not concerned about this proposal.

On-Street Response - Reference Number 300

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 301

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 305

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 306

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 310

I support the proposed changes.

This does seem sensible if you are having issues there - I do not know the area though.

On-Street Response - Reference Number 326

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 327

I object to the proposed changes.

Just enforce the 1 hour free parking restriction. If you want to increase revenue increase the fine for over time parking

On-Street Response - Reference Number 333

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 336

No view on this

On-Street Response - Reference Number 337

(no comment supplied).

I am neutral on this as it is not in my locality. My comments regarding West Malling parking proposals are below, but I note that you wish to encourage short stay visitors to Tonbridge, whereas you aim to make this more difficult in West Malling.

On-Street Response - Reference Number 345

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 348

I object to the proposed changes.

Increasing the costs will finish off the High Street shops. Extending the hours will mean that people who used to shop later to avoid the daytime charges will be forced to pay. THERE IS A COST OF LIVING CRISIS!!!!

On-Street Response - Reference Number 349

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 351

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 354

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 360

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 364

I object to the proposed changes.

Enough bays should be made for residents

On-Street Response - Reference Number 366

I object to the proposed changes.

If you consider that you may want to do shopping, and eat in another business, you are limiting the time a customer has to do thus, therefore you may inadvertently, make customers choose to shop and eat elsewhere where there are not these restrictions

On-Street Response - Reference Number 367

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 371

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 378

(no comment supplied).

I am not familiar with this location.

On-Street Response - Reference Number 386

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 391

I object to the proposed changes.

It will not help local businesses at all and encourage to park on street longer to get value for the money they have had to pay for.

On-Street Response - Reference Number 397

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 401

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 404

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 406

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 410

I object to the proposed changes.

Not required.

On-Street Response - Reference Number 413

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 414

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 416

I object to the proposed changes.

I believe the parking should be kept as pay and display and that residents brought moved into those properties knowing the parking situation.

On-Street Response - Reference Number 424

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 425

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 430

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 437

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 438

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 439

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 445

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 447

I object to the proposed changes.

Me and my family use this parking for quick parking for the local shops.

On-Street Response - Reference Number 448

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 455

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 458

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 460

I object to the proposed changes.

Nonsense

On-Street Response - Reference Number 462

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 463

I object to the proposed changes.

I strongly oppose the introduction of on-street parking charges in West Malling Highstreet and Swan Street.

When driving through West Malling I will often stop when there is a parking space on the road to quickly pop into one of the small independent shops, the post office, charity shops or to grab a quick coffee. If I had to spend the time to do the meter, especially if I didn't have much time, didn't have any change on me or the app wasn't working (the 3G/4G phone signal in the Highstreet is extremely poor), I and many others would choose to go somewhere else more convenient instead. I have absolutely no doubt that the shops, cafes, restaurants and pubs will suffer significantly as a result of this and eventually we will lose another one of our highstreets, which already has numerous empty shop spaces. This is why I am strongly opposing these on-street parking charges.

On-Street Response - Reference Number 464

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 471

(no comment supplied).

I am unaffected by these proposed changes and do not visit that area

On-Street Response - Reference Number 475

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 480

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 486

I object to the proposed changes.

The proposals are just a money-making exercise to try and get more money out of the people of West Malling as the Council is hard-up. If they go ahead they will really damage the high st which would be an awful pity just for the Council's greed. If you talk to people you do not hear at all that they want increased on-road parking charges. In fact they want lower charges for this. They are also not bothered about the Tesco loading bay parking situation and like it the way it is. The proposals are a very thinly veiled attempt to siphon off more money from the people of West Malling that is just not needed.

On-Street Response - Reference Number 487

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 489

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 497

I support the proposed changes.

Although I support the improvement for residents parking, there should be a couple of short stay free parking bays with a 15 or 30 minute waiting time to enable people to return books to the nearby library. Books are heavy to carry and for residents who live locally and would usually walk but have to pay to park to just pop their heavy books back to the library seems ridiculous and unfair.

On-Street Response - Reference Number 500

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 510

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 522

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 526

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 527

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 534

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 541

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 550

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 552

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 553

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 554

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 556

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 558

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 569

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 570

(no comment supplied).

I have no idea where Avebury Avenue is, and so no useful comments to make.

On-Street Response - Reference Number 575

I object to the proposed changes.

Funny how you only care about residents in the borough-subsidised hell hole of Tonbridge...

Please let us leave TMBC when West Malling leaves the parliamentary constituency of Tonbridge and Malling. You only care about Tonbridge.

On-Street Response - Reference Number 576

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 577

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 578

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 579

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 580

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 581

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 582

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 585

I object to the proposed changes.

Dr surgery difficult to find parking when visiting surgery

On-Street Response - Reference Number 591

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 592

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 593

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 597

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 598

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 599

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 600

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 601

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 603

I object to the proposed changes.

Do not feel it is necessary and deters people from coming

On-Street Response - Reference Number 610

I object to the proposed changes.

I have to regularly pick my grandchild up from west malling c of e school and they ask us not to park near the school due to safety reasons and the local residents as the parking there is awful

It is safer to park in the high street or close by such as swan street and walk to the school to pick up

How are parents and grandparents supposed to park to drop off and collect their children everyday if there is nowhere to park !

This will cause a lot more issues with parking at the school unless you can provide an alternative

Please think this through

On-Street Response - Reference Number 617

I object to the proposed changes.

I am unaware of the parking in this area but want to object related to west malling parking changes

On-Street Response - Reference Number 618

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 619

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 624

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 627

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 628

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 630

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 631

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 632

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 636

I object to the proposed changes.

No comment I don't know this are in Tonbridge and don't go there. I clicked in error and can't unclick

On-Street Response - Reference Number 638

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 640

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 646

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 648

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 651

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 652

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 654

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 655

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 661

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 662

I support the proposed changes.

I want more parking to support my sons school.. it's disgusting that we don't have enough spaces in such a busy place

On-Street Response - Reference Number 663

I object to the proposed changes.

My children are at West Malling School and parking is already a problem at pick up. You have a pretty empty car park that parents could use to move them off the roads but you refuse to change the permit times, you now want to make it even harder to park on the roads. What are you thinking. Do you want kids to get an education or do you want to make money? Ridiculous

On-Street Response - Reference Number 668

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 669

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 670

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 674

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 675

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 679

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 681

I object to the proposed changes.

The parking police have ruined West Malling, it used to be a busy little town with lovely shops but due to the fact you now have to pay to park many shops have closed down due to lack of trade! I can go to marks or next for a coffee and park for free, it's only 10 mins down the motorway!

Greedy councils, yet again ruining town centres and independent shops

On-Street Response - Reference Number 685

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 689

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 693

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 695

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 697

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 700

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 703

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 705

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 709

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 719

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 722

I object to the proposed changes.

I strongly object to the proposed introduction of parking charges across the west malling area and to the increase of existing fees. We are currently in a cost of living crisis and these fees will have only a detrimental effect on everyone in the area! It will prevent the most venerable from being able to freely visit the villages! it will reduce footfall in all local businesses who are already struggling! It will cause local business to close like the introduction of fees has in many other local villages.

West malling has virtually no public transport system due to the council cutting costs, meaning anyone less able bodied or elderly needs a car to visit the town. Introduction of fees will have a huge impact on these people too.

The paid car parks in the area are nearly always full, and the fees are already high. How can the council state they are loosing money when they are a cash cow with minimum upkeep and are all looked after by outside operators like ringo.

I hope the council takes a good look at itself and realises that it is supposed to make decisions in the best interests of the people and business it represents and help those people not harm them more in these trying times.

On-Street Response - Reference Number 725

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 731

I object to the proposed changes.

I object as this will destroy the life of west Malling. There are many local businesses that run out of west Malling, you place the parking charges in - means less people who come to west Malling. Surely we should be increasing the people supporting local businesses, not reducing.

I am very involved in the life of the church and within the week, we have many things going on, putting these parking charges means it's more stressful for people to attend the church events/services and therefore will not happen. This includes funerals...on an already very sad day, you're increasing the pressures and strains on them.

On-Street Response - Reference Number 733

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 734

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 736

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 737

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 748

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 753

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 754

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 767

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 768

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 770

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 776

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 780

I support the proposed changes.

I have no direct involvement with parking on that road but if your statement is correct it does seem to make sense to help the residents

On-Street Response - Reference Number 789

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 797

I object to the proposed changes.

The idea of introducing charges will promote more parking in streets and people can not afford to pay more during the cost of living crisis , I believe the best way is to introduce a flat fee in council tax of £5 to pay for this , saving everyone money in the long term I

On-Street Response - Reference Number 801

I support the proposed changes.

The removal of the metered parking spaces will free up spaces for residents. The current situation is not cost effective.

On-Street Response - Reference Number 1

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 6

I object to the proposed changes.

Too late in the day to keep parking charges until 8pm.

On-Street Response - Reference Number 7

I object to the proposed changes.

As a resident parking is a real issue - people park on the pavement to go to The Swan and I rarely see any parking tickets - as a resident if these on street parking bays also allow for residents with parking permits to park why aren't we allowed to park with a permit in the large car park at the back of Tesco? This seems to be more about making money rather than supporting council tax paying residents

On-Street Response - Reference Number 10

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 12

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 13

I support the proposed changes.

Parking charges should be equitable across the whole borough. Otherwise perhaps 1 hour parking in Tonbridge should be free.

On-Street Response - Reference Number 15

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 16

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 18

I object to the proposed changes.

I think it will harm the footfall to shops in the High Street. However it is tricky as the parking in West Malling High Street, particularly the loading bay area outside Tesco does become almost dangerous sometimes as it is so near the

Zebra crossing and cars don't always take enough care around this.

On-Street Response - Reference Number 21

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 24

I object to the proposed changes.

The 1hr restriction is perfectly fine and allows people to come into our town and use the local independent shops for a quick stop which is vital for local commerce.

By putting in pay and display on the highstreet you will be reducing the opportunities for shoppers to visit the town centre.

I strongly object to extending the Pay & Display to 8pm, West Malling pubs and restaurants are huge part of the attraction to the town and have suffered enough in recent years with Covid and now the cost of living crisis and are already noticeably quieter than they have been in recent years.

The parking restrictions ending at 17:30 encourages people to come to the town to enjoy the pubs and restaurants, to be honest extending the restrictions to 8pm feels like nothing more than greed and trying to charge people money for no reason.

The current restrictions are working perfectly well and does not need any changes, if anything it needs to go the other way to encourage more people into our town as the foot fall into West Malling has dramatically decreased over the last two years and all local businesses that I have spoken too have mentioned this.

Increasing restrictions and pricing will only further discourage people from visiting our town and supporting the local businesses with their much need spending.

STOP BEING GREEDY!

I cannot help but feel that increasing parking charges are part of a calculated effort to discourage people from visiting the town, therefore the High Street car park not being utilised, applications for planning being put in and the High Street car park being built on.

On-Street Response - Reference Number 29

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 32

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 33

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 34

I object to the proposed changes.

This is just an opportunity to make more money, people are not parking here all day. And these bays are important to allow people to grab things from the main highstreet for free, as opposed to driving to a drive through or major supermarket.

On-Street Response - Reference Number 37

I support the proposed changes.

Please oversee properly.

On-Street Response - Reference Number 40

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 41

I object to the proposed changes.

Propose changing spaces closest to shops to 1hr parking bays which exclude permit holders. If a permit holder stay longer than 1hr then they get a fine. No need to extend until 8pm!

On-Street Response - Reference Number 42

I object to the proposed changes.

Inconvenient and will reduce business for local shops.

On-Street Response - Reference Number 45

I object to the proposed changes.

I believe this will have a negative impact on the local shops. We need a thriving high street

On-Street Response - Reference Number 47

I object to the proposed changes.

1 hour free parking encourages visitors to come. This generates income for the high street. There is also a cost of living crisis. We should not be making living costs more expensive.

On-Street Response - Reference Number 52

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 53

I object to the proposed changes.

This will have an enormous effect on the small businesses in the High Street. I go to West Malling because there is free parking or the car park is a reasonable cost. If people are parking longer than the one hour as you state, give them a penalty notice to raise funds not penalise everyone. The small businesses will suffer hugely and may go out of

On Street Parking Proposals – Annex 9.2 (West Malling P&D redacted responses)
business. No business rates payable on empty shops!!! The monthly Farmers market attracts people because of free parking....charged parking will reduce the foot fall dramatically and impact on the traders.

This is a very short sighted plan. Please don't ruin a beautiful, unique traditional High Street.

On-Street Response - Reference Number 54

I object to the proposed changes.

This will destroy the high street shops of which there are now very few.

On-Street Response - Reference Number 56

I object to the proposed changes.

By removing the 1-hour free parking, the "service shops" in West Malling will suffer. For example, buying medication etc from the Chemist, using the dry cleaners to drop and pick up your cleaned items. With the additional charges, people will become less inclined to use those services and seek alternatives. This will result in these traders stopping providing their services and store closures.

On-Street Response - Reference Number 57

I object to the proposed changes.

I regularly pop into West Malling to meet with people or for brief trips to Library/Local shops/have a quick lunch etc. The benefit of free parking for that brief amount of time is key to my trip, I would not go and support the local businesses if I have to pay for that parking. If staying longer I gladly pay in the car park, but for the brief trips it wouldn't be worth it.

On-Street Response - Reference Number 58

I object to the proposed changes.

I Like to pop into West Malling for a coffee or go to the Post Office and sometimes get my hair cut it's good you can get 1 hour free parking. If I have to pay 60p I probably won't bother.

On-Street Response - Reference Number 61

I object to the proposed changes.

I think it will affect the businesses in West Malling and they will see less footfall.

On-Street Response - Reference Number 62

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 65

I object to the proposed changes.

This is a naked attempt to generate revenue on spurious grounds. If you were really concerned about people overstaying you could introduce the system that used to exist in the off-street carpark whereby a free ticket could be obtained. The parking charges and your mismanagement of the town have reduced legitimate traffic visiting what used to be a vibrant high street, and as the independent shops have closed down they have been replaced exclusively

by estate agents who bring zero value to the town, and cash-only barbers who are transparently obviously fronts for money laundering. I recommend you

A) allow people to continue parking for free for up to 90 minutes, with the possible provision of a free ticketing system

B) introduce as a minimum the ability for people to pay for parking by contactless payment in the off-street parking, reducing non-payment and removing the incentive to park illegally on the high street. Pay by mobile is no good where there is no mobile reception, and it's nearly 2024. No one carries cash

C) introduce preferential business rates for small businesses who will return West Malling to the vibrant community it used to be.

On-Street Response - Reference Number 66

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 68

I object to the proposed changes.

This will Kill West Malling!

On-Street Response - Reference Number 69

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 70

I object to the proposed changes.

It will badly effect all business who are already struggling

On-Street Response - Reference Number 71

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 72

I object to the proposed changes.

I, and hundreds of others will simply not be able to use West Malling High Street as quickly and as easily as so many of us do now. Businesses will lose so much business from this appalling suggestion.

On-Street Response - Reference Number 73

I object to the proposed changes.

I will no longer visit West Malling if this is introduced. Simple. I visit twice weekly at least to contribute to and buy from the charity shops, use the cafes and support local businesses. They will all unfortunately lose my trade if this is introduced. The faff of having another app to pay, or entering a reg to pay by card on machines that don't work, when your phone has no battery all add unnecessary stress to a 'pop to the shop' which I cannot abide. Just enforce

the 1 hour parking with a ticket officer.

On-Street Response - Reference Number 74

I object to the proposed changes.

Business will close and customers wanting to pop into shops will end up driving to residential roads and cause parking chaos there

Should be free parking in west malling high street

On-Street Response - Reference Number 75

I object to the proposed changes.

Introduction would deter many from shopping locally in West Malling.

On-Street Response - Reference Number 76

I object to the proposed changes.

Rather than charging everyone who needs to pop to the local high street (and thus support local/small businesses) increase the fine for those abusing the 1 hour limit so that they don't do it. Those that abuse it currently won't pay&display anyway as they don't abide by the rules. These large fines would substitute the money generated by pay&display fees.

On-Street Response - Reference Number 77

I object to the proposed changes.

This will hugely impact the sales of the local shops and restaurants. Being able to run in to grab something from a shop and back again without paying is so convenient. If this is proposed then bigger chains will only reap the benefits of peoples money

On-Street Response - Reference Number 78

I object to the proposed changes.

Local business' rely on people coming into the town. Why come to West Malling and pay to park when you can go to Kings Hill and park for free?

On-Street Response - Reference Number 79

I object to the proposed changes.

Will have a major negative impact to local business. One attraction of the town is the free parking so you can pop in and go to the shops

On-Street Response - Reference Number 80

I object to the proposed changes.

It is not right to punish all for the few that abuse it, there are many services that require short term parking including Vets and Dry Cleaners which I use these bays for

On-Street Response - Reference Number 81

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 82

I object to the proposed changes.

I have lived in West Malling area for 50 years and have always local the local high street but I refuse to pay for parking in West Malling so if you start charging I will no longer use west malling

On-Street Response - Reference Number 83

I support the proposed changes.

The parking situation (and constant incredibly poor driving) in West Malling needs addressing. I've never seen such appalling driving. Only yesterday (22/11/23) I saw a Parcel Force van park in the *middle of the road* opposite the bus stop next to the turning towards the primary school. It is literally carnage, to the extent that I've nicknamed the High St "Stupid Street". If this goes even part of the way to addressing this I am definitely in favour. I'd welcome CCTV also. But I feel a LOT more needs to be done. Not least because weekends and Sundays seem to attract the petrol-heads who insist on revving their souped up engines and causing a disturbance. People speak so highly of West Malling but when you live there it's absolutely bananas. A stunning village ruined by terrible drivers and antisocial behaviour. Don't even get me started on the noise coming from the Farm House. And then the noise of customers returning to their cars on Water Lane or heading to Manor Park to continue their celebrations is outrageous. The fact that the pubs need to have bouncers on the doors says it all. Is this really how we want West Malling to be perceived?

On-Street Response - Reference Number 84

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 85

I object to the proposed changes.

What about the people who are there only for 15 to 20mins.

On-Street Response - Reference Number 86

I object to the proposed changes.

I really think this is a sad idea.

West Malling is a lovely high street.

People pop in to go to the post office, to grab a coffee, get some flowers on the way to a friends.

I don't think anyone here goes for all day shopping?

I personally use the bays outside The Five Pointed Star to drop my children off at West Malling School in the morning, and often use the time to visit a shop - I remember a card I need to buy (Down Swan St) or get some milk (Tesco) or in take my son into the barber after school pick up.

If I had to pay 70p for 30mins every morning and then again in the afternoon on school days this will mount up. I think around £250 a year on school runs. I could add my car to the many cars that attempt to park at the school. Or I could pay.... But I certainly won't be paying for more than half an hour and my spontaneous business will be lost.

Sad money making. Shame for one of the few nice high streets left.

On-Street Response - Reference Number 87

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 88

I object to the proposed changes.

Terrible idea.

No one parks there all day. I have been stuck in the barbers and gone slightly over my 1 hour and been given a ticket in the past. I had no problem accepting the consequences and paying the fine.

The biggest losers here are the small business on the high street. Losing lots of business at a time when high streets are crying out for help. For the sake of greed from the Council.

On-Street Response - Reference Number 89

I object to the proposed changes.

As someone who shops in West Malling regularly and uses many of the businesses there. One of the main reasons for me using West Malling is the ability to be able to park free of charge for a short period of time for me to pop in to the businesses I need to. If I have to pay to park on street, it removes the convenience but also impacts me financially and at a time when the cost of living already impacting me hugely.

This will also impact local businesses massively, one of the reasons we have a thriving high street unlike so many other small towns is due to the convenience of parking without paying. Please don't let West Malling become another High Street with lots of empty premises.

On-Street Response - Reference Number 90

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 92

I object to the proposed changes.

My family and I visit West Malling several times a week, I grew up in the area. Each visit is for 10-15 mins, many people like us just nip in and out. We will not be using West Malling if we have to pay to park for 5-10mins. I may as well visit a larger town to do all my shopping in one go. I have made an effort to support West Malling over the years. What a shame for already struggling small businesses. They have already suffered since you started charging for Tesco car park, which used to be free. I don't believe the reason for your decision is true. Most people adhere to the 1 hour.

On-Street Response - Reference Number 93

I object to the proposed changes.

Creating charges to park within the high street will not encourage visitors to the village it will deter affecting the businesses we should be supporting. Also people will seek free parking in other areas which we create problems for the residents.

On-Street Response - Reference Number 94

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 95

I object to the proposed changes.

I often pop in to use facilities in West Malling. I'm never there for more than an hour. I wouldn't use the shops if I have to pay for 1 hour. Please fine the double yellow line parkers. You'll make much more money, and punish the law breakers instead of those of us that are still trying to keep to the rules.

On-Street Response - Reference Number 96

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 98

I object to the proposed changes.

It will put off people visiting the high street if they have to pay for parking instead of being able to park for free.

On-Street Response - Reference Number 99

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 100

(no comment supplied).

If you want to kill our lovely high st and drive all the people to the retail parks where they won't be hunted by parking wardens you are going the right way about it the shops will close and the community will suffer . PLEASE re consider

On-Street Response - Reference Number 102

I support the proposed changes.

The main issue in west Malling is actually people parking outside parking bays, often resulting in dangerous parking. I would hope that by introducing charges for parking, more money can be put towards traffic wardens to tackle such dangerous parking.

On-Street Response - Reference Number 103

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 104

I object to the proposed changes.

I use these spaces to help reduce congestion on Norman road for school pick up and pop into local businesses for shopping. As do lots of others.

Can't afford to pay twice a day so will have to stop parking there if that happens. And will take my business elsewhere. Catastrophic for the area if this goes ahead.

On-Street Response - Reference Number 105

I object to the proposed changes.

I like to use West Mallings facilities and shops quite often. The charges I fear will reduce footfall in the town and the good shops will suffer and possibly close. I also won't go as often to meet friends and spend my money in the town. This is a big mistake. Also 60p for 30mins is an obscene amount to charge.

On-Street Response - Reference Number 106

I object to the proposed changes.

This will kill west malling high st. If you are only popping in briefly to Tesco or chemist you will obviously go elsewhere, ie kings hill where parking is free.

On-Street Response - Reference Number 107

I object to the proposed changes.

As a resident of West Malling and police station road, by making swan street pay and display, you are going to be encouraging visitors to park in police station road opposite. Police station road is already over crowded and I struggle to park after work pretty much every evening and on a weekend if I have been out. People already use Police Station Road as it is when they shouldn't. My only alternative is to park on swan street. Which would now not be an option if the pay and display was to take place. Or other parking options are on town hill which is obscene. Why don't we maybe look after the residents who pay to live here instead of the "odd visitor". This is clearly just a money making scheme again it just craps on the face of the residents who pay council tax and for parking permits.

On-Street Response - Reference Number 109

I object to the proposed changes.

The "abuse" of time-limited parking spaces suggests the need for an increase in parking attendants, ANPR cameras or other form of monitoring usage. Whilst I fully appreciate that these things do not come for free or even cheap, it is unfair to punish financially shoppers and other users of the High Street who abide by the time limit just because some do not.

Also, the fact that some are able to stay for longer than the limit due to lack of monitoring begs the question that if parking charges were to be introduced, how would those who pay for an hour and stay for more be monitored and, thereby, penalised? Without measures with which to do this, the proposal to introduce parking charges is rendered nothing more than a quick money-making exercise. It cannot be argued that introducing parking charges would allow for such measures to be funded as that would render the money-making exercise net zero or even at a loss.

On-Street Response - Reference Number 110

I object to the proposed changes.

Totally unfair to the community, small businesses

On-Street Response - Reference Number 111

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 112

I object to the proposed changes.

People abusing the free parking should be getting fines by the traffic wardens, so no need to impose parking charges to stop this, as revenue raised stops this abuse. Also the 1 hour free parking allows a quick stop for shopping. Also allows parking for parents picking up from school, again giving chance for a quick shop. The free parking after 3pm in town hill car park, again allows for parents to pick up from school easily with out adding to the congestion in the centre of town which in turn keeps the children walking safer. Parents also need to pick up children from bus stop in West malling. If they have to pay 60p a day to park, more children will have to walk away from centre to get picked up, putting them in more danger from accidents, especially on dark winter evenings.

Shops will suffer as people do not want to pay for parking, ie I do not use hairdressers in West malling now as I would need more than an hour.

On-Street Response - Reference Number 113

I object to the proposed changes.

Please don't do this. Please. It's bad enough that you have to pay for the bigger car parks if that's the only space left and all you want it a load of bread.

Removing the ability for people to nip in to collect a prescription, have a quick meal, buy some bits for dinner, have a haircut, grab a coffee (anything <1hr) will mean they will either not do it, or go elsewhere. For groceries, they will drive down to parkfoot and park for free.

I suggest instead that you make the 1hr free parking ticketed, AND (if you are happy to make that up to 4hr as per your proposal) then the charges kick in (at 2hr+ prices). As a result, anyone who doesn't display a ticket can get a PCN even if they were only parked for 5-10m.

This will increase your revenues, give ticket wardens something to actually check/prove against, and enable quick and flexible use of the parking spaces available.

On-Street Response - Reference Number 115

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 116

I object to the proposed changes.

This would really affect local businesses where people want to quickly pop in a shop (to collect flowers, to buy something). Nobody will want to pay for this every time.

On-Street Response - Reference Number 119

I object to the proposed changes.

Why? Businesses, small businesses rely on the people of the local area popping in to grab a coffee, lunch, prescriptions, bread. Introducing this cost will eliminate the footfall and in turn the closure of the high street.

On-Street Response - Reference Number 121

I object to the proposed changes.

This is another tax on motorists who have become cash cows to bolster council funds. This is not a welcome development when the current parking system works perfectly well. The argument that people abuse parking by parking all day can be easily remedied with camera monitoring or street parking wardens who will be needed anyway to enforce planned pay parking proposals.

On-Street Response - Reference Number 122

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 123

I object to the proposed changes.

My child attends West Malling Primary School and we live in East Malling so have to drive. I usually park on the High Street to reduce congestion outside of the school. Having to pay to park twice a day will result in more people driving to drop off immediately outside the school increasing congestion and also danger to school children from the increase in traffic. Perhaps there could be free parking for 30 minutes as a minimum or permission to park in Ryarsh Lane at school drop off/pick up. I think removing the free 1 hour parking will be detrimental to the local businesses, quite often whilst doing the school run I'll pop in to the local shops, but I wouldn't do this if I had to pay. This would be a poor decision to approve on street parking charges and will result in a lot less people popping in to West Malling to support local businesses

On-Street Response - Reference Number 124

I object to the proposed changes.

These spaces are required for local school drop off and collection. If parking charges are to be brought in there should be a 30min free slot to allow this to continue. Otherwise west street/norman road will experience increased traffic which will cause further congestion as the road is already not suitable for the traffic volumes.

On-Street Response - Reference Number 125

I object to the proposed changes.

The parking in the village should remain free. There are multiple businesses in the village will suffer as people will think twice about coming into the village if the costs increased.

On-Street Response - Reference Number 126

I object to the proposed changes.

West Malling high street is already struggling because they let Tesco take over at the expense of small businesses. Charging will just kill the shops that are left. I visited Wadhurst a few months ago which is a thriving high street with independent shops and free parking!!!

On-Street Response - Reference Number 127

I object to the proposed changes.

Discouraging support of local businesses and driving consumers towards retail parks

On-Street Response - Reference Number 128

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 129

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 130

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 131

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 132

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 133

I object to the proposed changes.

Do you really want to kill west malling and push people to big shopping centres where parking is fee. Small businesses will suffer and they will have issues getting staff as it will cost them more to park. This is absolute lunacy at a time when cost of living is high and businesses are going under. I thought councils supported their people and businesses, not looking at easy ways to increase their budgets. I would challenge you to look at the management of the council and why they need to do this, and why they have not better budgeted.

On-Street Response - Reference Number 135

I object to the proposed changes.

This will decimate the local area and dissuade people from visiting local businesses in the area. If this was about tackling all day parking than you should keep the charges free for the first hour and then enforce payment for longer stays.

On-Street Response - Reference Number 137

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 139

I object to the proposed changes.

Why not at least give 30minutes free parking. Charging just forces people to alternative shops with free parking eg Aylesford, next superstores etc.

On-Street Response - Reference Number 140

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 141

I support the proposed changes.

Parking payment HAS to allow cash payment, as APP only payment is not possible for people who exercise their judgement that phone based banking is not secure.

On-Street Response - Reference Number 142

I object to the proposed changes.

The reason given for the introduction of Pay and Display parking is that 1-hour parking bays are often abused by all-day parking, reducing the opportunities for shoppers visiting the town center.

The introduction of P&D parking will do nothing to address this problem, in fact, it will enable this type of long-stay parking that the proposal states to be against.

The council should be enforcing the current rules which allow for a higher turnover of visitors to the high street and stimulate economic growth in the town. West Malling is a destination for many shoppers from the surrounding areas looking to "Pop-In" and pick up a few items, rather than staying for longer periods and shop, as they may do in larger shopping centers. There is already ample provision for longer stays in the existing car parks on the High Street and at Ryarsh Lane in the evenings and weekends.

By allowing 4 hours of parking this proposal will reduce visitor numbers to the town and negatively impact the local economy.

On-Street Response - Reference Number 143

I object to the proposed changes.

Vehicles parking for 4 hours will limit the number of persons able to park and visit shops. Please limit these to the distant parking and maintain 3 minute or 1 hour parking close to the shops at a nominal fee. It is already very difficult to find a space in the car park.

On-Street Response - Reference Number 144

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 146

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 147

I object to the proposed changes.

This is an awful plan that will only benefit the council and will disadvantage shop owner as people will choose to shop where there are no parking charges.

On-Street Response - Reference Number 148

I object to the proposed changes.

Town is already getting a kicking because of parking people just go to bluewater and shop

On-Street Response - Reference Number 150

I object to the proposed changes.

I suspect this is simply a scheme to raise money, and I would certainly take my shopping elsewhere if I was forced to pay for parking here.

What evidence is that there the bays are "often abused by all-day parking" or is this supposition? If there is abuse then please enforce with penalty notices.

If all-day parking really is an issue "reducing the opportunities for shoppers visiting the town centre" then allowing up to 4 hours parking isn't going to remove the problem, the all-dayers will simply move their cars once a day whilst those who don't would be encouraged to stay longer to get their money's worth. This would lead to a further reduction in opportunities for shoppers to visit, making your problem worse.

An alternative - if abuse of bays is really the issue - is to continue to allow one hour's free parking (enforced) or require payment for parking over one hour (capped at 2hrs to limit the abuse?). Free one hour parking can be facilitated with a zero charge pay and display ticket, (or ticketless ideally though recognising not everyone will be able to access this).

On-Street Response - Reference Number 151

I object to the proposed changes.

It will hamper businesses by people NOT coming into West Malling if they have to pay.

On-Street Response - Reference Number 152

I object to the proposed changes.

This will really damage the activity in the village and we need to support all the local shops.

On-Street Response - Reference Number 154

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 155

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 156

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 157

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 158

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 159

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 160

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 161

I object to the proposed changes.

I do not support the introduction of any on street parking charges in West Malling. These bays with 1 hour limits are ideal for making journeys into town to do small quick shops, visit restaurants and coffee shops plus the charity shops. Any additional charges will reduce footfall and impact all the local businesses and services. Introduction of charges on a Sunday will as with any changes to off street parking charges impact the church going community and less well off residents.

On-Street Response - Reference Number 162

I object to the proposed changes.

This town is suffering already with a lack of footfall, it is another nail in ANY businesses coffin.

If any charges are to be made Keep it at an hour FREE.

On-Street Response - Reference Number 164

I object to the proposed changes.

The Village has seen an increase on parking/permit charges over the past few years which has already affected the shoppers coming into the village. By including the on road spaces it will put off the customers who pop to the village to get shopping and the post office.

The permits going up again when the cost of living is a high and staff are trying to juggle bills in not a very considerate council for the people of West Malling.

The major problem is also the signal in the village if you do get your way, how are you going to improve the mobile signal to help customers pay Ringo, and what about the elderly or non gadget visitors who want to pay cash.

The village is doing its best to stay positive through a tough time and would have thought that the council would be more supportive in trying to keep its shops alive.

On-Street Response - Reference Number 166

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 167

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 168

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 169

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 170

I object to the proposed changes.

I frequently visit my family and friends in Tonbridge as this is where I was raised and having to pay for parking in evening and Sundays would mean I wouldn't visit as much

On-Street Response - Reference Number 172

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 173

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 174

I support the proposed changes.

Provide easy to use pay and display machines that include the option to use a debit card.

On-Street Response - Reference Number 175

I object to the proposed changes.

YOU WILL KILL THE HIGH STREET AND RESTAURANTS

On-Street Response - Reference Number 176

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 177

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 178

I object to the proposed changes.

West Malling businesses will be adversely affected by the introduction of on street parking charges - if some of the on street parking bays are being used for all day parking penalise this and as a consequence this will free up the parking bays for more people to be able to visit West Malling for an hour - call into the numerous shops many of which are independent, to be able to call into the post office, pick up a take away or call into the chemist.

Charging for on street parking will kill the high street which would be such a shame

Extending charging at Tesco carpark until 8pm would also adversely affect local hospitality businesses and risk pushing people to book and visit WM later and any church events going on in the evening would be adversely affected

There is also a risk that people might choose to park in residential streets to avoid the parking charges, which will cause an avoidable nuisance to the residents

Police the 1hr parking restriction and keep the availability of parking spaces rotating to help and support local businesses - if people need to park for longer than an hour - use Tesco carpark

On-Street Response - Reference Number 179

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 180

I object to the proposed changes.

I think parking charges will affect small shops & stop people coming to the village.

On-Street Response - Reference Number 182

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 183

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 184

I object to the proposed changes.

TMBC is not analysing the root cause of the issues raised. There is clearly high demand for parking in town centres. This is good for business & a thriving community.

However, the council is not properly analysing the problem. Why is there so much low turnover parking? What other options are there?

Knee-jerk responses such as those proposed are short sighted and inadequate.

On-Street Response - Reference Number 185

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 186

I object to the proposed changes.

My daughter currently goes to West malling school and we don't live in West Malling. We have no choice but to park in and around the High Street for my daughter just to go to school. The current free 1hr saves my wife and I £100s of pounds a year. To start charging for this is very unfair and this would not benefit the business owners what so ever.

On-Street Response - Reference Number 187

I object to the proposed changes.

My daughter currently goes to West malling school and we don't live in West Malling. We have no choice but to park in and around the High Street for my daughter just to go to school. The current free 1hr saves my wife and I £100s of pounds a year. To start charging for this is very unfair and this would not benefit the business owners what so ever.

On-Street Response - Reference Number 189

(no comment supplied).

N/A

On-Street Response - Reference Number 191

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 193

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 194

I object to the proposed changes.

Can it be considered to reduce free parking to 30s and charge for anything over this? This would allow local residents to continue to drop off & pick up school children without incurring a twice daily parking cost. It would also allow residents to be able to just pop quickly into town for 'a loaf of bread' or 'pick up dry cleaning', i.e. very quick errands and not incur onerous parking charges. If the proposed charges are also to be done by mobile phone please can there be some awareness of the poor phone reception in the area and some local residents are still not that comfortable with the use of smart phones & apps etc. A further increase in parking wardens monitoring West Malling and an increase in issuing parking fines would target those abusing the current system and be a deterrent to those culprits. Surely this would be preferable to punishing those that abide by the current rules by introducing charges for any parking? The revenue from increased fine collection could far exceed the additional revenue from charge introduction particularly if there were even more wardens about on Thursday, Friday and Saturdays when there seems to be more abuse of the on-street 1 hour free parking. Particularly in the evenings of these days there is also lots of parking on double lines in the town which also impedes traffic flow through the town.

On-Street Response - Reference Number 195

I object to the proposed changes.

To introduce parking charges to on street parking will only lead to residents abandoning using the high street shops in favour of free parking at the larger local supermarkets. This ultimately lead to loss of revenue for Tesco and other shops. People who use Boots the chemist esp to collect prescriptions will be adversely effected. Parking in West Malling is already extremely difficuly with available spaces dominated by visitors to the area. As a pensioner if these charges are introduced I will have no option but to stop using the high street and shop elsewhere. If individuals are abusing the current parking rules make more effort in penalising these people.

On-Street Response - Reference Number 196

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 197

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 198

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 199

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 200

I object to the proposed changes.

I am concerned by the additional signage and ticket machines that will be detrimental in this conservation area. I do not support Sunday restrictions being changed due to adverse affect on farmers market.

On-Street Response - Reference Number 201

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 202

I object to the proposed changes.

I work in the high street and its going to affect all the small buisnesses

On-Street Response - Reference Number 203

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 204

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 206

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 207

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 208

I support the proposed changes.

I do have grave concerns regarding the positioning of the payment machines. Thought must be given to the width of the pavement. The High Street toward St Leonard's narrows and any machines placed towards that end would restrict the pavement and interfere with disabled buggies or prams. The machines must be placed on the Morth end of these parking areas where the pavement is wider. There are no details provided as to their actual locations.

On-Street Response - Reference Number 209

I object to the proposed changes.

I often pop into West Malling for a short period of time (less than 30 minutes) and use the car park if I am staying for a longer period.

If the on street parking were to attract charges I would limit my visits to the shops and post office and look to go elsewhere.

On-Street Response - Reference Number 210

I object to the proposed changes.

I know a number of people, including me, who pop into West Malling for 20 minutes or so for a quick shop or coffee, and who would go elsewhere if the free parking for an hour is discontinued. The attraction of making a quick visit to West Malling is the fact that we can park for free. If a longer time than an hour is required payment is acceptable and there is a car park for this.

On-Street Response - Reference Number 211

I object to the proposed changes.

Businesses in West Malling are struggling as it is with sky high rents and outrageous energy costs, charging people to park WILL negatively impact footfall making it even harder. There have never been issues with parking in and around West Malling so please leave it as it is.

On-Street Response - Reference Number 212

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 213

I object to the proposed changes.

This proposal was suggested some years ago and was rejected. Now the question is raised again. The parking is very satisfactory as it is and we do not want parking meters in the High Street. At the moment parking is so convenient for shopping and parking meters are just another way of making money for the Council. No. No. No.!

On-Street Response - Reference Number 214

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 217

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 218

I object to the proposed changes.

Free access for short stop visits to West Malling is so important for business, the library etc. Pay and display will also be very unsightly in pretty West Malling. There is such limited parking already I for one will go to supermarkets and

avoid West Malling even more

On-Street Response - Reference Number 219

I object to the proposed changes.

The only way I would approve of this proposal is if residents are given free permits allowing them to use the town as has always been the case. This is clearly a money making exercise and will be detrimental to both residents and businesses. The only winner will be the revenue department at TMBC council. Extending the parking restrictions until 8pm is completely unnecessary as there are always available spaces from 5pm onwards.

On-Street Response - Reference Number 220

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 221

I object to the proposed changes.

If you really want to preserve local shopping, amenities & life in W Malling - keep 1-hr free parking. Or reduce free period to 30mins. Doesn't take much to persuade shoppers to ditch local pop-in shops & go elsewhere. If all-day parking is a problem - that can only be residents, under current rules. So that's a separate issue which TMBC need to address separately with residents. Don't penalise shoppers for it.

On-Street Response - Reference Number 222

I object to the proposed changes.

These charges will greatly affect local businesses and the economy of the town.

On-Street Response - Reference Number 223

I object to the proposed changes.

Many people using the parking facilities are very short stay, either to pick up a couple of items from the supermarket, buy a card at the newsagent, visit the post office or pharmacy, order flowers from the florist. There should be free parking for the first 30minutes on street and in the High Street car park to facilitate these quick in and out visits. Those parking for longer than 30minutes should pay.

On-Street Response - Reference Number 224

I object to the proposed changes.

This is bound to affect all shops in our High Street leading to closures. Local people will suffer if this happens, especially the elderly and locals who do not have their own transport to go further afield.

On-Street Response - Reference Number 225

I support the proposed changes.

If there is no other way to avoid free one hour parking being abused then it makes sense to, unfortunately, charge for all hours. If people complain it is, sadly, down to their fellow man's selfishness.

On-Street Response - Reference Number 226

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 227

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 228

I object to the proposed changes.

Charges will (1) drive the parking problem to residential streets especially Offham Road where it is already difficult for residents to park. (2) will deter some from using West Malling shops and hospitality venues.

On-Street Response - Reference Number 229

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 230

I object to the proposed changes.

I would also like to point out that traffic flow in Westmalling is and has been quite dangerous as it is I believe this plan would just cause more traffic offences and road rage when it is not needed and can well and truly be proven red again especially knowing there's school in the village . Taking into consideration that more homes are being built and more vehicles are going to take "free" spaces that they don't /wont need . So therefore again more people will take the spaces that the local parents uses for such a short period of time to collect or drop of children but also to attended school meetings / shows . Again as stated above if more parking wardens or PCOs could support the traffic flow possibility of road range or even a lollipop attended / zebra crossings near the school especially now that a nursery is being built where the old age uk once was . So even more children / cars will be about or possibly left .

On-Street Response - Reference Number 231

I object to the proposed changes.

Will reduce income for local businesses

On-Street Response - Reference Number 232

I object to the proposed changes.

Where is the proof that these bays are "often abused" by all day parking? This sounds like yet another opportunity for the council to hit the easy target, the motorist, in order to raise funds. Leave the free on-street parking, its never that hard to find a space during the day!

On-Street Response - Reference Number 233

I object to the proposed changes.

As a parent with a child at West Malling Primary I park on the high street daily to help ease the congestion along Norman Road. I live on Leybourne Chase and it is too far for me to walk my two children (1 and 4 years old) to the school and back everyday. Having to pay to park on the high street will have a significant impact on the financial balance of my family.

Having to pay to park will mean that I certainly won't choose to 'pop' in to one of the local shops. I will take my business to one of the big supermarkets where you don't have to pay to park.

On-Street Response - Reference Number 234

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 235

I object to the proposed changes.

At a time when High Streets are losing trade, because of economic challenges and a change in shopping habits, removing the 1 hour free parking will add to the difficulties for traders and shoppers. Please keep the first hour free and add a charge for extra hours on top of that. I still believe that the carpark should have a free half hour too - to encourage people to pop into the town use their small shops - e.g. little Tesco and Boots, the independent shops there. The changes you suggest risk reducing the High Street to a collection of take aways, restaurants/cafes and pubs, hairdressers and estate agents. Please support the community who rely on the town's existing provisions.

On-Street Response - Reference Number 236

I object to the proposed changes.

Very often I have need to call into one business, such as a bank, the post office, a takeaway, or for my work (I am a residential surveyor) to call into an estate agency to quickly pick up or drop off keys for a property I am surveying. Usually these visits require a stop of only 5 or 1 minutes. Sometimes my visit would take less time than finding a pay machine and going through the motion of making payment. Also, when making a quick stop, I feel aggrieved having to pay the fee for the shortest time slot which is normally up to 1 or 2 hours.

It is therefore very handy being able to find a parking space nearby to quickly call into the premises. The current time limit of one hour means the on-street spaces have more frequent turnaround and availability to facilitate this. If some users are leaving their cars for longer than one hour, then this is an issue with policing and enforcement and this should not be used as a reason for extending parking hours and applying charges.

I am sure this ability to find a non-chargeable parking space quickly and close to the shop to be visited is a great asset to many of the businesses in the town.

Consequently I am in objection to proposals to increase the time extension and for charging of the on-street parking bays. I would even suggest the current one hour limit could be reduced to 30minutes for a proportion of the bays, perhaps for those in the central part of the High Street.

Regarding charging for parking, this will involve installing payment machines which will look highly incongruous in a town with conservation area status full of beautiful period buildings. They will be detrimental to the character of the street scene.

On-Street Response - Reference Number 237

I object to the proposed changes.

On Street Parking Proposals – Annex 9.2 (West Malling P&D redacted responses)

I visit west Malling regularly. I like to use the shops in the high street, but 80% of the time I am only there for 30mins or so and the free parking is very useful. If I had to pay, I would no longer use west Malling post office or the dry cleaner or the card shop, as it would be more sensible to go elsewhere where there wasn't an additional cost. I also use free parking when I go to the library with my daughters. I think the high street shops and services would be really negatively impacted by the loss of the local trade that parking charges would lead to. We have the car park when we need to park for longer to have a meal for example. Please please don't make this mistake!

On-Street Response - Reference Number 238

I object to the proposed changes.

I live in offham nearby so use west malling for all the shops - Tescos, Post office, hair dressers, coffee shops. All of the ships every day. I do not want to pay for popping to the shops. I pick up my children from their school bus at 4.30 every day and park in the High street - and pop to Tesco or another job. To have to pay every time when you simply want to do some shopping locally and support all the local shops. It will be completely impractical on one level when picking up kids from the bus stop? Where do we park? It will most certainly put people off. I will then drive up to Asda etc with free parking. But then one can't pop into all the little independent shops.

On-Street Response - Reference Number 239

I object to the proposed changes.

As this is my local town, it is hard enough to find short stay parking to quickly collect a prescription etc from the chemist. With an extremely limited bus service and a newborn baby, I'm reliant on my car and use the 1 hour parking frequently.

On-Street Response - Reference Number 240

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 241

I object to the proposed changes.

The attraction of West Malling is being able to pop in and pop out to use the local shops. Having to pay for parking will prevent people from even going in the first place. We need more free parking in the area to encourage people to use the high street shops not more barriers.

On-Street Response - Reference Number 242

I object to the proposed changes.

This is going to hit the pockets of those hardest hit (picking up prescriptions, using a library) and drive people out of the high streets, pushing more and more than people to use online shopping.

On-Street Response - Reference Number 243

I object to the proposed changes.

I stop in these bays at least 10 times a week to shop, I won't be adding the extra cost of parking to the already extremely high cost of living to my pocket, I will use other shops available to me so west malling high street will lose my business, and from what I've been reading on social media platforms I'm not the only one, leave it alone and try looking closer to home to raise your income. Shame on you.

On-Street Response - Reference Number 245

I object to the proposed changes.

It's not clear from the statement of reasons whether the all-day parking abuse is by residents legitimately parking in these spaces, or by unauthorised drivers parking longer than one hour. If the former, reduce the number of resident spaces; if the latter, make the enforcement of the current restrictions more effective. I fear that making all these spaces pay and display will serve to reduce the number of people using the shops and amenities on and around West Malling High Street.

On-Street Response - Reference Number 246

I object to the proposed changes.

Why do the council not listen to the public on this?? I do not hear of anyone in support of this as it is going to destroy local business and then the council will have empty buildings and more people out of work. Short sighted of council to proceed with this proposal.

On-Street Response - Reference Number 247

I object to the proposed changes.

The car park near Ryarsh Road has already been removed for the public. The tescos rear 'Ringo' car park is already full at peak times and often spaces are inadequate for modern size vehicles. If on street parking is no longer a free hour, businesses will suffer and likely close as dropping off dry cleaning, or a simple Costa coffee, flowers pick up or off license stop will be unappealing and shift business elsewhere. You will kill your biggest revenue stream from the HighStreet by forcing Tennant's out.

On-Street Response - Reference Number 248

I object to the proposed changes.

Charging for parking is another way for the council to make more money with no thought about how this affects all the small businesses trying to earn an income.

On-Street Response - Reference Number 249

I object to the proposed changes.

When you want a quick visit for the post office or to shop for a couple of items free parking encourages a visit to west Malling. If I had to pay I would visit a supermarket with plenty of free parking. If people are there parking all day why aren't they being caught by your parking wardens or do the wardens only visit very occasionally, will wardens be there to monitor paid parking?

If there are charges they must be a machine taking cash and cards not just a phone system as reception in the area is poor for mobile phones.

On-Street Response - Reference Number 250

I object to the proposed changes.

I think that it will make many customers think twice about e.g. picking-up from the dry-cleaners or a takeaway in West Malling, when you just want to nip in for 5/10minutes only for such trips. These businesses would be affected by reduced custom. And I wouldn't like to spend £1.20 (new TMBC figure) to park for up to 1 hr while I have my hair cut in a High Street hairdressers, again therefore affecting such businesses.

Also, I am a member of West Malling Baptist Church in Swan Street. I am therefore concerned that if these proposals are introduced, church members and visitors will need to pay for a minimum of 2 hours parking on Sundays in the car parks, (assuming that the vast majority of church members don't live within walking or cycling distance). Also, walking/cycling to church is not a travel option for certain church members or visitors, due to physical disabilities / age / mobility etc. A church-goer should not have to effectively 'pay' to go to church, assuming there's no other viable free parking option. £2.00 per Sunday service (for 2 hours in the High Street C.P.) for 52 weeks a year, obviously adds up to over £100 per year for regular visitors, just to attend one weekly service by parking. I think this is unfair on the church members and visitors.

On-Street Response - Reference Number 251

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 252

I object to the proposed changes.

Apart from all the obvious reasons to object, of which you are aware (especially the damage to local trade), your justification that the maximum time for parking is being abused is so easily resolved by effective warden control. Why on earth would you not do that?

On-Street Response - Reference Number 254

I object to the proposed changes.

I feel that if you introduce this policy the local economy will suffer people will stop popping in to the high street for a quick coffee snack shop at boots pick up a card grab some flowers why will they pay for that convenience when you might as well go to big Tesco in Larkfield or Kingshill for free !!! Maybe introduce 1 hr free parking or even 30minutes for those whom need to be quick in and out the small independence shops will suffer.

If you cannot enforce the 1 hr parking how will the changes be policed on the charges !!

On-Street Response - Reference Number 255

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 256

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 257

I object to the proposed changes.

Town and village centres are struggling to compete with out-of-town centres, which often provide free parking or parking for an extended period, e.g. Asda at Kings Hill (3hr stay). This proposal will harm shops and businesses in West Malling. If the current 1hr stay is being abused, this calls for tighter and more effective enforcement measures.

On-Street Response - Reference Number 258

I object to the proposed changes.

You will prohibit me from shopping / socialising in West Malling -

On-Street Response - Reference Number 259

I object to the proposed changes.

This will finish off the businesses on the high st which already struggling to stay afloat and would completely destroy the bustling village of west malling. I urge the council to rethink this proposal perhaps considering edge of village parking instead. I know that these on street charges would cause others to just drive through west malling to other locations to shop and eat instead.

On-Street Response - Reference Number 261

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 262

(no comment supplied).

should not be chargeing in high street or swan street

On-Street Response - Reference Number 263

I support the proposed changes.

This would provide a wider choice of parking spaces for visitors, as the pay & display car park is often full.

On-Street Response - Reference Number 264

I object to the proposed changes.

You use the word "abuse", surely there are people who require all day parking as well?

On-Street Response - Reference Number 265

I object to the proposed changes.

This is a terrible idea. Our High Street is suffering (like many others) enough without you making the parking even more difficult for people. I use these spaces to pop to Tesco, the Post Office, or if I need to pop to boots or get a birthday card/flowers - I normally park for a maximum of 20 mins. If you take this away people will go elsewhere to do their shopping which means the shops will suffer even more than they already are because of the cost of living. They will go to ASDA, or the Chemist at Kings Hill where they can park for free - I know I will. Plus, if you increase the time to 8pm you will stop people from going out in West Malling for dinner which will have a huge affect on the restaurants and the overall success of our High Street. This could cause our shops/restaurants to go out of business leaving empty commercial units which will be the ruin of our lovely High Street. My last point is that West Malling is a very pretty historic town, putting ugly pay and display machines will completely ruin it. Please think of another way to make some money.

On-Street Response - Reference Number 266

I object to the proposed changes.

It is understandable introducing charges for parking in areas with extensive and reliable public transport, where the car is a matter of choice as a means of transport. In West Malling and surrounding areas a car is ESSENTIAL. Charges should most certainly NOT be introduced.

On-Street Response - Reference Number 267

I object to the proposed changes.

I am a member of West Malling Baptist church (but live in Larkfield) and attend every sunday and also often need to arrive early to practice for worship group so would need to park for 3 or more hours. we also have fellowship meals after the service. This means that I will no longer be able to park for more than 3 or 4 hours . also we have many church members who are retired or on low income and would find this extra parking expense unmanageable. West malling Church also hold regular community events such as warm spaces, popins, coffee mornings etc and I fear that the changes in parking proposed both on street parking charges and the sunday charges will now impact hugely people attending.

On-Street Response - Reference Number 268

I object to the proposed changes.

I have children at school in West Malling, I do not need to park for long, often only 10minutes, to charge in these bays would be a nightmare. It will also stop people going to West malling for the pharmacy, coffee shops, Tesco and alot of the independent shops. Really bad idea

On-Street Response - Reference Number 269

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 270

I object to the proposed changes.

I feel that the increased charges will impact on the high street and businesses resulting in the same desertion that has been seen in other parts of the county.

If it is made pay and display, then allow 1 hour free parking, with a ticket, or by phone app. This will allow local people and visitors time to shop, whilst still charging for longer stays.

Unfortunately, not everybody has the financial resources to accomodate the charges, and the people who abuse the parking, tend to be those driving very expensive cars!

On-Street Response - Reference Number 271

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 272

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 273

I object to the proposed changes.

Poor enforcement of existing parking regulations is not a reason to change them. There is no reason to extend charges to weekends, bank Holidays and evenings if you are supposedly targeting all day (ie commuter) parking. Do your jobs properly and stop trying to fleece people. What are locals meant to do if they pop in to the high street for a loaf of bread? This will kill trade for the independent shops. You numpties, go find a real job.

On-Street Response - Reference Number 274

I object to the proposed changes.

I cannot understand how the current arrangements are being abused as TMBC have staff who patrol this area and issue parking tickets to anyone who overstays.

If you must impose charges then please allow a 30minute free period for those who only want to use the facilities of West Malling High Street for a short period. The effect on the library, which is an important community asset, could be extremely detrimental.

On-Street Response - Reference Number 275

I object to the proposed changes.

West Malling has precious little to entice shoppers. The abolition of this only attractive feature will kill off a High St that is already on life support. Madness!

On-Street Response - Reference Number 276

I object to the proposed changes.

I use West Malling High Street for my local shop. Seriously if you introduce parking fees this will put me off visiting these shops. In a time when the retail industry needs all the support it can get, this would be a very foolish move. Eventually with a drop in trade - the shops in West Malling will close resulting in a loss of employment, and business rates for the local authority! Don't make these changes.

On-Street Response - Reference Number 277

I object to the proposed changes.

We have shut our doctors, and now we are taxing people to use the pharmacy at Boots. So people will just go to Kings Hill where it is free.

No one wants to pay £1.20 just to pop to the café for a drink with their friends, so this will put people off coming to the area for a short visit.

Is it going to be applicable on a Sunday? Congregations are suffering as it is!

It is fine for Tesco, as they have their own loading bay - will the other business now have to pay to have deliveries?

When this fails and everyone starts parking on St Leonards Street or on Fatherwell Avenue, Sandown, Epsom etc - are they then going to extend it village-wide?

When the Offham Road restrictions were brought in, it killed the pub, everyone ripped out their front gardens and put in driveways, and all the parking went to Fatherwell, down to Norman Road as far as Alma.

If people parked all day before when it was free, what makes you think they'll stop doing it when there's a charge? They are issued with a fine either way! But this just punishes everyone else who uses the 1 hour free parking in the proper manner.

My family pop to West Malling regularly - we might make two or three trips some days, using the car before we pop to other places. This would mean that we just do the shopping at the other places and we would not use the village. I opposed the car park behind Tesco, and ever since it has charged, I have not paid a penny into its machine. It is a tax on residents. People don't want to pay to pop to the chemist, when they might only be using a space for 15 minutes. It is insanity to charge when our high street is already vastly different as a result of the charges in the two car parks. You used to be able to come to West Malling and enjoy lunch and a potter round on the weekend. But to have to pay for the privilege means people go elsewhere. Friends who used to enjoy meeting us here now suggest going elsewhere.

And extending the charges until 8pm is just downright criminal. No one should have to pay for parking in a tiny village anyway, let alone when they're popping to the supermarket for a few groceries on the way home from work.

If you implement these charges you will see a reduction in footfall, you will exclude those who cannot afford the daily carpark charge, and you just continue to cater for the rich - who will happily pay the parking penalty charge just so they can dump their car for their convenience. It won't affect those people already abusing the parking but it will penalise all the law-abiding citizens who really love the village and want to spend their hard-earned cash there. If you want to raise funds, come and ticket all the cars parking in the bus-stop every evening and on the weekend. You'll make a fortune!

Currently I could save a little bit of money going further away, but I choose the village to shop more independently. But if you add the parking charge to that, then I will be pushed to go somewhere where I either don't have to pay, or if there is a charge, somewhere with far more to offer than a tiny village.

This change will kill West Malling as we know it. Please, please realise that people are struggling with the cost of living as it is, without this added onto their daily spending in our village.

On-Street Response - Reference Number 278

I object to the proposed changes.

You killed the high street with Tescos but will not be happy it seems until there are more empty shops!

On-Street Response - Reference Number 279

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 280

I object to the proposed changes.

People will just avoid West Malling and shop elsewhere - these charges will kill the high street - very short term thinking - please rethink!

On-Street Response - Reference Number 281

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 282

I object to the proposed changes.

Objection to on-street-parking charges – West Malling High Street and Swan Street

I object to the proposed parking measures on these grounds:

1. Will adversely affect trade of shops. Many people park to 'pop-in' to certain shops for a very short period of time i.e. to collect laundry, buy coffee, prescriptions, collect takeaway, quick shop... People will not want to pay to park for a 5 min pick up so they will go elsewhere.
2. The times proposed are excessive. Payment for parking is not needed until 8pm, this will significantly affect hospitality trade.
3. The proposal to charge at weekends and bank Holiday is unreasonable and unnecessary.
4. The proposed measures increase the already problematic issue of people stopping in and parking in the bus bay opposite Tesco.
5. Concentrate on managing the inconsiderate parking in the disabled bays, Tesco loading area and bus bays. This is what causes the congestion in the area.
6. Proposed measures will significantly increase parking in surrounding residential areas, causing additional problems for residents.
7. The people who currently park all day are generally those who work in the area. They will still be working in the area so will I just move to park in the residential streets where there are no parking restrictions, compounding problems for local residents.
8. Unsightly parking meters on attractive historic high street. The parking meters will still look ugly though, especially the one right next to the old historic pump.

My main objection is that this proposal is extreme and unnecessary and will definitely have an adverse effect on the trade and hospitality of the high street.

I would consider supporting a more reasonable on-street parking proposal of:

1. Free parking for first 30 or 60minutes to enable people to quickly pop in to get quick shops, prescriptions, takeaway, laundry...
2. Weekends and bank holidays no parking charges
3. No parking charges after 5.30pm, it is not necessary after that time.

On-Street Response - Reference Number 283

I object to the proposed changes.

I object to the proposed parking measures on these grounds:

IT will adversely affect trade of shops. Many people park to 'pop-in' to certain shops for a very short period of time.

The times proposed are excessive. Payment for parking is not needed until 8pm, this will significantly affect hospitality trade.

The proposal to charge at weekends and bank Holiday is unreasonable and unnecessary.

Proposed measures will significantly increase parking in surrounding residential areas, causing additional problems for residents.

The people who currently park all day are generally those who work in the area. They will still be working in the area so will I just move to park in the residential streets where there are no parking restrictions, compounding problems for local residents.

Unightly parking meters on attractive historic high street.

This proposal is extreme and unnecessary and will have an adverse effect on the trade and hospitality of the high street.

I would consider supporting a more reasonable on-street parking proposal of:

Free parking for first 30 or 60minutes to enable people to quickly pop in to get quick shops, prescriptions, takeaway, laundry...

Weekends and bank holidays no parking charges

No parking charges after 5.30pm, it is not necessary after that time.

On-Street Response - Reference Number 284

I object to the proposed changes.

It is well documented that introducing parking charges kills small high streets and drives shoppers to large out-of-town shopping centres with free parking (especially in this area where people will go to Bluewater instead). The justification that this is to stop abuse of the current 1 hour restriction by people who park all day is just ridiculous - don't penalise those of us who ensure we never stay more than an hour, if people abuse this then have traffic wardens and issue parking fines. This would likely bring you a lot more money. The other issue is that West Malling is well-known for having bad mobile signals for a large majority of people, so how are people supposed to park. I have lost count of the number of people I have seen having this issue in the Ryash car park where there is no physical way to pay, only mobile. You cannot introduce a charge scheme where people are unable to pay despite their best efforts.

On-Street Response - Reference Number 285

I object to the proposed changes.

I strongly object to this, as a resident in Leybourne Chase we support local businesses in West Malling high street, to access the high street we usually have to drive as the walk is 30s plus and through boggy fields. The introduction of parking fees will detract us from supporting local businesses along with I imagine a large number of other residents who live outside of walking distance of the high street

The parking nature of West Malling is a heritage and keeps a good 'hustle and bustle' for local businesses

The proposal for the evening fees to be extended is ludicrous, pubs and eateries rely on this post 6:30pm business

On-Street Response - Reference Number 286

I object to the proposed changes.

The reason the current parking is currently abused is because it is not adequately policed. Paid parking will not prevent people from abusing the parking unless it is enforced. If you could just enforce the current situation then people could shop and go without the additional cost and inconvenience of paying for parking.

On-Street Response - Reference Number 287

I object to the proposed changes.

Locating a P&D machine near the historic town pump will detract from its setting.

The zones currently in force for permit parking mean that it is often very difficult, if at all, to find a parking space within specific zones. Why would anyone want to pay more for a permit that is not very useful.

On-Street Response - Reference Number 289

I object to the proposed changes.

I frequently pop into the high street to grab something from one of the shops or I part there to drop my kids off at the trillium house pre school. These parking charges will prevent me from doing this and I will have to go else where while it's only a nominal amount I use it virtually daily. Shops and high streets are already dying. I don't understand why councils are trying to profit from something thats always worked for years.

On-Street Response - Reference Number 290

I object to the proposed changes.

This does not support local business as it will stop people coming. If people are abusing the bays they get ticketed. This is only about increasing council revenue and you should be ashamed of yourselves for trying to justify it otherwise

On-Street Response - Reference Number 291

I object to the proposed changes.

I will avoid West Malling businesses if this comes into effect. A counter-productive proposal.

On-Street Response - Reference Number 292

I object to the proposed changes.

The one hour free parking is a benefit to shoppers and the businesses in West Malling High Street. Better enforcement of the 1 hour time limit will stop people parking there all day if that is the case.

On-Street Response - Reference Number 293

I object to the proposed changes.

This may well have an adverse impact on the businesses in West Malling - as well as being yet another irritating barrier to, "doing simple things". A reason given for this proposal is that some people abuse the system - introducing more rules may not stop the same selfish people abusing the proposed system. Instead, the current rules should be enforced.

On-Street Response - Reference Number 294

I object to the proposed changes.

I have accessibility issues (but am not a disabled badge holder, I would just struggle to walk that far from my home in west Malling) and rely on being able to drive to the high street to be able to access the pharmacy, supermarket etc without having to pay for parking. It also encourages use of the coffee, sandwich shops and pubs by me and my family which we are unlikely to do if we need to pay for parking. We often stop in for a drink or a sandwich, the local businesses rely on this footfall.

On-Street Response - Reference Number 295

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 296

I object to the proposed changes.

Frequently pop into West Malling won't use shops if parking charges apply.

On-Street Response - Reference Number 297

I object to the proposed changes.

As a long time resident I have no difficulty with the current arrangements. Complicating the act of parking by requiring having an app and paying each time is a major inconvenience. The current system minimises wasted time and enables quick short term parking

On-Street Response - Reference Number 298

I object to the proposed changes.

This will have a detrimental effect on the number of visitors into West Malling and the shops, many of which are small independent ones. It will drive more people to shop elsewhere where there are no charges such as Kings Hill.

On-Street Response - Reference Number 299

I object to the proposed changes.

The attraction of West Malling High Street is how quick and convenient it is. Paying to park drives local trade away, changing the free car park to paid was a big step but these proposed changes go to far. I won't pay to park in the town, you'll drive local people out and away. Surely lessons have been learnt from other towns and the impact parking charges have on local business. This attempt to generate revenue is being dressed up as an attempt to stop all day parking on a 1 hour bay.

On-Street Response - Reference Number 300

I object to the proposed changes.

I visit west malling for a short period of time and these bays are really useful. If you want to reduce the abuse then maybe a patrol should be set up to fine those responsible rather than penalise 100s of people who use the bays fairly.

Introducing these charges would make West Malling less appealing and I'll be forced to take my business to bigger retailers which offer free parking

All these charges increase the chances that our local businesses will suffer

On-Street Response - Reference Number 301

I object to the proposed changes.

As a business owner we rely on people having use of 1 hour spaces if they need to for their 40minute physical therapy appointments - if people are parking on the High Street and Swan street all day then the TMBC parking enforcement is not active enough in the area.

As residents we becoming increasingly frustrated with businesses leaving vehicles parked all day on King street rather than using the business car park. If on street charges were introduced I believe this would not encourage businesses to use these High street spaces and instead continue to use King street as parking. We are unable to load or unload

our vehicles, allow tradespeople making repairs to residential properties etc due to cars being parked all day on King street.

On-Street Response - Reference Number 302

I object to the proposed changes.

these 1 hour parking bays are often abused by all-day parking" This is not a valid justification for implementing charges. Enforcement is obviously required, or else what is to stop people abusing the Pay and Display system ?

On-Street Response - Reference Number 303

I object to the proposed changes.

1. I think the proposals as envisaged will be detrimental to the economy of the High Street.
2. They will be detrimental to St Mary's Church.
3. They will push car parking onto local residential roads like Offham Road, Churchfields, Norman Road and Fartherwell Avenue.
4. It will increase pressure around the school at pick-up and drop-off times and the Old Cricket Ground will be even more adversely affected than is already the case.
5. I would support these proposals if you had two hours free parking followed by higher charges for longer stays.
6. We all know that people park on the High Street and then commute to London. The principle of car parking charges for longer stays would ease that congestion they cause and create space to park on the High Street for those who want to shop.
7. Why aren't you reviewing what happens at the Ryarsh Lane Car Park? There's so much empty space there that could be used creatively, especially for school pick-up and drop-off, if you had a different system for the allocation of parking there.

On-Street Response - Reference Number 304

I object to the proposed changes.

The introduction of parking charges to date has already resulted in my visiting West Malling far less than I used to. If I intend to visit several shops then I am happy to pay a parking charge but if I only have one task such as visiting the Post Office or quick dash into Tesco's then I am reluctant to have to pay for a minimum of half an hour's parking if there are no spaces on the High Street or Swan Street which is often the case. I think the 1 hour's free parking on the High Street and Swan Street ensures a regular turn around of spaces - at least you stand a chance of getting a space albeit I am often surprised to see the local businesses using the spaces when one would have thought they would prefer their customers to be able to park. But this free hour should be extended into the car park with charges thereafter for longer stays - this system operates in many places around the area and would definitely encourage me to return to West Malling for more regular shopping - probably even resulting in me staying longer, spending more in the local shops and paying for the extra parking time

On-Street Response - Reference Number 305

I object to the proposed changes.

I am writing to express my strong objection to the proposed introduction of Pay & Display parking charges in West Malling High Street and Swan Street. As the Managing Director of several companies, including a popular coffee shop in London, I understand the importance of supporting local businesses and ensuring the ease of access for

customers. I believe that this proposal will have a detrimental impact on the local community and businesses in the area.

While I acknowledge that there have been issues with all-day parking in the 1-hour free parking bays, I do not believe that introducing Pay & Display charges for up to 4 hours is the right solution. It is essential to strike a balance between discouraging all-day parking and maintaining a welcoming environment for shoppers.

I would like to offer the following objections to the proposed plan:

Negative Impact on Local Businesses:

The introduction of Pay & Display charges may discourage potential customers from visiting the town centre. As a Managing Director, I know that any measure that reduces footfall can have a significant negative impact on the revenue of local businesses, including those in West Malling.

Complexity and Inconvenience:

Pay & Display systems can be cumbersome and time-consuming for shoppers. This may deter individuals from patronizing local shops and cafes, like my coffee shop (REDACTED), which rely on quick and easy access for customers.

Unfair Financial Burden:

The proposed charges may place an additional financial burden on residents and visitors alike. For families and individuals who rely on free parking for short trips to local businesses, this change may be seen as unfair.

Potential for Reduced Business Viability:

Local businesses, particularly smaller ones, are already facing challenges in the current economic climate. Introducing parking charges that could deter potential customers may threaten the viability of these businesses.

I strongly urge the council to reconsider this plan and explore alternative solutions to address the issue of all-day parking without negatively impacting the local economy. It is essential to engage in open and constructive dialogue with local businesses and residents to find a solution that works for everyone.

I appreciate your attention to this matter and trust that you will consider the concerns raised by the local community and business owners in West Malling. Your decision will have a lasting impact on the town's prosperity and its ability to thrive.

On-Street Response - Reference Number 306

I object to the proposed changes.

This will kill trade for the high st! Wake up you need people to spend money in small villages!!

On-Street Response - Reference Number 307

I object to the proposed changes.

People will use the car park at trillium nursery making in impossible to drop our children! Also how do we make errands? It will kill high st

On-Street Response - Reference Number 308

I object to the proposed changes.

This would be disastrous for businesses and is just another way of propping up your budget

On-Street Response - Reference Number 309

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 310

(no comment supplied).

N/A I only know the area around the community centre so cannot give an informed opinion.

On-Street Response - Reference Number 311

I object to the proposed changes.

I understand the need to prevent all-day parking in these areas and support a move to deter the abusers.

The introduction of charges, and the risk of being fined for under-estimating my stay by a few minutes, has put me off shopping in West Malling since its introduction.

However, the ability to park free for '20minutes' while I pick up a take-away meal, visit the chemist, or pop into one of the shops for one or two purchases, continues to be attractive.

If you do introduce Pay & Display meters, there is no reason why the ticket should not the first hour to be free, limit the parking to 1/2/3/4 hours, and allow your wardens to deal appropriately with any abuse.

The introduction of parking charges in the High Street for short visits will, I believe, be a further blow for the businesses in West Malling.

On-Street Response - Reference Number 312

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 313

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 314

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 315

I object to the proposed changes.

if implemented this will have a detrimental affect on West Malling shops. People will shop else ware where parking is free.

On-Street Response - Reference Number 316

I object to the proposed changes.

The parking meters/signs will spoil the aesthetic of the high St in this historic town. People should be able to pop in chemist, Post Office for example and have 30s or 1 hour free parking. It will kill small businesses or choke up residential roads nearby. People will hover in the car park while their passengers run short errands.

On-Street Response - Reference Number 317

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 318

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 319

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 320

I object to the proposed changes.

it will impact businesses such as pharmacy where people need to pop in and out quickly - they will go elsewhere eg Larkfield tescos where parking is free

Will disabled parking still be free in both High st and the neighbouring car park?

On-Street Response - Reference Number 322

I object to the proposed changes.

The loss of the one hour free parking will ruin the high street for short stay shoppers also the restaurants will be seriously badly affected by drivers having to pay to park in early evening and at the weekend.

On-Street Response - Reference Number 323

I object to the proposed changes.

This would penalise shoppers wishing to make a quick purchase and deter people from shopping in West Malling

On-Street Response - Reference Number 324

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 325

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 326

I object to the proposed changes.

Whilst I don't ever go to west malling so won't be affected 1 hour bays are good for the high streets success, given the choice of paying to park or going elsewhere I'd go elsewhere

On-Street Response - Reference Number 327

I object to the proposed changes.

Just enforce the 1 hour parking restriction. If you want to increase revenue then increase the fine for over time parking.

On-Street Response - Reference Number 328

I object to the proposed changes.

It is good to visit West Malling in preference to the Tesco Superstore at Larkfield to see the different shops, this normally takes ne less than 1 hour. Charges on street will reduce my visits which is surely bad for me and the traders.

On-Street Response - Reference Number 329

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 330

I object to the proposed changes.

I will not come to West Malling for shopping if I have to pay for parking when I require less than one hour for my requirements. It will stop the spontaneous shopping in West Malling for many when they can choose online or one of the supermarkets close by . The shops in West Malling will struggle to remain in business. Tesco in West Malling was once bustling and busy during the day. When the carpark charges were introduced several years ago, this store has become empty at most times. It's just not worth paying the parking. West Malling High Street will die like all the other High Streets, this makes no economical sense. If parking charges have to be applied, the first hour should always be free. This should apply to the car park also

On-Street Response - Reference Number 333

I object to the proposed changes.

Our lovely local shops will suffer with people choosing to pop elsewhere

On-Street Response - Reference Number 335

I object to the proposed changes.

As a resident of the high street I pay for vehicles that are within our home to have parking permits, by extending the parking times allowed this will further congest the high street with residents who cannot park, so in effect we are paying to drive up and down whilst other who pay for 4 hours are able to park from 2 pm until 8 am the following morning without permits. The price we pay versus the service you provide with ticketing officers is very poor and particularly at weekends when people seem to have no regard for parking and park as they wish with no regards for

the local residents. I do hope you have a revision in either the time allowed to park or the cost of resident permits.

On-Street Response - Reference Number 336

I object to the proposed changes.

You will drive out local shoppers. I will be shopping elsewhere if the charge goes ahead. You will also drive out parking to the only place which is non paying and where there is no residents reserved parking- Epsom Close, Fartherwell Avenue in particular. If you are going ahead with your plan, at least introduce residents parking for these streets. They are already becoming a busy parking location for people who live elsewhere. You need to look at the bigger picture which you don't appear to be doing at the moment.

On-Street Response - Reference Number 337

I object to the proposed changes.

The ability to park on-street for short periods without charge makes West Malling attractive to visitors, and is essential for people who live nearby, who need to do a quick shop, have a coffee, or use services eg optician or dentist. If time limits are being abused, as stated above by TMBC, then enforcement should be the answer. A few random visits would act as a deterrent. West Malling businesses are under pressure and could only lose customers if this, and the proposals below, were to come into force

On-Street Response - Reference Number 338

I object to the proposed changes.

West Malling high st shops are not doing well at the moment, and although I would agree with a charge I can no way agree to the prices that TMBC are proposing. If you loose any more shops you won't get the rates anyway, so why shoot your self in the foot?.

On-Street Response - Reference Number 339

I object to the proposed changes.

They would seriously eroded the competitiveness of West Malling's shops and services

If there is evidence of people overstaying 1 hour, effective and regular enforcement and parking fines would soon ensure compliance

On-Street Response - Reference Number 340

I object to the proposed changes.

I think introducing extra charges in our town will mean people will look to park in the streets around the High Street making life difficult for residents when they are looking to park near their homes. I also think people will look to do their shopping elsewhere, where there is free car parking consequently having a detrimental effect on West Malling as a whole.

On-Street Response - Reference Number 341

I object to the proposed changes.

I think the council would increase their revenue if they actually enforced the current restrictions in place, for example, I accidentally had the wrong reg number in the app to pay for Tesco's and whilst I did pay each time I used it, I parked for well over a year before the error was spotted. Also the people that park at either end of the bays making it difficult getting from Swan St onto the High St, or further down, narrow Towel Hill and make the road single

file.

On-Street Response - Reference Number 342

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 343

I object to the proposed changes.

I use West Malling High Street to drive up and do shopping which only tends to be for 15 to 20minutes. Why should I need to pay to support my local stores. We used to be able to park for free behind Tesco's which eased the congestion we now experience as people do not want to pay just to pop in and collect their takeaway or go into Tesco's to get a few items of shopping.

On-Street Response - Reference Number 344

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 345

I object to the proposed changes.

I and many others I know use these spaces to pop in and out of shops, get my haircut etc. if they are abused by all day parkers, then enforce the rules like you would anywhere else. It's a an obvious ploy to grab money from shoppers. Rather than give opportunities to shoppers you will deter many from going. It's another example of you taking public owned assets and using them to charge the public. Is the first hour going to be free if you introduce parking charges? This would align better with your your outlined non-financial objective.

On-Street Response - Reference Number 346

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 347

I object to the proposed changes.

How are they parking there all day if it's 1 hour only? There are parking wardens. I visit west malling weekly to look in the charity shops, post office and little tesco. If there are no free spaces I don't go in the car park, it's not worth paying, I just keep driving and go to kings hill instead.

On-Street Response - Reference Number 348

I object to the proposed changes.

Another High Street will die.

On-Street Response - Reference Number 349

I object to the proposed changes.

If this is introduced I will no longer shop in West Malling (or Martin Square, I pay a large amount of money monthly in council tax and will not be forced to pay more just to shop in my local town).

On-Street Response - Reference Number 350

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 351

I object to the proposed changes.

The high street is already effected by the cost of parking in Tesco, it will kill trade if this was brought it. Just more reasons to fleece the general public

On-Street Response - Reference Number 352

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 353

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 354

I object to the proposed changes.

I often pop to the village as it is local to me just to pick up a prescription or a pint of milk knowing I won't have to pay to park. I will often have a quick look in the other small independent shops and on occasions buy something or buy a coffee from one of the independents. If parking charges come into effect I might as well just carry on up to Kings hill and go to Asda and Costa!!! The local independent shops are just going to lose out. Unless of course the first hour is going to be free like in paddock wood?? But I doubt it as it's not free in the main car park at the moment. I feel this is all about revenue for the council and not in the interest of local independent businesses.

On-Street Response - Reference Number 355

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 356

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 357

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 358

I object to the proposed changes.

A significant attraction of the current arrangement is that shoppers are able to make brief visits to West Malling without parking charges. I myself frequently park on-street for under 20minutes to buy a small number of items. If a change must be made, it should be to shorten the time allowed for on-street parking to, say, 1 hour.

On-Street Response - Reference Number 359

I object to the proposed changes.

Parking charges will mean I no longer shop locally or visit the library on the high street and will instead be doing yet more of my shopping online. I also feel that the already congested parking around the primary school will be far worse as people visiting the high street will park for free on the back roads, and at school run times this will be dangerous for the children. The Ryarsh Lane car park times should be changed so that school parents can use it for pick up and drop offs, all they need is a 15 minute window (8:45-9:00) and (14:45-15:00) to use the car park and it would alleviate a lot of traffic and parking from the high street, Tesco and local roads around the school. Public transport is not possible from Ryarsh as no buses run through the village so don't even suggest it.

On-Street Response - Reference Number 360

I object to the proposed changes.

This will deter people from coming to the high street and stop trade for the small businesses there. You should have wardens checking them instead of lazily changing them. Taking them away will impact the ease of use for those dropping off and collecting from school and will make parking on back roads more hazardous than it already is. Threatening the safety of school children at West malling school.

On-Street Response - Reference Number 361

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 362

I object to the proposed changes.

West Malling is a vibrant town with an array of independent shops and services. There are only two car parks, one of which is for business use. The town also has a busy night life with several pubs and restaurants. We do not live in the town but visit frequently so have a good idea of what parking is like. The one hour free option on the High Street and Swan Street is useful and I fail to see why people would abuse this and park all day. There appears to be traffic wardens patrolling now so surely they must monitor the situation. If not what are they doing? From the negative comments on the local social media it would appear that local residents and businesses are not happy with the current proposals. Surely this will deter people coming to the town for shopping and leisure activities. This seems a purely money making scheme for the council with no consideration for businesses. Shame on you T&MBC. Please let common sense prevail on this occasion.

On-Street Response - Reference Number 363

I object to the proposed changes.

As someone who was brought to in the West Malling area i am disappointed at how this lovely town is now being exploited by the council for profit. I attend West Malling Baptist Church and, if the proposals are introduced as proposed, i will probably stop attending. I no longer so in West malling because of the present parking charges and will refuse to do doo in future. I understand the need for resurrections but feel the one hour free parking on the high street and Swan Street is adequate

On-Street Response - Reference Number 364

I support the proposed changes.

Hopefully this will stop the abuse of some drivers extending their 'free time' allowanace and allow more shoppers to park short term. However this should be a low fee and be monitored or the 'abusers' will just carry on!

On-Street Response - Reference Number 365

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 366

I object to the proposed changes.

Put more Street wardens to monitor and fine those that abuse the system, instead of implementing these changes onto law sbiding citizens

On-Street Response - Reference Number 367

I object to the proposed changes.

You say the parking is abused by all day parkers. I often see parking enforcement officers in the area so they are obviously not doing their job to patrol such areas. Adding P&D machines would not solve the problem as the existing offenders would continue to park all day knowing that there is little chance of enforcement officers catching them. Further more unless you have actual working P&D machines that allow card payment it will be very difficult to use any mobile parking system such as Ringo as the Kings hill/West malling area suffer with very poor mobile signals. I have tried a number of different mobile companies and the signal is poor in the West malling carpark and high street with all providers. I also think that loosing the 1hr free parking will have a big impact on local businesses.

On-Street Response - Reference Number 368

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 369

I object to the proposed changes.

I object to the introduction, raising and extension of parking charges in West Malling. I see this as a move to increase revenue and not stop inconsiderate parking and believe it will be detrimental to the High Street by driving visitors away.

On-Street Response - Reference Number 370

I object to the proposed changes.

I often pop into West Malling in my lunch break for 10 to 15 minutes sometimes to collect parcels. I wouldn't be happy to pay to park for this and it would put me off going.

On-Street Response - Reference Number 371

I object to the proposed changes.

People will park outside of the town and block up local roads such as Ryarsh Lane. This may prevent people visiting local businesses.

On-Street Response - Reference Number 372

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 373

I support the proposed changes.

I support this. But how about allowing residents of West Malling free parking for an hour? The only time I need to stop and park is when I drop of things to the post office or one of the charity shops. We pay council tax and for parking permits, consider showing some goodwill. Secondly, if you do this you also need to provide some protection for the residents on West St, Offham Rd and Norman Rd. We pay for permits but often see people park on our road and go to the High St. it's worse on Friday and Saturday evenings; I know if I go out on these evenings I won't be able to park on Offham Rd when I return. Either pay and display or more policing by the traffic wardens, which will bring in more money.

On-Street Response - Reference Number 374

I object to the proposed changes.

Charging for parking will have a detrimental effect on the businesses in the High St and Swan St. Customers will choose to go to

other locations where there is free parking. If the issue is that people park for more than the permitted 1 hour then the solution is for the council to ensure that they enforce this rule as a deterrent which will resolve the situation without the necessity for charging. Charging will encourage parking in more of the residential streets as individuals seek to avoid paying for parking. This will have a detrimental impact on those living in these areas who will be unable to park outside their own homes. It seems to me that charging is nothing more than a money making exercise for the council.

On-Street Response - Reference Number 375

I object to the proposed changes.

You don't enforce the one hour enough which is the main problem.

Do that and you won't need to extend it.

Seems like a money grab to fix a problem caused but not enforcing the current rules.

On-Street Response - Reference Number 376

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 377

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 378

I object to the proposed changes.

The proposal is bad for many reasons. Free parking (without the tedium of registering number plates and paying) is a huge plus for drivers casually shopping/delivering/collecting with short-duration stays. It is equally valuable for the shops those drivers frequent. Otherwise they (including me!) would go elsewhere.

The obvious solution is to issue parking fines to those who abuse the 1hr restriction.

On-Street Response - Reference Number 379

I object to the proposed changes.

I am the joint owner of a small business on West Malling High Street and currently my co-owner and I rely on being able to park all day in the free bays on either St Leonard's Street or Water Lane. Public transport is not an option for either of us. Water Lane will be subject to the new 4 hr P&D rules which, along with the loss of the free 1 hr bays on the High St will displace parking to the limited number of free spaces on St Leonards St. If these are full then we won't be able to park anywhere as the maximum time limit for paid parking will be 4 hours. To suggest that there is an issue with cars currently parking all day in the 1 hr bays is a nonsense; either they have a residents permit which allows them to be there (and where else can they go?) or they are parked illegally and in which case it is for TMBC's wardens to enforce this properly. The policy of extending the charging regime while disregarding the needs of business employees to park all day in the village has been ill-conceived and is clearly a means of generating funds for the council at the expense of local business. The plan to extend charging to 7 days a week and until 8pm is also excessive. Not all businesses are open on a Sunday. This is a small market town/village and this policy will act as a deterrent to visitors and add unnecessary costs to businesses that are already struggling against the headwinds created by the poor state of the economy and competition from out of town retail centres with no parking charges as well as e-commerce. Please rethink this damaging proposal.

On-Street Response - Reference Number 380

I object to the proposed changes.

I use west Malling parking spaces to drop my children to school every week day, I park in a bay am and then again in the pm. My eldest goes to Mascalls so uses the bus service and I walk my youngest to West Malling Primary school to reduce the traffic in Norman Road. I worry if you introduce payments there will be more traffic leaving their cars along that road and it's a nightmare as it is as well as it being extremely dangerous.

I have seen traffic wardens along Norman Road once every 2-3 months but I see them happy to give parking tickets in car parks

Norman Road is dangerous and more needs to be done about the cars parking on double yellows instead of introducing parking charges

On-Street Response - Reference Number 381

I object to the proposed changes.

I wish to add to be earlier objection that the proposal threatens serious damage to the future and very existence of St Mary's Church, already a fragile institution of enormous historical and spiritual importance in the community. I pray that you will recognise this most vital aspect.

On-Street Response - Reference Number 384

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 386

I object to the proposed changes.

This will lead to me not parking at the High street to use the businesses in the high street and will add a huge burden to picking up my child at West Malling primary school - do reconsider.

On-Street Response - Reference Number 388

I object to the proposed changes.

Can you explain to me what this will achieve? No you can't it has nothing to do with people parking for long periods (a traffic warden would be helpful) this is all to do with a greedy, selfish, unproductive council that need more money. Don't worry about the little shops who are struggling to make ends meet, no they are not important are they. This greedy council who supply no provisions at all. Are now set to close West Malling for good because that is what will happen . I for one will campaign to stop this asap.

On-Street Response - Reference Number 389

I object to the proposed changes.

Encourage not discourage the use & support of local community

On-Street Response - Reference Number 390

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 391

I object to the proposed changes.

It will make it more difficult to pick up takeaway food, prescriptions and prolong people parking as they have paid to park. Increased congestion for people looking for spaces Bad for local businesses .

On-Street Response - Reference Number 392

I object to the proposed changes.

This scheme will affect restaurants, cafes, pubs and many shops, and cause them to lose their customers. Please abandon this thoughtless plan. Having lived in West Malling and visited it for many years, parking meters will act as a great deterrent to parking.

On-Street Response - Reference Number 393

I object to the proposed changes.

This will discourage shoppers from going to West Malling to make a quick visit to the post office etc

On-Street Response - Reference Number 394

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 395

I object to the proposed changes.

Perhaps if the Traffic Wardens attended West Malling more often they would be able to penalise the drivers who over-stay their welcome.

On-Street Response - Reference Number 396

I object to the proposed changes.

I consider that changing the free one hour parking to four hour paid will be detrimental to traders in West Malling High Street and to those who wish to use their services. Many people [including me] shop in West Malling and use the free parking spaces for just a few minutes in order to "pop" into shops to make purchases ,call in at the Post Office and deliver prescriptions in the former surgery post box or collect prescriptions. The inconvenience and time spent to pay for parking that is only used for a few minutes will encourage me and others to use supermarkets with free parking.

On-Street Response - Reference Number 397

I object to the proposed changes.

We have suffered a lot with parking over the years, since the introduction of payment in the car parks people have stopped using the village as much and introducing payment in the high street will be the final nail for the small independent shops and post office etc, we also have a lot of elderly that can not use the ringo app, another issue is the fact that hardly anyone can get a phone signal in the village to use it!!! Life is so hard for anyone that has a business at the moment and this will definitely not be the right thing !

On-Street Response - Reference Number 398

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 399

I object to the proposed changes.

I would much rather TMBC found a way of enforcing the currently arrangements, making all the parking in West Malling up to 4 hours has the potential of clogging the High Street with medium to long term parkers to the detriment of the "pop-in-ers". If payment is the only way forward then please please please limit the on street parking to 1 hour. The ability of shoppers to access the High Street businesses is critical to West Malling's ongoing vibrancy.

On-Street Response - Reference Number 400

I object to the proposed changes.

This is the most ridiculous and transparently money-grabbing scheme you have come up with so far. You don't manage or control the illegal parking in W Malling now, so how are you going to manage this? It will just be another step towards killing off local businesses. Stop.

On-Street Response - Reference Number 401

I object to the proposed changes.

Adding parking charges will not stop the abuse of those bays. The phone signal is so rubbish in the high street it will be difficult to get a reliable connection to even get online to pay for the parking. The high street is used loads for quick pick ups and drop off for various shopping needs, introducing a charge adds another layer onto cost and will stop people using the high street for quick tasks. Dropping off dry cleaning, using post office, etc

On-Street Response - Reference Number 402

I object to the proposed changes.

The statement of reasons for these changes (<https://www.tmbc.gov.uk/downloads/file/3405/on-street-2023-statement-of-reasons>) says "However these 1 hour parking bays are often abused by all-day parking, reducing the opportunities for shoppers visiting the town centre". The problem therefore appears to be one of enforcement, if the enforcement of 1 hour stays were better it would address the problem of abuses. Making stays payable up to 4 hours will in any case still require enforcement to be improved to prevent all-day parking, and will actually reduce opportunities for more visitors because the spaces will be occupied for up to 4 times as long. Additionally it will be more inconvenient to stop in the High Street for quick errands due to the additional effort of purchasing parking.

On-Street Response - Reference Number 403

I object to the proposed changes.

I live in Kings Hill, often make brief visits West Malling for work and to make purchases, go to the Post Office and frequently then pop into other shops on a whim. I am very fond of West Malling, enjoy going there and appreciate the convenience of the facilities it offers, so would say that I have an emotional attachment as well as a practical one.

For me, the advantage is that it is easy to make a quick visit but once parking charges are introduced that will become less simple, either one has to have the correct money or a mobile phone signal and West Malling is known to have poor connectivity. In addition, the parking App charges an extra 20p. Whilst that doesn't go to the Council it is still an extra 20p from my pocket. All of a sudden driving into West Malling doesn't seem so attractive and as for the bus service - very poor, certainly not convenient and I have tried to use it with little success but that is another issue.

One wonders if TMBC is trying to hamper West Malling businesses rather than encourage local, daytime trade. A thriving local centre is a benefit to everyone.

On-Street Response - Reference Number 404

I object to the proposed changes.

The Council has enough cash

On-Street Response - Reference Number 406

I object to the proposed changes.

I simply won't visit west Malling or spend money in businesses there if I can't just stop off quickly and without paying for parking. Local cafes and small businesses will suffer.

On-Street Response - Reference Number 407

I object to the proposed changes.

This will put people off of being able to stop in the high street just to pick up a few bits or have lunch. Our high street won't survive without the support of locals and this will mean people are more likely to go to big Tesco/ Kings Hill to buy things.

On-Street Response - Reference Number 408

I object to the proposed changes.

The majority of my personal visits to the High Street are short term in order to grab thing A from shop X. If I cannot park for free for such trips then I am better off driving the extra 3 mins to Larkfield Tesco. If this is introduced then W Malling High Street will suffer.

On-Street Response - Reference Number 409

I object to the proposed changes.

If this happens the shops will lose their customers and the high street may as well close down. Ludicrous as shops are struggling already.

On-Street Response - Reference Number 410

I object to the proposed changes.

It's true that a small minority do stay for longer periods in bays, however most of these people live and more importantly work in West Malling, bringing charges to the high street will damage trade for small business owners and staff parking will become an issue. Parking charges are not required, as 99% of people use the present parking responsibly.

On-Street Response - Reference Number 411

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 412

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 413

I object to the proposed changes.

It will limit the amount of people choosing to visit West Malling and will choose alternative locations

On-Street Response - Reference Number 414

I object to the proposed changes.

For anyone visiting the high street for more than an hour there are paid car parks that are frequently in use. If I come to the high street for lunch or dinner I always park in the paid car park. For quick visits to tescos, the post office,

shops, picking my nephew up from school or appointments I use the free one hour on street parking wherever possible.

We are living in a cost of living crisis and having to pay to park everytime I need to use the post office for a 30min visit is ridiculous and unnecessary. It would also stop me from visiting the high street as often, as I'm sure it would lots of people, cutting down on buissness in the high street and eventually causing closures. The high street currently has much needed practices (such as podiatry, osteopathy and barbers) which could be similarly effected and take away a valuable and needed resource for locals if these were to close.

I don't understand the argument proposed that the free one hour parking is abused and paid on street parking will be a deterrent, as I have frequently seen parking offices patrolling the on street parking. If cars are parked for over an hour they are ticketed. Paid parking would pose exactly the same issues with people abusing the systems but penalise those who don't. As a local it feels like all the current proposals (housing developments, double yellow lines in residential areas and paid parking in West Malling and St Martin's Square) are all ways to try and generate more income by the council from locals and an environment that is already struggling. The character of the high street and desirability to live in this area will change if unnecessary and money grabbing proposals like this go ahead.

On-Street Response - Reference Number 415

I object to the proposed changes.

I only usually visit West Malling high street for a quick shop in Tesco. I am rarely parked up for more than half an hour. If parking charges come into force, I will go to Lunsford Tesco or Larkfield Express. I believe the high street will lose a lot of trade as was the case when the car park charges came into force.

On-Street Response - Reference Number 416

I object to the proposed changes.

This is a ridiculous move and should not be implemented. For those who use responsibly to run and grab something or just go for a coffee the free on street parking is perfect.

On-Street Response - Reference Number 417

I object to the proposed changes.

Local shops will have trade reduced without doubt. All previous government statements have been in support of protecting local high streets.

On-Street Response - Reference Number 418

I object to the proposed changes.

It will destroy trade especially for small traders. Moreover the charge is exorbitant as many patrons use the pubs and restaurants etc and at 80p fir 30minutes seems unfair if people spend over 2 hours dining.

If parkig is abused then additional wardens and stiff penalties would suffice. It appears thT TMBC are using a sledgehammer to Crack a nut ot being cynical is it to generate money as the council appear to be in financial difficulties. lys the small traders that will suffer and as for me I will use Tesco Morrisons and Lidl rather than pay the machine and many like minded people will do the same

On-Street Response - Reference Number 419

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 420

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 421

I object to the proposed changes.

By bringing in parking charges, you will damage local business support as custom will

Go elsewhere where parking is free.

Please re.consider with an hours free parking and not charging the customers and visitors to west malling high street.

On-Street Response - Reference Number 422

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 423

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 424

I object to the proposed changes.

This is a small high street with small shops, I honestly think you just want to kill it off. It might make you a few pounds in parking charges, but when the shops close, business rates will stop coming into you coffers. Just think. Dont be fools as many before you have been.

On-Street Response - Reference Number 425

I object to the proposed changes.

I rarely have issues finding parking and find the one hour free parking quite useful to run a few errands and use local businesses. I would avoid going there altogether if I had to pay for parking. This will affect the local businesses badly who have already suffered enough in the past couple of years. The cost of living is getting so high and salaries haven't increased at all. With both of us working, with 2 young children we have to watch our spending more than ever. If paying for parking is needing to be added on to an outing or errands to run, we will look at other options that include free parking. Even if it is further.

On-Street Response - Reference Number 426

I object to the proposed changes.

There is no other place to park free of charge to access high street, it's not affordable for the public

On-Street Response - Reference Number 427

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 428

I object to the proposed changes.

The small independent businesses in west malling are wlrady struggling by implementing these new charges will no doubt force some of these businesses to close for good.

On-Street Response - Reference Number 429

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 430

I object to the proposed changes.

West Malling needs as much footfall as possible to allow independent retailers to continue.

On-Street Response - Reference Number 431

I object to the proposed changes.

This change will have a detrimental affect on the viability of the high street reducing the footfall to the shops a services during the day and hospitality sector in the evening. In addition these changes will require parking enforcement officers the cost of which is unlikely to be recovered from parking charges or enforcement penalties.

On-Street Response - Reference Number 432

I object to the proposed changes.

I strongly object to the change in charging hours which are far longer than current car park charges. The removal of 1 hour free parking will also discourage shoppers from using West Malling shops. It seems more likely that this is an income generation exercise for TMBC rather than reducing all day parking as suggested

On-Street Response - Reference Number 433

I object to the proposed changes.

It is going to affect all the small businesses!

On-Street Response - Reference Number 434

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 435

I object to the proposed changes.

West Malling High Street is a lovely place to shop with independent shops. Many high streets are under threat due to out of town shopping centres which offer free parking. I regularly shop in the West Malling and have on occasion used the on street parking rather than the pay car parks. Please do not deter shoppers from this High Street.

On-Street Response - Reference Number 436

I object to the proposed changes.

If the one hour bays are currently being abused, could this not be tackled by monitoring the cars in the bays with cameras rather than driving away people who only need to stop for a short while (eg using the library)?

On-Street Response - Reference Number 437

I object to the proposed changes.

In order to keep our high streets alive and small businesses going we need to continue to offer some free parking in the town. If the on road parking is changed to pay and display we will see a huge reduction in footfall in the town and in turn we will lose our shops. The cost of living as we all know is hitting hard and to be able to park for free to pop into a shop and get a pint of milk or to pop into the post office is a huge help but without this option we will find less people using our local shops and instead using shops where free parking is offered.

On-Street Response - Reference Number 438

I object to the proposed changes.

I am a resident of West Malling without a driveway so I am reliant on on-street parking, as are many other residents. It is currently a challenge to get parked near my home, especially after 6pm and on a Sunday when free parking becomes available for non-residents. I almost never get parked on the road where I actually live. My concern with offering pay-and-display options is that this will further reduce on-street parking opportunities for residents. I feel your priority should be on the residents, who live here and love where they live, rather than making living in the town a hassle and painful experience.

On-Street Response - Reference Number 439

I object to the proposed changes.

The parking charges will have a massive detrimental effect on businesses in West Malling. They are struggling enough. I have lived in this area for over 30 years and now rarely visit West Malling since the parking charges started at the Tesco car park. They will also push vehicles to park on to residential areas to park. The free one hour parking works very well and do not believe that people park there all day. You are adding new charges as you need the revenue. It is such a shame to make these changes. West Malling high street is such a lovely village to visit, i will be definitely visiting less if these changes are made.

On-Street Response - Reference Number 440

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 441

I object to the proposed changes.

Introducing parking charges will deter people from parking in the high street and visiting local businesses which will suffer as a consequence. If these plans do go ahead where will the revenue go to? Businesses in the high street or

On Street Parking Proposals – Annex 9.2 (West Malling P&D redacted responses)
keeping the high street maintained/ clean and tidy?

On-Street Response - Reference Number 442

I object to the proposed changes.

It would absolutely deter me from ever coming to this town to shop or to use a restaurant or cafe - what a way to push me to go somewhere like Next / M&S out of town where I can park for free and use the cafe and shop there!

On-Street Response - Reference Number 445

I object to the proposed changes.

With a business in the high street you are going to ruin trade. No free parking in a small village is ridiculous.

On-Street Response - Reference Number 446

I object to the proposed changes.

Could the first hour not be free and then charge from after 1 hr. If I go to the library I am only there for 20minutes or Nationwide for similar amount of time.

On-Street Response - Reference Number 447

I object to the proposed changes.

Me and my family use this parking for quick parking for the local shops.

On-Street Response - Reference Number 448

I object to the proposed changes.

I work for a small business on West Malling High Street and I rely on being able to park all day in the free bays on either St Leonard's Street or Water Lane. Public transport is not an option for me as I work a shift pattern of earlies or lates. I work a 6 or 8 hour shift. As it is proposed that Water Lane will be subject to the new 4 hr P&D rules, I will no longer be able to park for my job. With the loss of the free 1 hr bays on the High St, parking for longer than 4 hours will be displaced to the limited number of free spaces on St Leonards St. When I work a late shift in the evening, I park in the High Street P&D car park as currently the parking is extended until 0800 the next day. If this changes to a limit of 4 hours until 8pm, this will not be a parking option for me. I will have to take a chance of parking in Leonards Street if there are spaces available. For my personal safety as a woman walking alone to park in St Leonards Street at night this does cause me some anxiety and distress. If these spaces are full then I will not be able to park for my shift. I am unable to move my vehicle during my working day in order to park elsewhere. To suggest that there is an issue with cars currently parking all day in the 1 hr bays is a nonsense; either they have a residents permit or they are parked illegally and in which case it is for TMBC's wardens to enforce this properly. The policy of extending the charging regime while disregarding the needs of business employees to park all day in the village is clearly a means of generating funds for the council at the expense of local business. Have local businesses been surveyed, parking permits are for residents only and we do not qualify, so employees are reliant on free parking spaces available. I am on minimum wage and to increase parking charges will essentially mean that I will work to pay the parking fee. The plan to extend charging to 7 days a week and until 8pm is also excessive. West Malling has a diverse number of restaurants and bars which rely on customers to survive. Imposing parking fees will reduce the night-time economy. Not all businesses are open on a Sunday. This is a small market town/village and this policy will act as a deterrent to visitors and add unnecessary costs to businesses that are already struggling with the poor state of the economy and competition from out-of-town retail centres and online shopping. This proposal will be the death of the High Street in what is a nice small friendly independent village. Please rethink this damaging proposal."

On-Street Response - Reference Number 449

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 450

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 451

I object to the proposed changes.

I strongly oppose the introduction of on-street parking charges in West Malling Highstreet and Swan Street.

When driving through West Malling I will often stop when there is a parking space on the road to quickly pop into one of the small independent shops, the post office, charity shops or to grab a quick coffee. If I had to spend the time to do the meter, especially if I didn't have much time, didn't have any change on me or the app wasn't working (the 3G/4G phone signal in the Highstreet is extremely poor), I and many others would choose to go somewhere else more convenient instead. I have absolutely no doubt that the shops, cafes, restaurants and pubs will suffer significantly as a result of this and eventually we will lose another one of our highstreets, which already has numerous empty shop spaces. This is why I am strongly opposing these on-street parking charges.

On-Street Response - Reference Number 452

I object to the proposed changes.

I strongly oppose the introduction of on-street parking charges in West Malling Highstreet and Swan Street.

When driving through West Malling I will often stop when there is a parking space on the road to quickly pop into one of the small independent shops, the post office, charity shops or to grab a quick coffee. If I had to spend the time to do the meter, especially if I didn't have much time, didn't have any change on me or the app wasn't working (the 3G/4G phone signal in the Highstreet is extremely poor), I and many others would choose to go somewhere else more convenient instead. I have absolutely no doubt that the shops, cafes, restaurants and pubs will suffer significantly as a result of this and eventually we will lose another one of our highstreets, which already has numerous empty shop spaces. This is why I am strongly opposing these on-street parking charges.

On-Street Response - Reference Number 453

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 454

I object to the proposed changes.

This will have a significant detrimental effect on the trade enjoyed by local businesses and will lead to more closures in High Street. Very shortsighted and very damaging. Once the damage is done, shoppers' habits will have changed and there will be no way back.

On-Street Response - Reference Number 455

I object to the proposed changes.

I strongly oppose the introduction of on-street parking charges in West Malling Highstreet and Swan Street.

When driving through West Malling I will often stop when there is a parking space on the road to quickly pop into one of the small independent shops, the post office, charity shops or to grab a quick coffee. If I had to spend the time to do the meter, especially if I didn't have much time, didn't have any change on me or the app wasn't working (the 3G/4G phone signal in the Highstreet is extremely poor), I and many others would choose to go somewhere else more convenient instead. I have absolutely no doubt that the shops, cafes, restaurants and pubs will suffer significantly as a result of this and eventually we will lose another one of our highstreets. Which is why I am strongly opposing these on-street parking charges.

On-Street Response - Reference Number 456

I object to the proposed changes.

This would have a detrimental effect on many of the businesses in and around the High Street

On-Street Response - Reference Number 457

I object to the proposed changes.

I believe this will be disastrous for local businesses! Patrons who want to 'nip in' quick to the many wonderful independent retailers, may well be driven away to large stores that offer free parking such as Tesco in Larkfield and Asda in Kings Hill!

Today I was able to pop to the vet without having to pay for parking, the ease of not having to sort payment as well as the cost itself is an insensitive to continue visiting West Malling. Adding a parking charge to this could make many twice about choosing other local vets with free parking.

I also pay for parking regularly in the car park behind Tesco as stay for longer than an hour for work. Having both options available definitely provides the best for patrons using West Malling.

On-Street Response - Reference Number 458

I object to the proposed changes.

This is an entirely ill-thought out response to the parking issues in West Malling. My objection is based on the following:

1) It will not resolve the current issue with people abusing the parking bays and parking all day. People will either not buy a ticket, or buy the minimum, and then still park there all day. The lack of enforcement in West Malling will make the risk in doing so acceptable. 95% of the time they will not get a ticket for it.

2) Our small shops and businesses rely on passing trade and people coming to the High Street. They will not do so if they have to pay to park. The Council has a responsibility to support our High Street and small businesses and this proposal does precisely the opposite. It will mean the death of the High Street as people will either shop online or shop out of town.

3) Traffic and parking issues around the local primary school in Norman Road are already a concern and the roads are dangerous. Many parents park in the High Street in order to walk their children to school. If they are expected to pay, twice a day, to take their children to school, they will simply not do so. They will drive down to the school or try and park in the neighbouring, and already congested streets, thereby making the traffic conditions around the school even more difficult and dangerous than they are at present.

4) St Marys in West Malling has no parking facilities and the congregation rely on being able to park in the High Street on a Sunday to attend church. Introducing parking charges will have a detrimental impact. People should not have to pay to practice their religion, or take their children to school for that matter.

If the Council wish to increase their revenue, then the answer is simple. Parking enforcement in West Malling High Street is almost non-existent it is laughable. Increase your parking attendants and actually patrol the areas you are concerned about. Sporadic enforcement encourages people to take the risk of getting a parking ticket. Enforcement should be increased and take place on a regular basis. To try and solve the problem by just getting people to pay for parking instead, is just the lazy option.

On-Street Response - Reference Number 459

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 460

I object to the proposed changes.

Nonsense

On-Street Response - Reference Number 462

I object to the proposed changes.

I strongly oppose the introduction of on-street parking charges in West Malling Highstreet and Swan Street.

When driving through West Malling I will often stop when there is a parking space on the road to quickly pop into one of the small independent shops, the post office, charity shops or to grab a quick coffee. If I had to spend the time to do the meter, especially if I didn't have much time, didn't have any change on me or the app wasn't working (the 3G/4G phone signal in the Highstreet is extremely poor), I and many others would choose to go somewhere else more convenient instead. I have absolutely no doubt that the shops, cafes, restaurants and pubs will suffer significantly as a result of this and eventually we will lose another one of our highstreets, which already has numerous empty shop spaces. This is why I am strongly opposing these on-street parking charges.

On-Street Response - Reference Number 463

I object to the proposed changes.

I strongly oppose the introduction of on-street parking charges in West Malling Highstreet and Swan Street.

When driving through West Malling I will often stop when there is a parking space on the road to quickly pop into one of the small independent shops, the post office, charity shops or to grab a quick coffee. If I had to spend the time to do the meter, especially if I didn't have much time, didn't have any change on me or the app wasn't working (the 3G/4G phone signal in the Highstreet is extremely poor), I and many others would choose to go somewhere else more convenient instead. I have absolutely no doubt that the shops, cafes, restaurants and pubs will suffer significantly as a result of this and eventually we will lose another one of our highstreets, which already has numerous empty shop spaces. This is why I am strongly opposing these on-street parking charges.

On-Street Response - Reference Number 464

I object to the proposed changes.

This will destroy business for local trade. Residents utilise the free parking to pop into shops

On-Street Response - Reference Number 465

I object to the proposed changes.

I often nip into West Malling to go to Tesco, buy cards or use the pharmacy. As a pensioner on limited means I will no longer do so. It is penalising the poorer members of society and will ultimately affect the small trader in the village.

On-Street Response - Reference Number 466

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 467

I object to the proposed changes.

I will shop elsewhere and the high street will suffer.

We also pick up our daughter from the bus every evening, so this proposal will mean we have to do that every day.

On-Street Response - Reference Number 469

I object to the proposed changes.

It will stop me wanting to shop in West Malling. I'm worried for small businesses, they will suffer and lose customers. People will not want to pay for parking and will shop elsewhere.

On-Street Response - Reference Number 470

I support the proposed changes.

As a resident, I am concerned that the introduction of pay and display may encourage non-resident drivers to risk parking in resident-only spaces.

I am also concerned that pay and display machines on pavements will introduce obstacles and hazards for pedestrians, particularly those with mobility problems. I suggest that the number of machines be reduced and that they be located with a higher regard to the needs of pedestrians than to the needs of drivers.

On-Street Response - Reference Number 471

I object to the proposed changes.

To introduce parking charges for visits of under 1 hour would deter a lot of shoppers, including myself from visiting the town. All of my visits are under 1 hour to go to the post office, grab a coffee or a few things from Tesco. I would not be willing to pay to do this and would use Kings Hill with the 3 hours of free parking at ASDA. I would start using the post office in Larkfield where i work, also making use of the free parking in Morrisons.

I often see cars in the high street with parking enforcement notices on, surely they only make this mistake once before they pay a few pounds to park in the car park behind Tesco ??? In the 14 years i have lived locally and used West Malling high street i have never once failed to find a free 1 hour parking spot. Yes if you go at 3pm on a Saturday you may have to do a few laps up and down to grab a spot, but that is to be expected. Obviously it was easier when the car park was free for 1 hour, but i refuse to pay for this out of principle and am never in town long enough to need it anyway.

On-Street Response - Reference Number 472

I object to the proposed changes.

West Malling is full of small shops where you can just pop in to pick up a prescription or drop off dry cleaning or shop for a short time. If this daft proposal goes ahead, people will drive to other locations and our shops will suffer from lack of customers.

On-Street Response - Reference Number 473

I object to the proposed changes.

Parking charges will drive even more people who like to shop in West Malling away from the area, which in turn will have a huge impact on the independent shops which will suffer even more. It will also become more difficult for the people who use the churches in the area to be able to attend parish activities during the week and Sunday services. It will also drive people away from the town who have mobility issue but do not hold a blue badge, It will also cause chaos in the surrounding residential roads due to motorists finding other roads to park in that they don't have to pay for. This will be a very unpopular choice.

On-Street Response - Reference Number 474

I object to the proposed changes.

If introduced I will not be shopping in West Malling or dropping off dry cleaning. The hours free parking is vital to all the shops. It is a high street and parking charges will destroy easy access to shops.

On-Street Response - Reference Number 475

I object to the proposed changes.

This is an excellent way to kill off anyone visiting the High Street as well as all the independent shops and businesses who rely on it.

On-Street Response - Reference Number 477

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 479

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 480

I object to the proposed changes.

This would stop me and all other people just popping into the shops in West Malling. This definitely would have a negative impact on shops income

On-Street Response - Reference Number 481

I object to the proposed changes.

It will hurt all the businesses in west Malling, reason a lot of people go there is because of the ease of parking and old people will have to much trouble parking for 10minutes and no internet signal in west Malling to pay online.

On-Street Response - Reference Number 482

I object to the proposed changes.

I am worried that it will turn shoppers away and small shops will close. Also it will discourage visits from family and friends. It will be difficult to get trades people to come and carry out any work on my or anyone else's property. A bad idea all round.

On-Street Response - Reference Number 483

I object to the proposed changes.

The businesses of West Malling depend on the 1hr free parking to attract clientele in what is already a challenging town to park in. The introduction of these charges will provide no positive benefits to the town whatsoever, but will instead result in a number of our valued shops becoming unviable - as confirmed by my discussions with shopkeepers over the last month. Charges will also reduce the liquidity of space availability and place further pressure on residents, who on top of their own residents permits will also now have to think about parking fees for even the most rapid or visitors.

On-Street Response - Reference Number 484

I object to the proposed changes.

I've used the space on occasion when I've completed a quick 15 minute visit to the post office

On-Street Response - Reference Number 485

I object to the proposed changes.

Would prevent the quick stop drop off/collection options adding to the expense of families using the local nurseries and school. Longer term parking options are available in the short term car park if space allows. The difficulty of using parking payment systems e.g. Ringo are a nightmare in an area with little electronic connectivity. Perhaps the answer is to introduce or increase patrols by a parking wardens who actually enforce the one hour rule.

On-Street Response - Reference Number 486

I object to the proposed changes.

The proposals are just a money-making exercise to try and get more money out of the people of West Malling as the Council is hard-up. If they go ahead they will really damage the high st which would be an awful pity just for the Council's greed. If you talk to people you do not hear at all that they want increased on-road parking charges. In fact they want lower charges for this. They are also not bothered about the Tesco loading bay parking situation and like it the way it is. The proposals are a very thinly veiled attempt to siphon off more money from the people of West Malling that is just not needed.

On-Street Response - Reference Number 487

I object to the proposed changes.

I have never personally seen a traffic warden in west malling high street, simply enforce the 1 hours parking. If you want to park beyond 1 hour, then yes - by all means purchase a parking ticket. The idea to enforce paid parking for all vehicles regardless of length of stay is going to contribute to the demise of the high street massively. West malling is

one of the last remaining small high street shopping and drinking/dining areas that I consider visiting because of the fact I can conveniently park and spend money at the local retailers or establishments and leave unhindered. This is an absolutely stupid idea to have pay and display for any amount of parking for non-residents. This will be another reason to visit the out of town retail parks and contribute to the phase out of high street shopping. When these shops close, you will lose your contributions in business rates.

On-Street Response - Reference Number 488

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 489

I object to the proposed changes.

It is important to have a hassle-free and cost-free parking on the high street for short stays to access the shops. When you need to stay longer e.g. for lunch, the car park is available. Without the current parking options, businesses will lose custom to other places where parking is free, e.g. Tesco West Malling will lose business to Asda Kings Hill.

On-Street Response - Reference Number 491

I object to the proposed changes.

This will seriously impact both Businesses & the Community: it will drive the local trade away from the high street will actually be detrimental to the town: as once lost it will never be regained. West Malling is not suburbia and the council fascination of always trying to introduce ever more parking charges/ restrictions is ruining the town for the community that lives here.

On-Street Response - Reference Number 492

I object to the proposed changes.

1. Charging parking fees for parking on the High Street and Swan Street will cause considerable problems for many visitors to the town, and one hour is too little time - on the other hand four hours is too much - a more practicable time would be one and a half or two hours, to enable people to visit two or three places in various areas of the Town. Longer visits would need to park in the Car Park.

At one time I would never dream of driving to West Malling, when I could enjoy walking there, but time and different circumstances change things, and having to pay for a stop of only twenty minutes or so could have a considerable impact on the shops and small businesses in the Town.

2. There should be ABSOLUTELY NO Parking Charges on Sundays or Bank Holidays - WE DO NOT WANT WEST MALLING to become a Ghost Town!!

What about Weddings, and Concerts etc. at the Parish church? Frequently held during the day!

People will start looking for other locations - and that, again will have a considerable impact on the Parish Church and those connected with it.

On-Street Response - Reference Number 493

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 494

I object to the proposed changes.

My daughter and her family live very close to West Malling town centre and often need access to 'on street' parking bays for visits by friends and relatives. Introducing charges to town centre bays will encourage drivers to seek free parking facilities and consequently will make it much more difficult to park within reasonable distance of my daughter and family residence.

On-Street Response - Reference Number 495

I object to the proposed changes.

I object to the introduction of on-street parking charges for a number of reasons:

- 1) The introduction of on-street charges will turn away the casual shopper popping in to do a limited amount of shopping and drive them to supermarkets or shopping areas with no parking charges. I do not agree that footfall will be increased by introducing charges;
- 2) I run a business that utilises the coffee shops in the town to hold meetings. By making parking more difficult and more expensive I will be less likely to recommend meeting in West Malling and will instead arrange meetings where parking is free and easier. A period of free parking enables me to arrange short meetings and brings custom to the businesses in the town;
- 3) Mobile phone coverage in the town is patchy, thus making paying for parking an unnecessary hassle;
- 4) The introduction of numerous parking machines in the conservation area will only add to the proliferation of unsightly notices and signs which make the town a hideous mess. There is already far too much street furniture in the town;
- 5) Your argument that existing restrictions are being abused will not be solved unless further enforcement action is undertaken. Sadly, I only see any parking revenue off visitors to West Malling being syphoned off to the benefit of visitors to Tonbridge and we will be left with the same level of enforcement as now with no visible improvement on the parking situation here.

On-Street Response - Reference Number 496

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 497

(no comment supplied).

I am rather confused as to how the change will improve the change over. If traffic wardens are now checking now for those exceeding the one hour stay limit, then what difference will it make having to buy a ticket? People will still take a chance they will not receive a PNC.

If you want to support trade in high streets, there needs to be feasible parking, such as 1 hour free parking, but a ticket must be purchased and displayed.

On-Street Response - Reference Number 498

I object to the proposed changes.

The high street shops will close and there will be no more West Malling.

On-Street Response - Reference Number 499

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 500

I object to the proposed changes.

Use traffic enforcement then! Penalise the abusers not all users!!

There are 2 proposals here and ability to only have one answer.

Personally here my answer is the same to both proposals.

On-Street Response - Reference Number 502

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 503

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 504

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 505

I object to the proposed changes.

In the current climate it is hard for businesses & shops to survive. Parking charges will deter people from using current facilities. Plus this also discriminates against those on tight budgets, those with children or disabilities not able to claim for the blue badge.

On-Street Response - Reference Number 506

I object to the proposed changes.

I pop into west malling regularly for a quick shop or to use the ATM. The businesses and banks in west malling would suffer. Me too!

On-Street Response - Reference Number 507

I object to the proposed changes.

CHILDREN CURRENTLY ATTENDING WEST MALLING SCHOOL WILL STRUGGLE TO FIND A SAFE PARKING SPACE TO BE ABLE TO GET TO SCHOOL AS PARKING COSTS IN THE HIGHSTREET WILL FORCE PEOPLE INTO THE BACK ROADS WHICH ARE ALREADY OVERCROWDED AND UNSAFE. ALSO, CHILDREN WILL USE THE LIBRARY LESS BECAUSE OF THIS.

On-Street Response - Reference Number 508

I object to the proposed changes.

I believe that there is substantial demand for short-term free parking. I accept that there is possibly considerable overstaying on the parking bays, and suggest that a similar regime as applied for parking in Paddock Wood might make a suitable compromise. You might increase parking charges after the one hour free period to adjust, especially if the free parking period is to be extended to the off-street areas.

On-Street Response - Reference Number 510

I object to the proposed changes.

Local businesses will suffer. Less people will want to come to the lovely town to walk and eat. Bus services are inadequate.

On-Street Response - Reference Number 511

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 512

I support the proposed changes.

The vast majority do not abuse the one hour parking but use it to pick up items either on their way in or out of the town. This will mean locals are being penalised for the failure of the council to patrol the town.

The extension of parking restrictions will seriously impact the areas around the Startled Crow. These will become impossible for residents to park in. Again this is penalising local residents and creates another consequence.

Finally, West Malling is one of the few small towns with a vibrant all day economy. This is one of its attractions to live in and work. Extending parking restrictions will kill trade. Many traders are barely breaking even. This proposal will turn the town into another ghost. The council will receive less revenue in due course.

This is a kneejerk response to the current economic crisis which penalises an entire community for a few quid.

On-Street Response - Reference Number 513

I object to the proposed changes.

As a Trustee of West Malling Baptist Church in Swan Street West Malling I am concerned at the proposed imposition of a new financial cost to our congregation many of whom travel from the surrounding villages of Leybourne, Larkfield, Ditton, Aylesford etc. There being no alternative public transport (buses) on Sundays.

Your proposals do not state the method of payment for on-street parking. I trust this will include cash or card as many of the older members of our congregation will not be able to cope with phone only payment.

On that subject I note phone only payment is £2 for all day. surely that will lead to commuters taking most of the on-street parking places and walking to the station as that will be a lot cheaper than the station car park.

On-Street Response - Reference Number 514

I object to the proposed changes.

We believe that the 1 hour free parking should be retained in all parking bays and charges applying after the first hour up to maximum of 4 hours but only Monday to Saturday and free parking on Sundays and Bank Holidays.

As operators of West Malling Farmers Market running on the 4th Sunday of the month we already have a road closure order in place which has been granted by KCC Highways which covers the area of the High Street from Swan Street to Water Lane. The road closure order is 6am to 3pm on the 4th Sunday. Can you please confirm that any proposed or introduced parking charges will be suspended during the period covered by the road closure order. Some of the stallholders require their vehicles on site to comply with environmental health requirements or use equipment that requires a set up inside the vehicle for health and safety reasons. The farmers market has been operating for over 23 years in West Malling, supports a number of small local producers and has won a number of regional and national awards.

On-Street Response - Reference Number 515

I object to the proposed changes.

Police the 1 hour free properly. Charging people will make people go elsewhere. It isn't the money, it's the use of apps etc and the disproportionate fines when you go over/app doesn't work. It's not worth the risk of a fine we just go shopping where the risk doesn't exist.

On-Street Response - Reference Number 516

I object to the proposed changes.

This will deter me from using my local high street shops and

On-Street Response - Reference Number 517

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 520

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 522

I object to the proposed changes.

Most people are collecting medication or quick food items from Tesco or other shops - why are we being charged to access local facilities. This will cause these shops to struggle as people will be more likely to shop elsewhere.

On-Street Response - Reference Number 523

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 524

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 525

I object to the proposed changes.

Many of my friends and I use the free 1hour parking, many visits to West Malling do not require more than an hour and the free spaces allow a good turn over of people parking rather than spaces being blocked by one driver for up to 4hrs, helping to keep our town busy and vibrant.

We are lucky to have a good range of independent shops, Tescos, a building society plus cash point as well as all the pubs and cafes, all of which would suffer if footfall in the high street was reduced.

I feel the council should be encouraging local business rather than implementing policies that will have an adverse impact on them.

Loss of business rates could wipe out any financial gains from parking charges.

On-Street Response - Reference Number 526

I object to the proposed changes.

I think that to start charging for on road parking in West Malling would severely affect the businesses and shops. Personally I stopped using the Tesco car park when charges were introduced as I disagreed with having to pay to pop into Tesco and use the on road parking. If charges were introduced on road too I would no longer use West Malling for my shopping and would make alternative arrangements.

On-Street Response - Reference Number 527

I object to the proposed changes.

I would shop elsewhere

On-Street Response - Reference Number 528

I object to the proposed changes.

It is already difficult to find parking to go to the dentist in Swan Street and shops in the High Street. This will not help that situation.

On-Street Response - Reference Number 529

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 530

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 531

I object to the proposed changes.

I wish to extend my objection to the proposal of the on street parking charges in west Malling & also in Martin square. Both of these options are proposed to stop all day parking in these locations but in reality I rarely have a

problem parking in either location when popping in. I use West Malling to call into the local shops eg cards shops , Tesco & the post office & occasionally the florist sometimes more than once a day as I shop for an elderly neighbour & my mother in law in west Malling & Martin square to use the butchers & the pharmacy. Often the medications I'm collecting are on order so a return visit is required. I use the paid for parking when going to the hairdresser or meeting a friend, again rarely having a problem getting parked. The introduction of Charges would prevent me offering to collect shopping & medication on behalf of friends & family due to the costs incurred which I cannot afford on my minimum wage.

I would also be concerned about the ripple effect. My mother in law lives in Nevill court and I visit once or twice a day using a visitor space if available or a bay. The introduction of the charges would push other uses into the parking bays in WM4 area preventing genuine visitors & cares from marking safely.

I would request that this proposal is reviewed & reconsidered in favour of local users.

On-Street Response - Reference Number 532

I object to the proposed changes.

Two hours free parking will stop all day parking you are trying to eliminate whilst still facilitating shoppers and helping businesses. Free all day parking on Sundays would help church and farmers market to continue.

On-Street Response - Reference Number 533

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 534

I object to the proposed changes.

Inspired by council greed, these proposals threaten to be a final kick in the teeth for businesses in West Malling and Larkfield. The present one hour free parking works well for all. I use Tesco and other businesses regularly at different times of day and am always able to park in the High Street, so question the TMBC claim the bays 'are often abused by all-day parking'. Equally ridiculous is the proposal to impose charges on Martin Square, a small retail hub used by the local community. I will not be paying any charges and will use retailers at Kings Hill, where parking is free for three hours.

On-Street Response - Reference Number 535

I support the proposed changes.

In general I am in support, BUT think that the first hour (preferably first 2 hours) should be free as is the case in Paddock Wood. This would give people the opportunity to collect prescriptions and shop in the High Street and Swan Street if they just need an hour or so. Visitors to the Church for funerals would just about have time, and it would also hopefully prevent people looking for free parking in roads outside of the restricted areas, such as ours in Fartherwell Avenue where we experience on street parking for those who work in the town, shoppers and dog walkers. I would certainly want to OPPOSE the introduction of charges on a Sunday and Bank Holiday. This would adversely affect the restaurants and public houses in the town, and also those attending worship and baptisms (christenings) in the Parish Church, and events such a Remembrance Sunday, Easter Day and Christmas events.

On-Street Response - Reference Number 536

I object to the proposed changes.

The removal of free on street parking would deter me from using the shops in West Malling in favour of other places where parking is free. This would therefore be detrimental to local businesses.

On-Street Response - Reference Number 537

I object to the proposed changes.

Blanket charging would discourage many people "popping into" West Malling, with a detrimental effect on cafes, pubs and restaurants as well as many of the shops and businesses. Perhaps a better solution would be a period of free parking (say 1½ or 2 hours) and slightly higher than usual charges thereafter. This would hopefully raise the required revenue without deterring short term visitors.

On-Street Response - Reference Number 538

I object to the proposed changes.

Would it not be better to allow for 1 or 2 hour free parking so people shopping, having coffee or lunch will be encouraged to still visit the village but those who are taking advantage will face fines if they overstay the 2 hour restriction

On-Street Response - Reference Number 539

I object to the proposed changes.

I write with regard to the proposal to alter the car parking restrictions in the town of West Malling.

Having attended the initial meeting of councilors where this was discussed it appeared that no consideration was given to individual requirements and that a standard parking scheme should be adopted in the councils streets and car parks in their ward

This one size fit all approach is extremely draconian and a proposal to make parking charges apply 365 days of the year and to 8pm at night is entirely unnecessary.

I noted the suggestion that "when parking charges were applied to the Tesco car park, no businesses were affected" this is just speculation as no consultation has taken place to prove this.

I put it to you that ALL the businesses in West Malling have been adversely affected by this change and to remove free parking completely would be devastating for many if not all.

West malling has an amazing collection of independent entrepreneurial small business that rely solely on footfall to drive their profitability. They cannot fall back on an online presence and delivery service that many chains can afford. Therefore a short period of free parking will still allow the majority of transactions to take place.

I think that most businesses would agree that some degree of parking control is required, as customers and businesses alike should not be allowed to abuse the few parking spaces that exist.

I would therefore would propose the following

Parking charges to apply 6 days a week and excluding Sundays and bank holidays

Given that the main customer car park (Tesco) becomes free at 5.30pm it would seem logical to align this with the other car park spaces.

Most businesses would benefit hugely from a free parking period of 60minutes, though a ticket must be obtained to prove that condition. In order to assist with revenue generation an increase should be applied to those parking for longer than 1 hour.

In short this consultation has been driven by a few people abusing the car parks and spaces, it should not then be squashed by a huge mallet of enforcement that will affect the lives of those determined to make West Malling the interesting and unique market town we all love

On-Street Response - Reference Number 540

I object to the proposed changes.

This will drive shoppers away from the location and will be detrimental to the retail and other trade in West Malling. High streets are struggling and we need to encourage visitors not alienate them. Perhaps a better proposition would be to allow a charge free period for an initial 1-2 hours then introduce charges thereafter. I would be extremely concerned if free parking for disabled drivers was removed.

On-Street Response - Reference Number 541

I object to the proposed changes.

I volunteer with West Malling church working party to help maintain the graves in St Mary's Church grounds, I do this volunteering on a Saturday, one of my non working days, I give 2 hours of my precious time to support the this village maintain the church grounds. It seem incredibly unfair, that someone volunteering to help in this way is now being asked to pay to park their car whilst they volunteer.

Whilst I do not live in West Malling, I certainly know the village very well, its the hub of the community, with people coming and going, bringing people into the village for a bit of shopping and a chance to catch up with a friend or a family member over a cup of tea or lunch. This won't happen if people are required to pay for parking, they'll do their shopping and meeting friends at other locations - Bluewater, Tesco's at Lunsford Park, the village will lose trade and over time, businesses will close and the hub of the village will be lost for ever, all because it was felt necessary to charge people to park their car.

I worked for several years in Paddock Wood, and they have a pay and display in the village for people to use, the first hour is completely free. Maybe TMBC should consider something that helps ease the parking problems without penalising the people that live locally that need to 'pop' to the shops for an hour or so.... why can't the first hour and a half be free?

On-Street Response - Reference Number 542

I object to the proposed changes.

I support free parking for an hour at least

On-Street Response - Reference Number 543

I object to the proposed changes.

Don't think people will visit West Malling with no free parking, businesses will suffer and West Malling will not be the same.

On-Street Response - Reference Number 544

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 545

I object to the proposed changes.

Why not just enforce the one hour waiting time

On-Street Response - Reference Number 546

I object to the proposed changes.

High parking charges or indeed just parking charges suck the life blood out of high streets when out of town retail parks offer free parking. West Malling is my go to for gifts, clothes and artisan shops, to meet a friend or my Mother for coffee or a bite to eat. The short term free parking is ideal for that purpose. If I am going to be in West Malling for longer I will use the main car park. Charging until 8pm looks to be a cynical revenue earner for visitors to the restaurants and bars. It is stated that the free bays are exploited, presumably you have a warden to know that this is the case and he issues a ticket to those abusing the system. This proposed initiative will drive traffic/shoppers away from what is a thriving town/village centre and [for those who will still come to the High Street] push parking into the residential streets round the back of the high street. Maybe a time limit for free parking [2 hours] monitored by a pay and display ticket and then higher charges after that time is a compromise to discourage so called parking abuse.

On-Street Response - Reference Number 547

I object to the proposed changes.

Major impact to businesses in West Malling will see a reduction in services offered.

On-Street Response - Reference Number 548

I object to the proposed changes.

Shopping local is incredibly important to keep these businesses in the community. I regularly drive into West Malling to use many of the shops/services there where I need to park my car for a short time eg ironing shop, dry cleaners, chemist, supermarket and post office to name but a few. I agree we should discourage long term parking (if that is happening currently) or at least provide parking meters such as other councils that allow one hour free parking but high charges for longer parking.

On-Street Response - Reference Number 549

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 550

I object to the proposed changes.

West Malling High Street already suffered from the payment charges in the car park behind Tesco.

As a resident, I usually walk up to West Malling so parking doesn't impact me. However there are several times a week when I am driving through the town on my way home and realize I need something from a shop - a birthday card, some food items, flowers for a friend etc. If there is a parking space on the High Street I will stop and use the local shops - this usually leads to me shopping in more than one shop, popping into the charity shops, grabbing a quick coffee and spending my money locally. If there is not a parking space I drove up to Kings Hill and get the items from Asda, Aldi or Waitrose. I NEVER use the car park behind Tesco because paying for brief parking is such a pain.

If you introduce parking charges in WM High Street, I imagine that will be the end of WM residents quickly stopping to get a few items. No one would pay for that. This will be so damaging to the local economy and feeling of community.

On-Street Response - Reference Number 551

I object to the proposed changes.

With free car parking at King's Hill introducing more charges in West Malling will be extremely harmful to the shops and businesses in the High Street. It will make it impossible to compete with surrounding areas. Parking metres along the pavement will be a problem for people in wheelchairs or with prams and will negatively impact on the appeal of the lovely old buildings and general ambience of the village. There are already several boarded up businesses..not helped by the charges already imposed in the Tesco CP ..which met with widespread objections at the time. We have already lost the Doctor's surgery..introducing these charges will threaten the livelihoods of Dentists, Funeral Directors, Church services and many other businesses apart from vital shops such as Tesco and Boots.

On-Street Response - Reference Number 552

I object to the proposed changes.

The ability to “pop in” to the high street is what keeps it alive so adding a charge will kill it. Local people want to be able to come in a quickly spend money on shopping or get a hair cut.

On-Street Response - Reference Number 553

I object to the proposed changes.

I object to the introduction of High Street parking charges as a town centre resident. The focus of this new scheme is commercial, looking at businesses and generating income but TMBC has lost sight of its residents. Parking in the centre of West Malling has become increasingly difficult over many years. In part due to the development of new town centre housing and the expansion of Kings Hill and surrounding areas. Also due to the busiest town centre pubs removing their car parks to make way for extended seating. Many living in the town centre care for listed historic buildings with no option to create parking from front gardens or adjoining land. Parking restrictions have escalated since we purchased our properties ending us out and making family life very difficult. At present friends and family can drop off and pick up children, pop in to visit at no cost. In future they will have to pay to park their car to bring a child back from a sleep over or drop in. This applies to cleaners, tutors - anyone coming to our homes. If residents don't want them to pay we will have to use a 24 hour permit for a half hour drop off. The increase in bay parking to 4 hours will make resident parking impossible. We often have to circuit our home and the town centre searching for a space. The only thing that helps is the 1 hour stay ensuring food turn over and opportunity to get a space. We used to have Ryarsh Lane car park as an overflow at weekends but no more. Leaving 7 bays (actually 6 as a camper van is permitted to use one space permanently for several years) on king Street is not enough. Visitors to the town will prioritise these bays to avoid payment. It will make things worse for residents. The extension of charges to Sundays and Bank Holidays is a stealth residents tax. Family members visit every Sunday, this will now mean 52 24-hour permits will need to be purchased, we will have to pay for family to come on Christmas Day and Easter Sunday. All new costs for residents - and with an increase in the charge for permits. The online system for booking permits is clunky and old fashioned. Why not an app or a better online portal. You have not invested to help your residents. I also object to the insertion of unsightly meters on a historic High Street and conservation area - will residents be able to object to planning permission for these? They will ruin the look of our town centre. These changes will enforce restrictive city centre parking approaches to a small rural community. It is not appropriate. If bays are being abused by all-day parking as alleged then police it with your staff team and give penalty charges. Raise funds that way but don't punish residents and visitors to the town because on street parking is being mis managed. As for the assertion that consistency is needed across the borough I disagree- how can you bring consistency to a disparate selection of towns and villages? All have different, needs, requirements and therefore restrictions. Please reconsider these plans on behalf of your residents. Change the visitor permit scheme - allow residents with permits to use the mainly empty Ryarsh Lane car park during the week. There are many small changes that would help. Residents do not have enough

parking to access their homes and this will make it even more difficult.

On-Street Response - Reference Number 554

I object to the proposed changes.

Having one hour free parking is paramount to keep West Malling high street going. Many people just have a short errand to run and would be put off by having to pay - resulting in a decline in customers to the many businesses. If people are abusing the one hour limit, then a solution needs to be implemented to eradicate that (parking attendant or similar).

On-Street Response - Reference Number 555

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 556

I object to the proposed changes.

St Mary's Church in the High Street and the Baptist Church in Swan Street frequently have aged/disabled visitors to regular church services and funerals. Restrictions to the free parking in those roads will make it difficult for those people to attend services.

On-Street Response - Reference Number 557

I object to the proposed changes.

If there is any abuse of the current arrangements that are causing problems then better enforcement would solve the problem. The local shops benefit from free short term stops.

On-Street Response - Reference Number 558

I object to the proposed changes.

This will negatively impact the high street and drive people into using the many places nearby with free parking including kings hill.

On-Street Response - Reference Number 559

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 560

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 561

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 562

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 563

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 564

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 565

I object to the proposed changes.

This would push parking on to the neighbouring streets. Existing regulations should be regulated better to discourage over-staying.

On-Street Response - Reference Number 566

I object to the proposed changes.

Currently people living locally are easily able to use the various retail outlets, cafes, hairdressers etc. Such facilities form the heart of any community and never have communities been more important. The traders in West Malling do not want on-street parking and rightly fear for the long term future of their businesses. By introducing these charges you will drive local people away to alternative facilities such as Bluewater where all day parking is free. As a result, the current thriving community in West Malling (which is still a pleasant and attractive country town) will be destroyed and the town will die.

On-Street Response - Reference Number 567

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 568

I object to the proposed changes.

The spaces are vital for people using the shops in West Malling who often stop to do a quick bit of shopping. If parking charges are brought in and people are allowed to park for longer (up to 4 hours) they will not be able to. Charging for parking would not seem to solve the issue of people abusing the parking by staying all day. This would be a break of the parking conditions and if parking enforcement officers were around they could issue tickets for people staying over an hour to deter this, the same as they would do if peoples paid parking permits had run out. In addition if the charge for high street parking it just pushes people to park in other roads, such as my road (Offham Road) which means visitors to residents cannot find spaces in such roads due to the parked cars of people shopping in the high street.

On-Street Response - Reference Number 569

I object to the proposed changes.

The 1 hour parking allows visitors to park and pop into the shops or pick up prescriptions in boots. Making this a pay and display will result in people not going into west malling and small business losing out again. Pay and display needs to be checked by traffic wardens the same way 1 hour free parking does so I don't see how that will help. The car park at the back is for people who want to stay longer and this is always busy so the charging isn't the issue, it's the inconvenience of having to pay when you want to pop in quick

On-Street Response - Reference Number 570

I object to the proposed changes.

I object to the end of free parking in the High Street because it is so useful to me as a resident to be able to pause briefly on my way home or outward bound and run an errand or make a purchase that is usually only 15 minutes.

I feel sure that this 'passing trade' is critical for the independent retailers whose existence is very precarious in these hard times. I think TMBC should resist the impulse to be greedy with the [aring. I should prefer to pay more tax!

On-Street Response - Reference Number 571

I support the proposed changes.

As long as permit holder parking is not altered, i have no object to these proposals, although I do feel the Ryarsh Lane Car Park should include paid 24hr parking, not max 4hrs, it is now empty at weekends.

On-Street Response - Reference Number 572

I object to the proposed changes.

The proposal is deluded and undermines social responsibility towards the struggling traders. It will prove to be prohibitively problematic to seniors like me who rely on the ability of easy cheap access to facilities.shame on you all to contemplate this attack on our community.

On-Street Response - Reference Number 573

I object to the proposed changes.

I have lived here for 25 years and enjoyed supporting the small businesses in West Malling on an ad hoc but frequent basis. Increasingly, parking charges have stopped the spontaneity of purchase to the detriment of those independent traders. This move will stop me even trying to shop in the town and I will not be the only one. To pay a parking fee for a small purchase or to dash to the vets makes such events disproportionately expensive. Bye bye to buying in West Malling.

On-Street Response - Reference Number 575

I object to the proposed changes.

I absolutely object to these. As a resident of a side street where parking is already allowed for non-residents from 6pm Monday to Saturday and all day on Sunday, we'll never be able to park at home due to people avoiding paying on swan street and the high street.

Why have the parking bays on Frog Lane and Police Station Road for WM2 residents only been completely ignored in the maps???!

The main argument for changing the restrictions - other than a Tonbridge borough councillor with a bee in his bonnet that nobody in West Malling could vote for! - is that too many people park over the existing restriction times. This is because there are never any parking wardens in West Malling. Without wardens, nothing will change with new restrictions unless you install unsightly cameras which as residents we should have the right to object to under planning rules.

Just allow residents to report cars parked incorrectly under the current restrictions (e.g. via the sort of app you people are so fond of), and no new restrictions would be required!

Please let us leave TMBC when West Malling leaves the parliamentary constituency of Tonbridge and Malling. You only care about Tonbridge.

On-Street Response - Reference Number 576

I object to the proposed changes.

This would be a travesty to our town and all our local business within our community. We are a service led store, running as a Mains post office for the wider local area. Our services include ones which cannot be found at other smaller branches and hence are relied upon not only the local community but of those in and around the west kent area. From operating Passport and Travel services to DVLA to business banking and all forms of postal services, they are not traditional two minute transactions, but take a much longer time to complete. This means our customers have to travel further afield and spend a longer period of time whilst using these essential services. They already find it hard to park in town, with charges introduced they will look to do these services online or at other locations and drive all the footfall from the town. Offering a service draws in customers to a town who then can shop and eat in our independent shops and eateries, with no reason to enter the town. It will dramatically not only affect our business but have an adverse effect upon all local businesses. There is already a huge outcry for banks closing in towns and now this council wants to kill the post office and all the other retail trade within our community.

The arguments against are greater than the arguments for. Surely the monies raised for business rates and economy and the needs of the people the council are meant to serve, outway the money made from parking charges. They have an adverse effect on the community, our businesses and our livelihood. We are vehemently against and will fight it all the way.

On-Street Response - Reference Number 577

I object to the proposed changes.

This would be a travesty to our town and all our local business within our community. We are a service led store, running as a Mains post office for the wider local area. Our services include ones which cannot be found at other smaller branches and hence are relied upon not only the local community but of those in and around the west kent area. From operating Passport and Travel services to DVLA to business banking and all forms of postal services, they are not traditional two minute transactions, but take a much longer time to complete. This means our customers have to travel further afield and spend a longer period of time whilst using these essential services. They already find it hard to park in town, with charges introduced they will look to do these services online or at other locations and drive all the footfall from the town. Offering a service draws in customers to a town who then can shop and eat in our independent shops and eateries, with no reason to enter the town. It will dramatically not only affect our business but have an adverse effect upon all local businesses. There is already a huge outcry for banks closing in towns and now this council wants to kill the post office and all the other retail trade within our community.

The arguments against are greater than the arguments for. Surely the monies raised for business rates and economy and the needs of the people the council are meant to serve, outway the money made from parking charges. They

On Street Parking Proposals – Annex 9.2 (West Malling P&D redacted responses)
have an adverse effect on the community, our businesses and our livelihood. We are vehemently against and will fight it all the way.

On-Street Response - Reference Number 578

I object to the proposed changes.

if there is a further parking restriction in West Malling, especially on Swan Street then I would not be visiting and will use other free parkign areas in the county. This will be a big lost to the town and their trade as a whole.

On-Street Response - Reference Number 579

I object to the proposed changes.

if there is a further parking restriction in West Malling, especially on Swan Street then I would not be visiting and will use other free parkign areas in the county. This will be a big lost to the town and their trade as a whole.

On-Street Response - Reference Number 580

I object to the proposed changes.

if there is a further parking restriction in West Malling, especially on Swan Street then I would not be visiting and will use other free parkign areas in the county. This will be a big lost to the town and their trade as a whole.

On-Street Response - Reference Number 581

I object to the proposed changes.

if there is a further parking restriction in West Malling, especially on Swan Street then I would not be visiting and will use other free parkign areas in the county. This will be a big lost to the town and their trade as a whole.

On-Street Response - Reference Number 582

I object to the proposed changes.

if there is a further parking restriction in West Malling, especially on Swan Street then I would not be visiting and will use other free parkign areas in the county. This will be a big lost to the town and their trade as a whole.

On-Street Response - Reference Number 584

I object to the proposed changes.

Charging for parking in West Malling high street will only serve to push parking issues out of the high street and into local residential streets. This is especially true at primary school drop off and pick up times when large numbers of parents park in the high street and walk down to West Malling CE Primary School. Parents will not want to pay twice a day to drop their children and pick them up and so will cause congestion and chaos in the single track part of West Street and the narrow roads down by the school. This will also discourage the those parents from spending money in the local shops and cafes when they pop in whilst on the school run.

Extending the charges to evenings, Sundays & bank holidays is a blanket proposal across the borough which does not apply to west Malling . The only time shops are open on Sunday or bank holiday is when the farmers market is held, at which point the majority of the effected bays are not available. Extending the charges in the car parks to include Sundays will impact the attendance to the farmers market and the local produce stalls which attend.

This will also penalise Churchgoers many of who are elderly and although local are unable to walk to church. Thus impacting an already declining congregation and isolating these pensioners who may not be able to afford the fees and often rely on the weekly service for human contact and support.

The parking charges threaten the continued existence of all our local shops & High Street. Why would drivers pay to park here when they can drive to Kingshill or out of town shopping centres and park for free.

It will mainly deter those who quickly pop to the shops in passing but still spend significant money.

If as TMBC suggest, the main issue is those people that abuse the current regulations by parking all day, then why not keep the 1 hour free parking but introduce parking charges for 1-4 hours . This would increase revenue for TMBC but also preserve parking for people who are just popping to a shop, dropping off /picking up their kids or meeting a friend for a quick coffee.

On-Street Response - Reference Number 585

I object to the proposed changes.

It's difficult to find parking longer than 4 hrs . My place of work dosnt have parking and 4hrs not long enough .

I park by country park and have to walk into WM . It will mean these places taken and I will need to give up work

On-Street Response - Reference Number 586

I object to the proposed changes.

On-street parking charges will detrimentally affect businesses in WM, so I'm very much against them.

However, I also have a major objection to your proposals because my house (which has no off-street parking) is just outside the proposed on-street pay-zone (REDACTED). It's already impossible to park outside our little row of houses as people heavily use (and abuse) the current one-hour free parking limit. Parking outside my house is a luxury right now (maybe once a fortnight?!), and your plans will make it frankly impossible. So: please don't go ahead. If you must, please extend the pay zone a bit further down Town Hill so it includes 59-63 town Hill.

On-Street Response - Reference Number 587

I object to the proposed changes.

I work in west malling and love my job, I struggle to find parking each day then I listen to our customers who are coming into the town less and less due to inadequate parking problems. If we lose their custom, I lose my job.

On-Street Response - Reference Number 588

I object to the proposed changes.

I object to the introduction of on street parking charges. West Malling is one of the few towns in the county that has a thriving high street and that will cease when parking charges are introduced.

On-Street Response - Reference Number 589

I object to the proposed changes.

This would be disastrous for our town. West Malling has a host of independent businesses that thrive only because the town does so much to attract visitors and shoppers. Paid parking will annihilate business and create potentially dangerous traffic situations. Please, please, please do not bring paid parking to the High Street or Swan Street. Could you not open Ryarsh car park to non-permit holders too?

On-Street Response - Reference Number 590

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 591

I object to the proposed changes.

There are already 2 pay and display car parks. Let the people have some FREE parking, reduce it to 30minutes if necessary to allow people to pop in rather than having to pay up when collecting prescription or quick groceries. It's unfair on the elderly and those with limited funds!

On-Street Response - Reference Number 592

I object to the proposed changes.

These bays make west malling a good option to drop into shops like dry cleaners or bank quickly without having extra cost otherwise would go kings hill or paddock wood where can park for free and local shops miss out

On-Street Response - Reference Number 593

I object to the proposed changes.

Introducing parking charges on the high street will make it inconvenient for a quick nip in and out, in turn killing the high street

On-Street Response - Reference Number 595

I object to the proposed changes.

Many shoppers already avoid west malling for short trips due to the parking charges, this will further damage the local businesses that rely on visitors to the area!

On-Street Response - Reference Number 596

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 597

I object to the proposed changes.

My son attends West Malling Primary School. I have to use the parking on the high street to drop him off in the mornings as it's terrible outside the school. Awful traffic and no parking. The 1 hour parking means I can walk down to the school quickly and safely. Having to pay for it every day would mean a lot of extra money which I don't have. It would also mean that the area around the school becomes even more unbearable.

On-Street Response - Reference Number 598

I object to the proposed changes.

This will have a huge impact on school pick up & drop off

On-Street Response - Reference Number 599

I object to the proposed changes.

This is a disgrace. Parking options are limited already in West Malling. There is a small parish council car park next to the score which is always full with business owners parking there for free for the day so for parents who have to drive to take their children to school, they will now be charged to do so-is a joke! This also leads to road safety concerns as parents who have very little money won't be able to afford to pay for parking, and will risk dropping the children off on the roadside which could lead to children getting harmed. You are putting up a barrier to education plus the government is always encouraging people to shop local, yet with this financial barrier, people won't be able to afford to do that. So the small businesses and community services like the library and pharmacy will lose out. This has not been thought through.

On-Street Response - Reference Number 600

I object to the proposed changes.

It will make drop off and pick up for parents at the local school impossible.

On-Street Response - Reference Number 601

I object to the proposed changes.

Will make School run for both my kids at West Malling CofE unfeasible

On-Street Response - Reference Number 602

I object to the proposed changes.

I use these bays for West Malling school drop offs and collections so I do not block the residential roads. High St Employees use the spaces outside of the school despite being asked not to.

These charges will impact me daily, leaving me with no option to try and park on Norman Road, causing disruption to residents.

You also refuse to allow Ryarsh St car park to be used as a walking bus point which would alleviate a significant portion of traffic

On-Street Response - Reference Number 603

I object to the proposed changes.

I strongly disagree with this. It is a small town and reasons many people come is because it's easy to pull up and shop. Keeps business local. As a business owner too I feel it will affect business and will transfer to Maidstone or Bluewater which is why I go to Bluewater because of ease and no pressure on parking

On-Street Response - Reference Number 604

I object to the proposed changes.

I don't understand how the claim of '1 hour free parking' is abused by 'all day parking', surely that is why we have parking attendants. As a local resident I never have a problem finding a space, further more, with a child that goes to the local school, if I am to be charged for daily parking I will be forced to park closer to the school, thus reducing parking for homeowners, if these spaces are not available, possibly in areas where parking is not allowed. As a

On Street Parking Proposals – Annex 9.2 (West Malling P&D redacted responses)
compromise, why not allow free parking for '30mins', to allow for people to still use shops and do quick drop off's without incurring a fee.

I further object to the extension of parking restrictions to 8pm. This will catch restaurant goers, and with local restaurants already struggling to attract customers, I fear you will lose them.

On-Street Response - Reference Number 605

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 606

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 607

I object to the proposed changes.

As a business owner in the high street, this will impact on so many of us with customers being less able to support small businesses

On-Street Response - Reference Number 608

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 609

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 610

I object to the proposed changes.

I strongly object at this being in place during school pick up and drop off times

Could I not be adjusted to start at 9.30 and maybe an hour space to incorporate pick up time

This will cause more problems

On-Street Response - Reference Number 611

I object to the proposed changes.

My children attend West Malling CEP School. Currently the parking at the school is largely taken all day by people who work in West Malling and yet are unable to obtain permits for the Business Car Park (which I have never seen more than half full and usually less busy than that). Parents parking responsibly for school drop off and pick up often need to park in the High Street and walk their children to school. I think it would be unfair to penalise people by charging them to park for this purpose when they will often only park for 10minutes. The likely consequences of charges would mean that congestion would increase near the school. This not only would upset local residents more

but also, and more importantly, further compromise the safety for all on the roads and paths in this area at the peak times.

As the school has a Specialist Language Unit parking provision is even more essential for parents often having to drive long distances in order for their child to receive the necessary schooling provision required.

If the council choose to pursue the proposed parking charges then I believe they would be putting financial profit above the safety and wellbeing of all in the school community and the local residents. The roads local to the school are already extremely pressured, these proposals would make the daily routine of the school commute impossible to navigate and sustain for all concerned.

The council's priority, I believe, is to review the use of the Business Car Park and its permit system, thereby freeing up parking spaces opposite the school site for the school community. If these spaces could be protected for parent and staff use then even better and infinitely better use of the council's resources in providing for the safety and wellbeing of all in the community they are employed to serve.

On-Street Response - Reference Number 612

I object to the proposed changes.

Inevitably will negatively affect the local businesses already struggling.

On-Street Response - Reference Number 613

I object to the proposed changes.

The present arrangements with one hour's free parking should continue as this offers the right service for the majority of people, particularly older people who just wish to visit the Post Office, Nationwide, Boots, Tesco's etc. In my opinion the suggested change would also affect the many small businesses to say nothing of the capital costs involved to change all the signage and installation of machines. I believe this to be a retrograde step and would suggest that TMBC follow up the enforcement of those who you indicate are ignoring the current regulations.

On-Street Response - Reference Number 614

I object to the proposed changes.

West Malling is a thriving local High Street, mainly because access to it free and uncomplicated. Most visits to the town are to use the local shops. If parking charges are introduced many people will not bother to go to West Malling, opting for a visit to Morrisons or Tesco in Larkfield or Asda or Waitrose in Kings Hill instead, where they can park for free. The shops that pay rates to you will certainly see a decline in customers. It is quite obvious that councils can only see the increase in their revenue from the parking charges, while ignoring the fact that they drive people away to shopping centres where the parking is free (Bluewater being the prime example) and the towns become shadows of their former selves (Maidstone for example). If parking was free in Maidstone the towns fortunes would change overnight.

On-Street Response - Reference Number 615

I object to the proposed changes.

This is a punitive and short sighted proposal, which alongside the increase in car park charges will deter the quick visit to the shops or cafe. Local businesses are rightly concerned about the impact on their custom

On-Street Response - Reference Number 617

I object to the proposed changes.

On Street Parking Proposals – Annex 9.2 (West Malling P&D redacted responses)

My son attends west malling C of E & the parking & traffic outside school can be very stressful. To avoid adding to this we use the walking bus when possible. Sadly this is not an option Monday-Wednesday for pick up so we park on the highstreet. We never have trouble parking at 2:50pm. If there are charges enforced it will force more parents towards the school & negatively impact the traffic outside the school. I will also be deterred from using the local shops, hair dressers & library after school to reduce costs. One hour free is adequate for school pick ups. Surely people who park longer than one hour can be charged or fined as a deterrent.

If we could use the ryarsh lane car park free from 2:45pm instead of 3:00, this would ease parking elsewhere, especially in dry weather due to cutting through the muddy path past the allotments & cricket field. We are strongly opposed to the charges proposed.

On-Street Response - Reference Number 618

I object to the proposed changes.

This will create chaos for the local shops and local schools and is completely impractical. Less and less people will use the village as a result.

On-Street Response - Reference Number 619

I object to the proposed changes.

I use West Malling High Street and Swan Street to safely walk my daughters to West Malling school. The school itself is very congested and busy during drop off and pick up. Please do not apply charges as this will cause distress to parents and guardians that park for a minimal time to take children safely to school.

On-Street Response - Reference Number 620

I object to the proposed changes.

I object to these charges as in this current climate the businesses are struggling as it is and with the added parking charges this will reduce tourism/business to the area

On-Street Response - Reference Number 621

I object to the proposed changes.

The businesses are already struggling with this current cost of living and will

Make the small village high street main stream and will prevent custom!

On-Street Response - Reference Number 622

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 623

I object to the proposed changes.

I object because parking is already a huge problem around West Malling High Street and surrounding roads and by charging people to park on the High Street, you will be pushing them to park near West Malling CoE Primary School and the surrounding roads which is also hard to park as it is now. We are also in a cost of living crisis and charging people who are already struggling is unfair.

On-Street Response - Reference Number 624

I object to the proposed changes.

I strongly object, as a frequent visitor to West Malling as a parent of a child who attends the primary school, this will have a huge impact.

This will also greatly affect the small, independent businesses. The costs of the car park have increased somewhat over the years already and the locals that utilise the town will be greatly affected by this tax.

On-Street Response - Reference Number 625

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 626

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 627

I object to the proposed changes.

This will hugely affect businesses on the high street as customers won't want to pay!

On-Street Response - Reference Number 628

I object to the proposed changes.

This will hugely affect businesses as people won't want to pay the charged

On-Street Response - Reference Number 629

I object to the proposed changes.

With the cost of living having increased substantially over recent years, this is another proposed expenditure increase that will put additional pressure on people. It will also encourage people to switch to larger shopping malls with free parking, which will adversely affect local shops.

On-Street Response - Reference Number 630

I object to the proposed changes.

This is ridiculous. The shops will suffer and we will lose the lovely high street independent shops. I 100% reject this introduction. I have lived in West Malling for 19 years and the convenience of popping into a parking space when you need to collect/drop off something or do a quick shop is what is appealing to locals and others from further afield. I have not felt that spaces are blocked by users abusing the system.

On-Street Response - Reference Number 631

I object to the proposed changes.

This will cause what already is chaos at school drop off and pick up time, to absolute bedlam! Not only that, local business will suffer as often people only pop into Tesco or some of the local shops for less than half an hour. The

roads leading off the High Streere already up to a max of 1 hour or 2 hours without permits and it is difficult to find a space at the best of times. Having these new restrictions imposed will push people further into the residential areas, leaving no space for those who live there or there guests. The parking charges proposed will greatly impact the intake of West Malling C of E Primary School as prospective parents will be put off due to the parking situation. The car park used for the school already had people parking there that have no connection with the school so it is usually full, meaning parents have to find spaces on the surrounding roads. If parking charges are brought in, then effectively this means having to pay to take your children to and from school, particularly if driving is the only option ie because of distance. I strongly object the proposals and the impact it will have in this lovely village community.

On-Street Response - Reference Number 632

I object to the proposed changes.

This would mean there is no free parking for people who need a few minutes to pick up a prescription, dry cleaning, etc. If the present rules are not being followed, the answer is proper enforcement funded through the penalty charges. I know it is Council policy the kill off the businesses in West Malling, but this is not the way.

On-Street Response - Reference Number 633

I object to the proposed changes.

Better enforcement of the 1 hr free parking restriction should be imposed rather than implementing charging. If parking charges are introduced for on-street parking then 1st hour should be free or trade in the town will suffer as people will shop elsewhere.

On-Street Response - Reference Number 634

I object to the proposed changes.

I think it is simply a money making exercise by the Council. The turn over of car spaces is very rapid, signifying that the vast majority of people pop to the shops or Post Office or Library etc. The burden of payment for a short stay is time and financially consuming. I do not use the car park behind Tesco for this very reason. I enjoy giving my money to the small businesses of West Malling but will be reluctant to drive if payments are introduced. This will mean the small businesses will lose money all because the Council wants to make some!

On-Street Response - Reference Number 635

I object to the proposed changes.

The parking has been a major issue for my customers, on almost a daily basis for at least the past 20+ years that I have worked in West Malling.

The conversations always come back to the same thing, not enough parking, and they drive up and down the high street in vain.

I have always explained about the free parking after 3pm in Ryarsh car park, which a lot of my customers have never been aware off, largely due to the confusing parking signs!

The issue I have is this:

I have complained to the TMBC about the Ryarsh car park still having plenty of spaces all day in the car park, to which I had a reply stating that there is STILL a waiting list for the permits!..

I can only assume their system is very out of date and they need to update it!..

Could this be addressed?

The introduction of the 'Ringo' system is proving a huge problem in the Ryarsh car park as my customers have said:

1. they cant find the machine.. (due to there not being one)
2. No signal to pay for the Ringo
3. The signs are very confusing, and most of my customers think they can park in there any time if they pay via Ringo.

The Ringo system hasn't been thought through in my option, and does need to be addressed.

To add on street charges to the High Street and extend the hours to the two car parks will kill the businesses in West Malling.

To state "the 1 hour bays are often abused by all day parking" comes as a surprise, as someone who works Mon - Fri 9 til 5pm, I see the local traffic wardens up and down the High Street, on a daily basis giving out tickets.

It is very hard to know a suitable solution as the parking has been such a problem for many years, and many ideas have been put forward over the years, but..

My thoughts:

installing a machine in the Ryash car park, and open it up to permit AND customers.

If the charges are going to be implemented, I'm suggesting the 1st hour free, in both the car parks and in the high street, and charging thereafter, allowing customers to at least pop into the town to shop without the worry of being charged, this will also see car spaces becoming free quicker.

On-Street Response - Reference Number 636

I object to the proposed changes.

As a parent of children at the local school there are little to no options to park to drop off/collect children from school. I will often park in the High street and walk down to the school. However if the land between the school entrance gate and the old cricket ground was for school purposes ONLY then perhaps parking at school wouldn't be so bad but most of those spaces are taken up by people who seem to work in town therefore getting free parking ALL day (same cars observed daily and/or during school drop/collection I've noticed). The school does not have it's own dedicated car park. Free parking in the High street means we can walk to drop/collect children and pop into tesco for tea or get a quick hair cut in the barbers on the high Street which is good for the local businesses. If the parking can not be 'policed' at present for people who exceed their hourly parking I don't quite understand how the introduction of parking charges will make any difference? There really ought to be some consideration for free street parking for a period time whether 30 or 60 mins for parents or people that need to pop to the local shops at least 30s. For people that wish to park longer or all day which is probably people who own or work in the shops etc that could have a huge impact on their ability to work there. Has the council considered permit parking in the area for some of the spaces for people that live or work in the High street?

On-Street Response - Reference Number 637

I object to the proposed changes.

This will be very restrictive when taking my children to school and collecting as there is not enough spaces as it is to park at the school. Also when you just want to park just to pop to tesco quickly or other shops.

On-Street Response - Reference Number 638

I object to the proposed changes.

I have two children that attend West Malling Primary school. The parking and traffic by the school is atrocious and the only option I have is to park on the high street and walk down. This eases the congestion by the school, reduces pollution as cars are not hanging around and is generally good to walk before and after school for the whole families well being.

By parking on the High Street I often pop into the local businesses rather than going to a different shop later on, therefore helping the local economy.

If we had to pay, I would try to avoid parking all together and drive closer to the school causing more issues on the local vicinity

On-Street Response - Reference Number 639

I object to the proposed changes.

Charging will continue the destruction of the high st.

Evening visitors to restaurants and pubs will go elsewhere.

I don't believe the councils reasoning for change ,it is simply to raise more money.

On-Street Response - Reference Number 640

I object to the proposed changes.

West Malling has a lot of shops used by neighbouring villages, many of which are independent, so they would be more sensitive to the loss of trade than big business would be. There would also be local people with reduced mobility who would need to use parking spaces in the town centre as well. Although West Malling is fairly well served by public transport, there have been numerous train strikes recently.

This appears to be another attempt to increase revenue, but would probably have the reverse effect if shops close on West Malling High Street.

On-Street Response - Reference Number 641

I object to the proposed changes.

I am an active member of West Malling Baptist Church and these charges will not only affect myself but also the community work the Church is involved in. The Church supports members of the community that have various needs including financial and mental health, who will feel unable to attend if they have the burden of a parking fee. I'm not just talking about the proposed charges for Sunday, but also doing away with the 1 hr free parking and extending the hour which fees will apply, as we hold early evening meetings. If the proposal are applied this would cost many of our members hundreds of pounds per year which many can not afford and therefore they will not be able to attend and activities may have to be reduced.

On top of this, these charges will stop people being able to pop into West Malling to do shopping, collecting prescriptions or browse the town which will affect trade as there are other local shops and stores with free parking.

On-Street Response - Reference Number 642

I object to the proposed changes.

I strongly object, Having a shop on the High Street, the proposed parking charges will force potential customers to go elsewhere.

It will just add to the expense of visiting West Malling.

Unless you can provide an hour free parking before charges ? Like an option elsewhere in the county. But this will then take up the bay parking long term, providing less quick access parking.

Being in the village daily, I see there are a quick turn over of bay spaces, and consequently availability of spaces.

On-Street Response - Reference Number 643

I object to the proposed changes.

The counter argument - there are still plenty of people who use them for the right reason and just to pop to the shops for 20minutes. There is plenty of parking in the station car park, there is a car park behind Tesco, so we don't need more paid parking - there is more than enough in the area. Don't ruin things for people who do follow the instructions just because there are some who don't. Wouldn't it be a better idea to have someone from the council come down the high street twice a day (am and pm) and fine cars who are still there when they shouldn't be? Whether you like it or not, you will never get 100% compliance in anything, so don't ruin things for the plenty of people who are grateful for the free 1 hour parking to run their errands.

On-Street Response - Reference Number 644

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 645

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 646

I object to the proposed changes.

One hour free is convenient for a quick trip into town as there is not sufficient parking elsewhere. It is also useful to use local amenities such as the library for children and tescos for essentials. Lots of people take short trips into the town to pick up things from local shops, take aways from local restaurants and quick services from the barbers and local salons. To increase charges would deter people from using these businesses locally and are more likely to venture to kings hill where it is easier to find free parking.

On-Street Response - Reference Number 647

I object to the proposed changes.

The proposal will make West Malling a much less attractive place to visit. Why would people choose to visit West Malling high street and have to deal with paying for a short visit by app in an area notorious for terrible mobile phone signal? The answer is people will simply go to the out of town shopping centres where they can park conveniently for free. It's simple to see that with no free parking on the high street this will rapidly kill footfall and therefore retail on the high street. We have a unique high street here with independent shops and establishments already under huge financial stress. For people living here, the parking is already hugely under provided NEAR the high street so this will increase pressure on the residential streets where we live. Visitors who still come will use 1 or 2 hour free parking available in resident permit holders areas - or if they're visiting for an evening meal, park overnight. The prospect of ticket machines and uniformed inspectors patrolling the street does not appeal.

I think it will be very short sighted to profit from this in the short term because soon enough the income will tail off as our beloved high street is visited less and less. Please please reconsider this proposal.

On-Street Response - Reference Number 648

I object to the proposed changes.

West Malling is a thriving community at the moment, introduce this and it will kill the town.

Where I live we get people parking on our roads with cars left all day while people walk to the town to work, it's just going to get worse. Cars park on the pavements at the corner of Churchfields. How are the parents supposed to take their children to school? What will happen to the walking bus if the parents have to pay this ridiculous parking charge!

On-Street Response - Reference Number 649

I object to the proposed changes.

As many of the secondary school buses that don't go out to the surrounding villages start and terminate in West Malling high street the free one hours parking is highly used by parents waiting to collect their children. If this is removed you will end up with people driving round or idling beside the road waiting for the relevant bus rather than getting out of the way into a parking space as they currently do - this will cause more congestion and is worse for the environment.

On-Street Response - Reference Number 651

I object to the proposed changes.

I strongly object to the introduction of parking charges in the High Street and Swan Street. I believe this could have a hugely detrimental effect on local businesses. During the day West Malling High Street relies heavily on passing trade, Particularly people stopping for just a few minutes to shop in the local Tesco. It seems likely that, if charges were put into place, rather than having the hassle of having to pay shoppers would carry on to the supermarkets at Kings Hill, which is only a few minutes up the road and has free parking. I understand from talking to local business owners that the local Tesco's is vital to the success of the local independent shops & cafes etc as people stopping to visit Tesco then go on to visit the other stores as well. If the purpose of the parking charges is generate revenue for the local council I would suggest another way to do this would be to better enforce the parking restrictions already in place, in particular the double yellow lines that run from outside Viners, as cars are often parked there illegally which partially blocks the road and causes traffic to build up along the High Street.

On-Street Response - Reference Number 652

I object to the proposed changes.

This is more likely to have the opposite effect on shopping in the high street, at a time when we are supposed to be supporting local. Personally I will use the high street less due to the inconvenience of having to pay for parking when popping in to tesco's or the library for 10s, it doesn't feel like it's "worth it" really. This will also significantly affect the residential areas around West malling school due to parents being unable to park temporarily and walk kids to school. This area already experiences difficulties.

On-Street Response - Reference Number 653

I object to the proposed changes.

This is a badly thought out proposal. It's hard enough to park now and it will seriously affect the independent shop owners in our High Street and they make our High Street unique! Please do not vote for this change.

On-Street Response - Reference Number 654

I object to the proposed changes.

I work at West Malling Primary school and have real concerns about what parking charges will do to this lovely High street. I object due to the negative impact for the shops and businesses, less footfall in a tough financial climate. I am also concerned about the congestion it will create with people seeking free parking near the school which is already a challenge.

On-Street Response - Reference Number 655

I object to the proposed changes.

West Malling has a small community of shops and forcing people to pay will drive them to places like Bluewater, where there are more shops and unlimited free parking.

On-Street Response - Reference Number 656

I object to the proposed changes.

I strongly object to parking charges on the High Street and Swan Street. I believe that a minimum 1 hour free parking should be retained on weekdays allowing for people to perform essential tasks such as picking up prescriptions, without having to pay for parking. I support charging for longer periods in order to avoid abuse of the 1 hour free allowance. I believe it would be damaging for businesses to charge for any amount of time as I, and many others, would simply choose to go elsewhere.

On weekends, Sundays and Bank Holidays I believe parking should be allowed and free on the High Street for an extended period (4 hours for example) allowing people to attend Church, which is a vital community lifeline for many, at no cost. People would also be able to visit the farmers market which again would be less attractive if parking charges and very short time restrictions are brought in. West Malling is a lovely and lively high street and I would hate to see that impacted by blanket charges where a more moderate response, retaining a level of free parking, would likely achieve the same objective (removing commuter parkers etc) with less detrimental impact to businesses and community organisations.

On-Street Response - Reference Number 657

I object to the proposed changes.

Small Towns and Shops/Bars etc are having a tough enough time at the moment with the imposition of more charges. It will be very bad for West Malling a town I was bought up.

On-Street Response - Reference Number 658

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 659

I object to the proposed changes.

If the current system is being abused then more enforcement needs to be in place - parking to visit the shops and pick up children from nursery / school will penalise regular visitors to West Malling and will lead to more illegal parking and impact road safety - I also believe it will be highly detrimental to retail and hospitality in West Malling

On-Street Response - Reference Number 660

I object to the proposed changes.

I am concerned this will significantly impact the school community. Parking is already almost unbearable, with no considerations for parents looking to safely get children to and from School. This seems like a money making scheme rather than one that considers the residents, school community, patrons or employees within the village. I also saw today that there is a new Day Nursery being set up next to school grounds. This will further impact the pain and frustrations already felt.

On-Street Response - Reference Number 661

I object to the proposed changes.

Parking is hard in the high street at the best of times for us school run mums and dads I think its the wrong idea to charge. The sarounding areas will be affected.

On-Street Response - Reference Number 662

I object to the proposed changes.

Shouldn't have to pay

On-Street Response - Reference Number 663

I object to the proposed changes.

My children are at West Malling School and parking is already a problem at pick up. You have a pretty empty car park that parents could use to move them off the roads but you refuse to change the permit times, you now want to make it even harder to park on the roads. What are you thinking. Do you want kids to get an education or do you want to make money? Ridiculous

On-Street Response - Reference Number 664

I object to the proposed changes.

1.. you state that the 93 on street bays are abused by extending time parking. If more efficient policing of the current restrictions was implemented the abuse you site as a need for change would not occur. The change that is being considered appears to make the policing easier while not addressing the current abuse. And of course increasing revenue at the expense of the general public. 2..... There can be no reason to extend the current 6pm ?restriction to 8pm please note the car park opposite the Bull public house is very underused after 6pm. The demand after 6pm is fulfilled by the car parks The 2 hour increase again is a revenue grab from the public 3..... The implementation of these new parking restrictions will heavily impact on High Street and Swan Street businesses. Please give total consideration to those businesses and not increasing parking revenue. Implementation will be totally counterproductive.

On-Street Response - Reference Number 666

I object to the proposed changes.

Shoppers like the fact they can park in the high street, free, for 1 hour. It's convenient for them. If they want to stay longer there's 4 hour parking already available.

I disagree with with the TMBC statement .(1hour parking bays are often abused by all-day parking)

There is a fast turnover of spaces under the current system. 1 hour stay. I know this as my shop is on the High Street. I've been a resident for 33 years.

Having up to 4 hours stay in the high street will encourage people to leave vehicles longer, thus filling up parking spaces.

What the village needs is another level on top of the Current 4 hour stay car park. Multi story.

1. A metal structure like at Gatwick airport, thus providing 50/60 extra spaces, this would take pressure off the High Street.
2. Remove two 10ft sections of car Park (behind Tesco) wall to access West Malling Abbey grounds. Which is currently grass, put down type 2 aggregate, enough for 60 spaces.

Thus making an overflow car park, with in and out access.

It's all very well allowing massive New housing developments within 1.5 miles of West Malling High Street. Leybourne Chase 700 homes. Pippins Place 250 homes. The ever expanding Kings Hill development 1,000 houses. Plus numerous smaller sites 10 to 50 homes. All of which have been built or under construction.

With the Possibility of 900 homes & a school at Broadwater farm .

TMBC will have Millions £££ of income from Council Tax.

They need to think about the long term solutions to the current problems.

Making the High Street pay per hour is No solution .

On-Street Response - Reference Number 667

I object to the proposed changes.

Ridiculous idea, you will drive shoppers out of the Village!

On-Street Response - Reference Number 668

I object to the proposed changes.

More charging will stop people from shopping on the High Street.

On-Street Response - Reference Number 669

I object to the proposed changes.

If you add parking charges to the high street then school run time will be even more chaotic for the town than it already is. Parents (majority of whom drive to school) will be forced to find parking in alternative areas (most likely residential areas), and a lot will most likely park wherever they can in order to get their children to school. Already this is an issue with parents parking on double yellow lines and causing chaos on Norman road. Not to mention sweetly issues of children walking to school / cars everywhere.

It is disgusting to propose that parents have to pay twice per day to park and collect their children from school. And people will not do it, therefore you will push the parking issues into the residential roads which is not fair on local residents.

As a suggestion - keep a short 'free period' of parking, after which charges will incur. And use traffic wardens to keep this under control so that people do not abuse it.

In addition - the small car park outside the primary school that is, I believe, supposed to be used for school drop off is used by business users and London commuters. Which clogs it up for parents unable to park to drop children off, and further influences the backlog on the residential streets.

Please think about - where are you expecting all the parents to park for school drop off?

There is also a nursery near the school. And another one being build in the old age concern!

On-Street Response - Reference Number 670

I object to the proposed changes.

This tax on community will decimate West Malling's small shops and turn the place into another desolate waste ground. For most, driving to West Malling is the only option and driving onto Bluewater or to Ashford where better facilities all round are provided - including a clean environment will certainly sway me. I currently use West Malling for both restaurants and shopping introducing this additional indirect tax with confusing times, days and restrictions will simply ensure I don't bother anymore and will go elsewhere - somewhere better, cleaner and more positive.

On-Street Response - Reference Number 671

I object to the proposed changes.

My daughter does to school in west malling and this will make it impossible to park in an already difficult situation. People will no longer use the high street but will venture out to the school car park and the parking along people's houses. The traffic congestion will become a safety issue to our children. I will also no longer shop on the high street or will I be able to use the library which will be a real shame.

On-Street Response - Reference Number 672

I object to the proposed changes.

I believe this will impact the neighbouring streets, currently unless sanctions are going to be put in place for roads like fartherwell avenue this will cause more vehicles to park down this road and others which will cause residents being unable to get on there driveways and more inconsiderate parking and making it more difficult for the vulnerable to cross safely. Offham road and Norman road both have permit parking and believe this would be beneficial throughout the area if the new pay and display goes ahead. On numerous occasions I have seen people park on fartherwell and others streets around and then walk onto the train station.

On-Street Response - Reference Number 674

I object to the proposed changes.

Awful idea that will drive people away from the high street and negatively impact local communities such as the church parishioners.

On-Street Response - Reference Number 675

I object to the proposed changes.

The impact on local congestion. Will more cars park on local roads? free

parking will block the area immediately outside school even more than it currently is. Affordability for the elderly and parents for parking in the high street and safety concerns for paying for parking whilst leaving children unattended in the car or standing out on the road with the parents.

On-Street Response - Reference Number 676

I object to the proposed changes.

If the system is being abused by all-day parkers, by all means introduce a ticket, but so as not to discourage shoppers coming to West Malling, make it free for the first two hours.

On-Street Response - Reference Number 677

I object to the proposed changes.

I travel to West malling daily to take my child to school. We are not able to walk to school and chose the school specifically despite it not being our local school. Introduction of the charges would make it almost impossible to take her school without having to pay a charge which would have a significant impact on our finances. She has just started at school and it is important to us to drop her and pick her up from school and enable us to have the chance to get feedback from her teacher, which we would not be able to do if she used the walking bus. We are also less likely to utilise the local community and local small businesses if the charges are introduced. We often recommend others travel to West malling due to the attractive high street which we'd be less likely to do.

Please do not introduce these charges without considering the impact on the wider community who do not have alternative options.

On-Street Response - Reference Number 678

I object to the proposed changes.

You should enforce the current 1 hour free parking with parking wardens rather than punish the local community by introducing charges

On-Street Response - Reference Number 679

I object to the proposed changes.

Parents should not have to pay to take their children to school or to pick up their children. It will have a massive effect on the pupils attending and the future of the school. If you insist on this money making scheme then provide a school car park that is big enough.

On-Street Response - Reference Number 680

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 681

I object to the proposed changes.

See above, totally against this as it will ruin more small businesses and the council do not care! Greedy and not a clue

On-Street Response - Reference Number 682

I object to the proposed changes.

I think you should be able to get a ticket for 30minutes free. This enables you to run a quick errand but stops it being abused by all day parking as you need to display a ticket or book through the parking apps. So wardens can see quickly.

On-Street Response - Reference Number 683

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 684

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 685

I object to the proposed changes.

I have two small children and often have to go to the post office, etc which is a 30min task by the time I get two children out. Paying for that parking would not only make going to the post office irrelevant, it would increase my daily stress level. You would also be responsible for small shops going out of business as i would no longer use west malling high street if I had to pay for parking.

On-Street Response - Reference Number 686

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 687

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 688

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 689

I object to the proposed changes.

In TMBCs strategic context, it is claimed that you have a bold new vision for the borough which is “To be an innovative and forward-thinking council, that leads the people and businesses of the borough towards a vibrant, prosperous and sustainable future.” – However, the proposed changes to the parking tariffs for west Malling high street and surrounding roads are contrary to this statement.

TMBC also state that “Investing in our local economy to help support residents and businesses and foster sustainable growth” is a priority which underpins their vision. Whereas the reality they will achieve should the proposed changes to the parking come to fruition will be quite the opposite. Residents who are in possession of one or more vehicles will be subject to increased financial burden due to parking permits. This could cause the most vulnerable to become isolated from friends and family due to the increased parking costs to not only themselves but to their visitors. This is also a direct contradiction to the work Age UK are trying to achieve. West Malling is a community of all ages, therefore those who rely on visitors be it friends/family or indeed healthcare professionals should be able to do so without the financial burden.

TMBC also state a key priority is the challenge for our High Streets as they evolve from purely ‘shopping centres’ to provide a wider array of services - the proposed changes to the parking tariffs for west Malling high street and surrounding roads are contrary to this statement by imposing restrictive and costly parking tariffs to a Highstreet

which is already struggling will further exacerbate the economic challenges they face, as customers who would have stopped to shop will no longer see West Malling as a place to shop and stay rather a drive through to a multiplex department store (Bluewater).

As a parent whose children attend primary school in west malling I regularly stop at west malling before and after the school run, with other parents to visit the shops. I will not be doing this in future should the parking charges go ahead, whilst I am one person I can imagine most parents will feel the same and the decline of the high street will continue.

On-Street Response - Reference Number 690

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 691

I object to the proposed changes.

1 hour free parking is not enough time to relax having a coffee or to visit several shops in one visit (unless rushing) or have a 1 hour treatment at one of the beauty businesses.

I object to on street parking charges for the first 2 hours however after 2 hours free parking then there could be an option of paying for a further 2 hours.

The 2 hour free parking will allow people to support local business rather than avoid West Malling and go elsewhere without charges. WMBC need to think about how the current 1 hour free parking restrictions impact on the elderly, pregnant, disabilities that dont have badges, those with young children etc...I often avoid West Malling due to parking issues.

Increasing parking to 2 hours free would support the above groups and would really help local businesses- many of which are struggling. Lets promote people shopping local rather than pushing them away to shop in places like Bluewater with free parking all day.

These charges should run until 6pm no need to run until 8pm

On-Street Response - Reference Number 692

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 693

I object to the proposed changes.

I believe the free parking encourages people to use the village for shopping and providing local business with trade. If people are using the bays all day then TMBC need to be ticketing overstaying cars more frequently. The selfishness of a few should not lead to inconvenience for many.

I believe that if charges are applied to on street parking the cars will simply relocate - to near the cricket ground/school further exacerbating already complex parking issues for the school and families and staff. This is difficult enough on a daily basis and free on street parking on the High Street helps alleviate the daily challenge at drop off and pick up time.

On-Street Response - Reference Number 694

I object to the proposed changes.

This will adversely affect me and my family in 3 ways. A safe and free consideration needs to be made for school pickup and drop off. It will also force me to give up my allotment (impacting my mental welling being) as any added cost will negate any benefit is growing my own. Lastly West Malling has been my company's preferred destination for corporate meals and this would need to be reviewed with proposed changes (negatively impacting local businesses - same goes for library too).

On-Street Response - Reference Number 695

I object to the proposed changes.

This would ruin out high street with already struggling local businesses

On-Street Response - Reference Number 696

I object to the proposed changes.

These bays are so convenient for popping into the town to make a collection from a store, take out cash from an ATM or grab a couple of grocery items.

Charging for these spaces will add a premium to these errands and will discourage me from using West Malling.

Also the less mobile, who are not officially disabled, will be ostracized by these measures.

The council is benefiting from the charges already made by the car park behind Tesco and I feel this extension to car parking charges is unnecessary.

On-Street Response - Reference Number 697

I object to the proposed changes.

We provide support to our daughter by collecting grandchildren from school

On-Street Response - Reference Number 700

I object to the proposed changes.

As a resident, I am concerned that it will push people to park in my road. Parking is already difficult for residents in Police Station Road and this will add extra pressure. The current resident parking permit rules in Police Station Road are 8am-6pm Mon-Sat, with no rules on Sunday. By extending the parking bay ticket operation until 8pm in Swan St and the High Street, it will push visitors to park in my road in the evenings and on Sunday.

This is no solution to the alleged abuse of the current 1 hour parking restrictions. The obvious solution would be to send more parking wardens out, but it is clear that the council has seen the opportunity to make more money and are only being greedy. Your greed will destroy West Malling.

On-Street Response - Reference Number 702

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 703

I object to the proposed changes.

The monetisation of parking in the High Street and Swan Street will just push visitors to the town to park in residential streets. The current permit only parking in Police Station Road is rarely enforced and residents have to put up with shoppers and diners parking in the road between 8am and 6pm blocking spaces.

Making the paid period for parking on the High Street and Swan Street last up to 8pm, when the residents permit only parking scheme runs up to 6pm, will mean that diners and visitors to the town will fill up residents spaces rather than used paid spaces. The permit only parking should be made 24hrs if you enforce this new pay and display parking scheme, thus preserving parking for residents.

The addition of ugly parking meters and the additional signage will ruin the streetscape of our town. As a conservation area we do not want more signage and payment machines cluttering up the pavement and spoiling the streets.

If TMBC were serious about enforcing parking in West Malling (and making money, which seems to be your only aim) you should send parking enforcement staff in to the town in the evening to ticket the visitors who park all over the place on double yellow lines. You will soon fill your coffers without having to further tax the residents.

Although you may see this as an easy money making exercise, if it goes through, you will kill off the night time economy of West Malling as diners will go where they don't have to pay to park. Then the council will have to spend more money regenerating the town they killed off.

On-Street Response - Reference Number 704

I object to the proposed changes.

It will encourage people to shop elsewhere that offer free parking i.e. Kings Hill & Bluewater. The inconvenience of the poor signal in WM if a smartphone payment system is installed will deter people from visiting. The proposal of implementing charges from 8am-8pm 365 days of the year, offering no free parking at all is extreme to target a minority of people that are abusing the rules. The predicted revenue does not equate to the long term damage the charges will cause. It is well documented introducing charges to small towns has a significant negative effect on its life and wellbeing. People will stop visiting the town. The aesthetics of the parking meters littering our beautiful medieval town

On-Street Response - Reference Number 705

I object to the proposed changes.

I have been a WM resident for 25 years, and pay sizeable sums every year for residents parking permits and visitor permits. I am alarmed by the proposals for expanding charges for the following reasons:

1. As It is, it is difficult for me to have family/friends/visitors to my house. By extending the pay parking zones there will be even more costs incurred and I doubt whether I will be able to persuade family to visit. The council must offer more support to it's residents as I feel we are being lost in the Council's desperate need to monetise everything.

Despite paying for permits every year, there is rarely sufficient parking in Police Station Road and surrounding Zone 2 areas even for residents, as there are many more permits issued than spaces in the residential roads. There are a number of businesses in Police Station Road and also Airbnb properties who, it appears, are allowed to purchase resident parking permits and visitor parking permits for client parking. This takes up lots of spaces.

When I have a visitor to my house, I must either pay for visitors permits and risk my guest not being able to find a parking space in the allowed zones, or they must pay to park for a limited time in the Tesco car park which is usually very full.

Under the proposals the costs incurred by the proper residents of the town, who already boost the councils coffers by having to purchase resident permits every year, will escalate. This is not fair. I expect the council to look after the needs of it's residents.

2. Additionally, the extension of parking charges will undoubtedly push the crowds who come to west malling for it's retail and hospitality services immediately into the residential parking zones, which even at the present time are massively abused.

In Police Station Road there is daily abuse of the permit only zone which has been going on for years and is not controlled by the sporadic appearance of the parking wardens. Once the resident spaces are full, they tend to park all over the kerbs, on corners, blocking gates/driveways, on double yellow lines. They always get away with it as parking enforcement is non existent in the evening.

Users of West Malling will go to great lengths to avoid paying for parking and they also like to park as near as possible to nearby restaurants (ie. The Swan, St Leonard's and Roses Cafe). By extending the pay parking zones to 8pm at night, evening revellers will wish to avoid parking charges by attempting to park in Police Station Road, which at 6pm becomes a free for all!

The council must immediately extend the resident parking zone times at least up to 8pm, including Sundays and Bank Holidays, in line with the proposals for expanding parking charges in the non residential permit areas. The council must be seen to be properly supporting it's fee paying residents and allow us the opportunity to park in the town where we live.

The council must update and install new signage to Police Station Road to clearly state the existence of Residents Permit Parking Only. The current signage is wholly inadequate, there are not enough signs and the signs that are there are completely hidden by parked cars and overgrown bushes.

On-Street Response - Reference Number 706

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 709

I object to the proposed changes.

People stop to pop into the high street for a quick stop and it will kill the high street even more if we can't get ANY FREE PARKING in West Malling!! As it is it is difficult to get parked on high street so I have to park in the paid car park for less than an hour. You are a money grabbing joke

On-Street Response - Reference Number 710

I object to the proposed changes.

*It will encourage people to shop elsewhere that offers free parking - Kings Hill / Bluewater etc

*Poor signal to use smartphone payment

*No consideration given to individual town requirements with a standard blanket charge of 8am - 8pm 365 days of the year proposed. We do not have a big store to entice the crowds like other surrounding towns

*The proposal offers no free parking at all any day of the year

*The feedback from customers is they will no longer shop in WM out of principle, why should they pay to visit their local High Street plus the inconvenience of the whole rigmarole of trying to get a signal and ticket when they just want to 'pop in' for an hour

*a compromise- Some facility of free parking is required even if it's the first hour and charges only apply for 6 days with free parking after 6pm, free on Sundays & Bank Holidays

*WM High Street is the heart of our community and is worth protecting and preserving to maintain a healthy vibrant place to visit. It is well documented introducing charges to small towns has a significant negative effect on its life and wellbeing

On-Street Response - Reference Number 711

I object to the proposed changes.

The proposed new on-street parking charges seem overly stringent and designed to put people off coming into West Malling. The need to go on an App to book in and pay for a flying visit (collect prescription from chemists, pick up groceries, deposit/collect laundry from cleaners etc) may mean people wanting to use these facilities in the town will go elsewhere for these services, where they do not have the hassle of fiddling around with payments (if payment via an App is involved, West Malling has appalling WiFi reception), thus businesses will suffer. Perhaps the Council would consider an hour's free parking (as is currently the case) before charges apply.

Charging for parking on the High Street after 5.30 p.m. also seems harsh. People shopping after work or using the many restaurants in West Malling should be able to park and enjoy the town in the evening. The High Street car park is free after 5.30 p.m. and before 8.00 a.m., it would be less confusing if the hours of chargeable parking were the same across the board.

Sunday and Bank Holiday on-street parking should be free, in line with the High Street car park. These are often the days when High Street residents of West Malling have visitors, so not having to ask visitors to pay and be constantly aware of time restrictions so they have to run around and move their cars to another spot and then pay again would be helpful. I would guess that residential streets around the town where there are no parking charges would see an increase in parked vehicles not pertaining to that particular street or area of the town.

On-Street Response - Reference Number 712

I object to the proposed changes.

Myself and my partner are about to open two new businesses in the High Street. This won't just have an impact on our businesses, it will affect everyone and their local company down the High Street and Swan Street.

I understand it will make the council money, but why would we want to make it like every other town that charges to park, and have lost lots of small/ local businesses over run by cooperative groups. There must be other alternatives to this, such as a multi storey car park where the Ryarsh Lane car park is. Even just with existing ground floor and one additional floor this would generate more than what you could potentially earn out of the pay and display metres going in up and down both streets.

There has to be other options to generate extra income for the council, which I'm sure many other local business owners like myself would happily sit down and discuss, with teams from both the parish and borough council to work out how we can achieve this working together.

If this goes ahead, ultimately this will have impact on West Mallings future for the worse for a short term gain.

On-Street Response - Reference Number 714

I object to the proposed changes.

This will have a negative impact on the small independent businesses that are already facing very challenging times. I feel this may be the final nail in the coffin for some of them and the high street will become a row of empty buildings.

On-Street Response - Reference Number 715

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 716

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 717

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 718

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 719

I object to the proposed changes.

I believe removal of the free one hour parking will have a detrimental effect on trade of both small and larger shops in West Malling. People will no longer want to stop for a few items on their journeys to work or schools.

An alternative could be to allow customers at Tesco to claim the cost of parking back with a minimum spend in Tesco.

On-Street Response - Reference Number 721

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 722

I object to the proposed changes.

I strongly object to the proposed introduction of parking charges across the west malling area and to the increase of existing fees. We are currently in a cost of living crisis and these fees will have only a detrimental effect on everyone in the area! It will prevent the most venerable from being able to freely visit the villages! it will reduce footfall in all local businesses who are already struggling! It will cause local business to close like the introduction of fees has in many other local villages.

West malling has virtually no public transport system due to the council cutting costs, meaning anyone less able bodied or elderly needs a car to visit the town. Introduction of fees will have a huge impact on these people too.

The paid car parks in the area are nearly always full, and the fees are already high. How can the council state they are losing money when they are a cash cow with minimum upkeep and are all looked after by outside operators like ringo.

I hope the council takes a good look at itself and realises that it is supposed to make decisions in the best interests of the people and business it represents and help those people not harm them more in these trying times.

On-Street Response - Reference Number 723

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 724

I object to the proposed changes.

We would no longer be able just to pop down to the shops - finding parking money (in this almost cashless society) would be a deterrent to shop locally. We are not used to paying by phone or online, and would simply avoid these shops.

On-Street Response - Reference Number 725

I object to the proposed changes.

This will hugely impact local businesses and further disruption on the roads during busy times such as school drop offs and pick up times.

On-Street Response - Reference Number 726

I object to the proposed changes.

I fully object to this proposal. It will adversely affect local businesses in West Malling, making shopping in the area more expensive & less accessible. Consumers as an outcome of this proposal, will choose to shop elsewhere, such as larger supermarkets, resulting in less support for local independent shops in West Malling.

This change will also have an adverse effect on available on street parking in local residential streets, which are already under significant pressure in the area.

On-Street Response - Reference Number 727

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 728

I object to the proposed changes.

*It will encourage people to shop elsewhere that offers free parking - Kings Hill / Bluewater etc , our footfall in west Malling is already at its lowest

*Poor signal to use smartphone payment

*No consideration given to individual town requirements with a standard blanket charge of 8am - 8pm 365 days of the year proposed. We do not have a big store to entice the crowds like other surrounding towns

*The proposal offers no free parking at all any day of the year

*The proposal to introduce on-street charges of 12 hours every single day of the year is criminal we are a small town not a city

*The feedback from customers is they will no longer shop in WM out of principle, why should they pay to visit their local High Street plus the inconvenience of the whole rigmarole of trying to get a signal and ticket when they just want to 'pop in' for an hour

*WM High Street is the heart of our community and is worth protecting and preserving to maintain a healthy vibrant place to visit. It is well documented introducing charges to small towns has a significant negative effect on its life and wellbeing

The predicted revenue of £50k vs annual predicted running costs of £30k plus installation costs does not equate to the long term damage removing all free parking will cause parking meters littering our Medieval centre!

And lastly the conservative government employed Mary Portas to investigate how to keep high streets thriving . In her Top 5 points was FREE PARKING !!! Why is this being ignored .

On-Street Response - Reference Number 729

I object to the proposed changes.

I often pop to West Malling to drop off dry cleaning or buy stamps in the post office but will no longer do so, if I have to pay for parking, to be on the high street for a 5 minute trip.

On-Street Response - Reference Number 730

I object to the proposed changes.

I am a pensioner and park on the one hour spaces regularly to shop in the High Street, I cannot afford to now pay parking charges so would not shop in West Malling anymore if charges are introduced.

On-Street Response - Reference Number 731

I object to the proposed changes.

I object as this will destroy the life of west Malling. There are many local businesses that run out of west Malling, you place the parking charges in - means less people who come to west Malling. Surely we should be increasing the people supporting local businesses, not reducing.

I am very involved in the life of the church and within the week, we have many things going on, putting these parking charges means it's more stressful for people to attend the church events/services and therefore will not happen. This includes funerals...on an already very sad day, you're increasing the pressures and strains on them.

On-Street Response - Reference Number 732

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 733

I object to the proposed changes.

This will damage local businesses.

On-Street Response - Reference Number 734

I object to the proposed changes.

This will be detrimental to the shops and businesses operating on the high street as people will be put off from coming into the town because there would no longer be free parking for “nipping to the shop” or “meeting someone for coffee”. They will go elsewhere where they do not have to park.

On-Street Response - Reference Number 735

I object to the proposed changes.

Introducing on street charges will encourage existing shoppers to shop at locations elsewhere offering free parking.

The mobile coverage is appalling in West Malling as it is with people already struggling when they park behind Tesco's - people will not park if they have to struggle with the experience.

There is no consideration given to individual town requirements by introducing a standard blanket charge of 8am - 8pm 365 days per annum. West Malling does not have a big store to entice customers as other towns do.

The current proposal offers no free parking at any time.

Feedback from customers is that they will no longer shop in West Malling out of principle, why should they pay to visit their local high street and be inconvenienced by the whole rigmarole of fighting with the poor signal and wasting time when they are just 'popping to their local shop'.

As a compromise could the first hour not be free and keep Sunday and Bank Holidays as free of charge.

Consider amending Ryarsh Lane car park back to open to all all hours, it is never full with permit users - discount the permit for local businesses and give users an incentive to use this parking space.

Have exemptions for the elderly that do not have smart phones, cannot get to grip with the technology. A great deal of our local customers are this demographic and we need to embrace and support them, where will they go if they cannot shop locally?

West Malling High Street is the heart of our community and is worth protecting and preserving to maintain a healthy vibrant place to visit. It is well documented introducing charges to small towns has a significant negative effect on its life and wellbeing.

The predicted revenue of £50k vs annual predicted running costs of £30k plus install costs does not equate to the long term damage removing all the free parking will do. We appreciate the council needs to have alternative income streams but there must be alternative options - speed cameras on the A20 for example, or the the bypass to Kings Hill/Station?

The disruption of installing this proposed solution, the maintenance of them and the aesthetics just don't suit our small historic market town - and still the question of reception looms.

On-Street Response - Reference Number 736

I object to the proposed changes.

As someone who attends the church regularly this will affect my decision as it will now cost me to attend and park my car. This will overflow all the residence streets. In turn with these new charges these will deter customer/shoppers therefore resulting in a loss of shops and becoming these horrible high streets only with barbers and nail bars as no one else will visit

On-Street Response - Reference Number 737

I support the proposed changes.

If current parking regulations are abused then I support the changes but I feel the current situation could be better policed by traffic wardens.

On-Street Response - Reference Number 738

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 739

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 740

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 741

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 742

I object to the proposed changes.

I object to the imposition of charges for parking in the High Street and Swan Street for 3 main reasons:

- 1) It will affect shops and other businesses in West Malling. At the moment people can stop for an hour for free, which is often enough to pop into a shop or business. If this is taken away, people will go elsewhere to shop and West Malling businesses will decline.
- 2) It is important for institutions such as the church and the school that there is availability of convenient free parking. Especially extending payable hours to the weekend and to 8pm at night is prohibitive for most people and will drive them away.
- 3) Charging people to park on the High Street and Swan Street means that people will look for free parking on other roads, for example, Offham Road. I live on Offham Road and pay a large amount to be able to park outside my house. Already, frequently, it is impossible to find a space on this road, This will only get worse if people are forced onto other roads.

On-Street Response - Reference Number 743

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 744

I object to the proposed changes.

Suggest two hours free parking followed by higher charges for longer stays. This would stop commuters clogging up the High Street and be better for the church and for High Street shops, pubs, restaurants and businesses.

On-Street Response - Reference Number 745

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 746

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 747

I object to the proposed changes.

Problems for short visits. Not just the money but the stress involved in making the transactions and the terrible problems if you make a mistake. This will discourage people from shopping in the town.

On-Street Response - Reference Number 748

I object to the proposed changes.

If introducing charges in the High Street then the maximum stay should be 2hrs, not 4hrs, to improve turnover of spaces and allow quick trips to shops. Longer shopping trippers can park in car park

On-Street Response - Reference Number 749

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 750

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 751

I support the proposed changes.

I like to use these free on street parking spaces when I visit West Malling but I hate that this facility is abused and I see the same cars parked there for hours at a time. Sadly it is the minority who ruin it for the majority.

I don't mind paying for the time I use in the parking space but make it affordable per hour, some us just use some shops then go!

On-Street Response - Reference Number 752

I object to the proposed changes.

I strongly object to this proposal. In my view, people should be able to stop and park in West Malling to shop without charge. We want our town to thrive and not stop the vibrancy of the town by stopping people from popping in to local shops on the way to or from schools, work or whatever. A charge would prevent many from doing this. There is no reason to charge people, just reinforce the current parking regulations with fines if people run over. Then elderly people or people with children on the way back from school or local residents will still feel happy to pop in as they

On Street Parking Proposals – Annex 9.2 (West Malling P&D redacted responses) will likely stick to the rules. Ditto local people popping in to the vets or the dentist etc, quick haircuts or popping in to see a friend or drop off gifts or help to friends plus donations to the charity shop. If people choose to run over the free allotted time, then a fine is fair, but charging everyone for every visit to the town is unfair and it seems that the council is profiting then from every visit to the town at the expense of West Malling traders and the life in the town plus everyday local life and community. I also think that the parking bays outside Tesco should be left as they are but transgressions be more strictly fined, rather than stopping people using these spaces as a lot of elderly people enjoy the freedom to drive and pop in to Tesco even in bad weather as they are less likely to slip over and do not need to cross roads etc.

If people have to pay to park, they will start looking for parking on the periphery of the town for free which will cause mayhem on the narrow roads too. West Malling High Street is wide and the free parking spaces there work well without major blocking problems. Free parking is needed on Swan Street too for stops at the Post Office, drop offs of heavy donations at the Charity shops and also fun short to Roses cafe and other outlets there. This is an ill thought out proposal and should be scrapped please. Thank you

On-Street Response - Reference Number 753

I object to the proposed changes.

Charging for and increasing the length of time people can park on the high street will

make it harder to park. People will be able to use those spaces if they work for 4 hours then move to the car park, thus reducing parking for customers. Also people wanting to have a meal will be using those spaces and reducing parking turnover. This will have a detrimental effect on the shops.

On-Street Response - Reference Number 754

I object to the proposed changes.

Surely the answer is to penalise people who take advantage of the 1 hour bays! The high street has already lost some good businesses in recent times and the council need to support the people who pay the council tax rather than penalise us EVEN MORE!!!! This is BLATENT money grabbing

On-Street Response - Reference Number 755

I object to the proposed changes.

Local business will be adversely affected. Can not even post letter if there is no free parking . No cash point to use if no free parking .

On-Street Response - Reference Number 756

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 757

I object to the proposed changes.

We live in (REDACTED) with a shared entry drive serving 3 homes and a commercial garage.

We fear that this proposal will drive an increase in unauthorised parking in our driveway and lead to confrontations and dangerous obstructions.

This is a fine and nationally important historic Conservation Area and the visually "down market" clutter of parking control installations will make it less attractive and thus less economically successful.

On-Street Response - Reference Number 758

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 759

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 760

I object to the proposed changes.

Removing all free parking will encourage people to shop in surrounding areas, where free parking is still available, i.e. Kings Hill, Bluewater etc. It has been well documented that introducing parking fees has a negative impact on small, rural towns that are located close to large shopping centres.

The proposed time extensions of parking restrictions also seems excessive. The local restaurants and pubs do not have their own car parks so require the on-street parking to survive. The implementation of the extension will push customers out of West Malling, to other restaurants and pubs that have their own free parking.

Perhaps as a compromise, the council might consider maintaining a portion of free parking, even if it's just the first hour, with the option to purchase longer if necessary, keeping the parking free after 6pm and on Sundays.

West Malling is a town of independent businesses that thrive on regular sales from its loyal local customer base. The free parking enables customers to 'pop in' to purchase a card, grab a coffee, post a letter etc, without the rigmarole of having to buy a parking ticket. For those wishing to stay longer, there is already a facility for this in the pay and display car park.

The feedback from customers is that they will no longer shop in West Malling out of principle. The inconvenience of having to buy a ticket, when no one carries cash and as the mobile signal is so appalling, it makes it almost impossible to do it via a telephone app.

These new parking restrictions will slow customer footfall and with no one visiting, businesses will be forced to close. After the last few years, where many independent businesses have clung on during the pandemic, this feels like another blow. West Malling is a rare treasure and one that should be protected, not restricted.

On-Street Response - Reference Number 761

I object to the proposed changes.

It will stop people using the shops and businesses. If it necessary to stop then cars will use the surrounding streets. If charges are needed for long stayers then please retain the hour free that we have now.

On-Street Response - Reference Number 762

I support the proposed changes.

It is unclear how introducing a charge will reduce the all day abuse.

The price being set for parking is too high.

On-Street Response - Reference Number 763

I object to the proposed changes.

I do not support the introduction of on-street parking charges in West Malling High Street and Swan Street.

That the one-hour parking is often abused by all-day parking, is an issue of lack of parking enforcement not an opportunity to levy charges on all those who need to visit West Malling and require parking for a limited period of time. TMBC provides no data to support its contention that all day abuse of the one-hour free parking bays is a significant issue. Where is this data, and if so, why does TMBC not enforce this?

Having lived in Offham for over thirty years and having frequently visited West Malling for shopping and other business needs, even recently I do not perceive any substantive abuse of on street parking in this way and certainly not one which requires the introduction of charges for all.

I would also contend that if paid parking is permitted for up to four hours, then contrary to the statement of reasons, people will park for longer periods than before and empty spaces will be even more difficult to find that is currently the case with the turn round up to the one hour limit. Many of these people will be from surrounding communities and will find less or no parking at all. Bus access from Offham is no longer an alternative option following KCC's withdrawal of support in early 2023.

There will be a further shift of shoppers from the district to out of town retail locations (Lunsford, Kings Hill) and the impact on retailers in West Malling - shops and markets - will be entirely negative.

Respondents are asked to suggest alternatives. Fundamentally the current parking on West Malling High Street and on Swan Street needs to be PROPERLY ENFORCED. This would address the stated reason why TMBC is making this proposal - the (non-evidenced) all day parking in one hour bays.

The statement of reasons clearly only states that the 93 on-street shared-use parking bays currently provided are often abused by all-day parking, reducing the opportunity for shoppers visiting the town centre.

One can only assume however that the primary reason for this proposal is to provide a revenue stream which has not previously existed in these locations. The suggestion to extend the times of operation of on street parking restrictions (=charges) to 8pm on all days, including Sundays and Public Holidays is outrageous and is clearly aimed at maximising revenue, as is indeed the entire proposal being consulted on. What exactly does 'to reflect the changing on-street parking demand' mean - other than pure opportunism aimed at the evening economy?

I believe this is primarily a revenue raising proposal and I cannot support on street parking charges in West Malling High Street and Swan Street -especially as the option for enforcement can and should be used, thus enabling more appropriate use and accessibility of available parking.

It is deplorable that this consultation about parking in West Malling High Street and Swan Street is not based on any published evidence and that the matter of revenue raising is not even mentioned.

(REDACTED)

On-Street Response - Reference Number 764

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 765

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 766

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 767

I object to the proposed changes.

This will affect a quick pop in to shops or Post office affecting services available and customer foot fall/profit to those stores.

Small tesco will affected as people may choose to go to lunsford Park for free parking affecting provision for those who need small local version in wm these free for an hour is not often abused as there are frequent parking attendants patrolling issuing fines!!!

On-Street Response - Reference Number 768

I object to the proposed changes.

Being able to stop briefly in WM to visit the Post Office and local facilities without having to pay for doing so is the reason that I use the village. If you have to pay for even a 10 or 15 minute stop, potential customers will choose to go elsewhere.

If there is a problem with abuse of the 1 hour parking bays, then the many parking wardens that I see in the car parks should be assisting in monitoring this and issuing fines.

On-Street Response - Reference Number 769

I object to the proposed changes.

I support the overall intention to increase the turnover of vehicles in West Malling, which will improve the viability of many businesses, but changing from 1 hours free parking to 4 hours charged parking in West Malling High Street and Swan Street will actually reduce throughput. If 1 hour parking bays are indeed used for all day parking (no evidence is presented in the consultation paper to demonstrate this), the traffic wardens should issue penalty notices which will deter them. No figures are given of the number of penalty notices issued, which might demonstrate the extent of any problem. An increase in the number of traffic wardens would be a better solution - the provision of fines would deter people from overstaying.

The introduction of parking meters will actually reduce throughput as time will be spent walking to a parking meter and paying, thus increasing the amount of time cars are parked.

West Malling is a market town for surrounding settlements. Mary Portas has recommended that parking should be free in market towns to assist their viability. The introduction of charges in the West Malling High Street car park led to reduced footfall and viability of businesses. There will be a reduction in business rates to TMBC if businesses fold. It is expected that charging for parking in West Malling High Street and Swan Street will deter many visitors.

In particular, the viability of the monthly Sunday Farmers' Market will be adversely affected unless free parking is provided on Swan Street and the unaffected part of the High Street.

If there has to be charging, the provision of 30minutes or 1 hour's free parking would assist the viability of businesses. On 13 December, I wrote seeking the number of tickets issued in the West Malling High Street for

On Street Parking Proposals – Annex 9.2 (West Malling P&D redacted responses)
vehicles staying for 30mins, 1 hour, 2 hours or 3 hours from which one can see the effect of free car parking for 30minutes or 1 hour would have on the other tariffs if the same financial outcome is required. I have not received any reply.

For example, the provision of free parking in West Malling High Street and Swan Street could be offset by slightly higher charges for longer periods on those streets or in the West Malling High Street car park (to maintain the same overall financial savings), but the absence of such figures makes it impossible to evaluate this. The fact that there are two parallel consultation documents also prohibits comments being made 'in the round' to consider these whole question of car parking, not an artificial subdivision into on-street and off-street parking.

The consultation document does not state the overall financial savings sought from this exercise, nor the increased income expected for each proposal, which is necessary to judge between them.

The introduction of parking meters is not compatible with the West Malling Conservation Area.

Any meters should accept both cash and cards.

Parking on the High Street and Swan Street should be free at least after 5.30pm to be consistent with the Tesco car park.

The map showing charges for WM High Street and Swan Street show 4 hour P&D, yet the table of on-street proposals across Tonbridge and Malling only goes up to 3 hours.

Having two parallel consultations is confusing. In addition, multiple screens have to be accessed to see all of the consultation documents, and it is not possible to refer back to them when compiling comments. A single document would have made it easier for people to comment, along with the facility for saving draft comments. It would also have been helpful to receive an acknowledgment of submissions, including the submitted text which is lost when the submission is submitted. This is important because I found that some of my submission has been truncated, hence the need for me to provide an updated submission to the on-street parking consultation.

On-Street Response - Reference Number 770

I object to the proposed changes.

I believe this will further drive people away from the Town Centre harming local shops and employment. Amazon and Bluewater don't charge.....

On-Street Response - Reference Number 771

I object to the proposed changes.

Posting a letter (it's impossible to pull up beside the post box in Swan Street), picking up a prescription, returning a Library book, buying a newspaper, etc take less than five minutes. People should not have to pay to park for that length of time. The current free parking should remain. If people are currently abusing the system, identify them and make them pay a substantial penalty. Don't punish everybody.

On-Street Response - Reference Number 772

I object to the proposed changes.

On street parking charges are likely to be detrimental to local businesses

On-Street Response - Reference Number 773

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 774

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 775

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 776

I object to the proposed changes.

This is bound to affect passing trade and that by locals who need pop in and go items e.g. take away or florist. Those wishing to park longer will already be paying the fees. Income of shops will no doubt decrease and eventually lead to fewer viable businesses and then to the inevitable empty retail sites.

On-Street Response - Reference Number 777

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 778

I object to the proposed changes.

Many people park for less than an hour to quickly pop to the local shops. I myself so this on the way home from work. If I had to pay I wouldnt stop and shops would lose trade.

On-Street Response - Reference Number 779

I object to the proposed changes.

The provision of 1 hour free parking bays in west malling helps if you just want to go to a shop for a short period of time - I rarely have problems finding a space and your notion that they are full of all day permit parking is just a red herring. The council should raise money by renting out the under used council offices on Gibson Drive. This is just another way to raise more money at the expense of local businesses.

Look at Tandridge Council - they have free parking in their towns with the priory being to out business first. If you want to completely destroy a once thriving town you are going the right way about it.

On-Street Response - Reference Number 780

I object to the proposed changes.

This will be disastrous for some of the businesses in West Malling and Martin Square, Larkfield.

Many people who just want to spend half an hour or so so do shopping, Post Office, Pharmacy etc will go elsewhere. Businesses closing will have a very negative effect on your income, I would suggest that you will make less money long term and create unemployment.

This has not been well thought out. How about first hour free (get ticket with time on it to be displayed. 2 to 4 hours would be charged. This would be, I think, acceptable and would. I believe generate more income. I suggest this could also apply to the West Malling high street car park.

On-Street Response - Reference Number 781

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 782

I object to the proposed changes.

i feel that people who abuse the current arrangements should be fined and present arrangements should stay in place in order that people can use the local shops without having to pay for the privelege.

On-Street Response - Reference Number 783

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 784

I object to the proposed changes.

- 1) Changes will be seriously impact High Street businesses with people not wishing to pay to park for short visits.
- 2) It will affect people attending Church who currently do not have to pay to park.
- 3) If overstaying currently an issue, this should be enforced.
- 4) Higher charges could be made for High Street parking over an hour if an

On-Street Response - Reference Number 785

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 786

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 787

I object to the proposed changes.

4 hour parking will cause less trade to the high st

How can parking machines be introduced to the High st and Swan st when there are restrictions to planning permission on both sides of both streets

On-Street Response - Reference Number 788

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 789

I object to the proposed changes.

I do not agree that people abuse the parking spaces. It operates very well and people are respectful of the time limitations from what I have experienced. Adding a charge is much more likely to reduce opportunities for shoppers visiting the town and much more likely to cause less visitors to our independent businesses. In addition, traffic wardens would be needed to monitor the 4 hour tariff- surely they could just be employed in the status quo if there really are people parking there all day, which would result in the same hope of as many visitors as possible able to visit our town.

Charging until 8pm will mean that the businesses will be affected by shoppers who may have stopped on the way home from work - they will just choose somewhere with free parking such as Aldi or Asda and other businesses in Kings Hill.

In addition, there are 3 church congregations in the town. Sundays should be free for the members of these congregations to attend church.

Furthermore, the farmers market will also be impacted.

The choice to make people pay for parking doesn't seem to be in the interests of the community. West Malling is currently a thriving and popular town. It would be a shame to see it decline for no good reason. The parking charges and hours should not be changed.

On-Street Response - Reference Number 790

I object to the proposed changes.

Increase from 1 to 4 hours will reduce number of cars that can park daily by a factor of up to 4. Should be 1 hour free as at present as many people will only want to shop for a short time. If people are staying longer at present then they should presumably be getting tickets. This is just a money grabbing exercise.

On-Street Response - Reference Number 791

I object to the proposed changes.

Are you trying to kill local independent businesses? They are struggling to recover since COVID and this certainly will not help them. And what about the parents in the village to collect their children from schools?

Please think about the impact this will have on the village.

On-Street Response - Reference Number 792

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 793

I object to the proposed changes.

As a shopkeeper in the High Street, I wholeheartedly object to the introduction of parking charges to the High Street and Swan Street. I do not believe your assertion that the bays concerned are abused by people parking all day - there

On Street Parking Proposals – Annex 9.2 (West Malling P&D redacted responses) have been instances where some of the barbers have abused the one hour limits, however, the traffic wardens have put paid to that.

The introduction of on street charging is certain to deter customers/potential customers from visiting the town: the consensus of customers is that they will go elsewhere, where parking is free, particularly to the benefit of the out of town retail parks.

I also contest the estimate of revenue to be raised. The quote was for an additional £50k, however, as it wasn't stated that this was nett, I can only conclude that this is gross. If this is the case, given the stated running costs, the whole scheme must be marginal once you take into the hidden costs of paying Ring-Go, employing additional parking wardens to cover the extended hours and the general up keep of the equipment, which is certain to degrade over the course of a year.

As a parent of a child who last year finished at WM C of E primary school, by introducing on street charging, more drop off traffic will be pushed down West Street and on into Norman Road as parents aren't going to pay for 30minutes You are already aware that numerous parents ignore the double yellow lines at the school entrance, so that state of affairs is sure to worsen.

Many of the school's events take place at St Mary's Church and parents/grandparents and family friends are sure to be deterred from attending functions if charging is employed - by increasing the on street parking to four hours per visit, you are more likely to encourage bay blocking from early morning until mid-day, which will be counter productive.

I could go on, but given the previous representations made to the Council at the last round of parking charges and the way in which they were dismissed, I have no faith in any of the current representations will be taken into account.

These are the facts: there are many hundreds of new homes being built in West Malling and the surrounds, each of them will be contributing to the Council's budget by way of the Council Tax, which is guaranteed to realise a positive contribution. The potential gain of a few thousand pounds needs to be offset by the commercial vibrancy of the town itself; introducing on street charges will effect everyone: retailers, pubs, restaurants, office workers, casual visitors, church goers, school visitors, all for a marginal financial gain, if at all.

Bin the idea and ramp up the enforcement of the current rules, an extra ten parking tickets a day across the Borough will more than compensate for an additional pair of Wardens and their vehicle.

On-Street Response - Reference Number 795

I object to the proposed changes.

Introducing on street parking charges will encourage people to go elsewhere and shop where they can get free parking.

The mobile coverage in West Malling and surrounding areas is poor, people will become frustrated with the lack of infrastructure as they already do when parking in Tesco's.

There is a high elderly demographic in West Malling and these people do not all have smart phones or are able to use the technology, they are an important customer base to us. What will they do?

To introduce a blanket 8am to 8pm 7 days per week 365 days per year shows no understanding or empathy with West Malling. At least make Sundays and Bank Holidays free of charge.

Has enough consideration been given to adding to the income flow by an alternative manner - Ryarsh Lane car park is never full, perhaps this can be shared between permit holders and regular users at all times. It seems silly to have such an asset sitting empty. Has a study been made of this?

Alternatively speed cameras could be introduced on the A20?

Feedback from our customers is that they will no longer shop in West Malling on principal. It will become too much of a hassle as by the time they have fought with the lack of mobile signal they will lose the will to complete what they have come in for.

At least offer an hour free before charging.

On-Street Response - Reference Number 796

I object to the proposed changes.

If the problem is people parking in the bays all day when this isn't allowed, why not deal with this problem directly rather than introduce something that actually will just legalise half day parking and do nothing to encourage quick turnover of the places for visits to local shops? It seems like you are stating one problem but proposing a solution that would not actually help resolve it. I'd be in favour of sticking to free parking for an hour and charging a lot more than the other carpark a for 2 hours or more on the high street. The high street places should be kept as a premium for quick shop visits, that everybody can enjoy.

On-Street Response - Reference Number 797

I object to the proposed changes.

People would like to attend church , funeral services and come to meet their family and friends and shop and will have to pay just for this , this is an extra burden upon the workers of the town and it is unnecessary.

On-Street Response - Reference Number 798

I object to the proposed changes.

I use several of the shops in West Malling on a regular basis and when I can I only stay for one hour My suggestion is to have the first hour free but a ticket has to be displayed showing the arrival time I have no objection to the charges for more than an hour being implemented

On-Street Response - Reference Number 799

I object to the proposed changes.

1 hour free on street parking allows for local residents and visitors to pop into the village for shopping, coffee etc. Charging for these short trips will effect local businesses as I for one will go elsewhere where you don't need to pay for parking.

On-Street Response - Reference Number 800

I object to the proposed changes.

This restriction will affect business as shoppers bypass west malling to find more convenient and inexpensive parking.

On-Street Response - Reference Number 801

I object to the proposed changes.

There is already a one hour limit to prevent cars overstaying and enabling a turnover of vehicles to assist businesses.

On-Street Response - Reference Number 802

I object to the proposed changes.

I object to the proposal because I consider that it will harm the profitability of High Street traders and cause inconvenience to shoppers and deter them from shopping in West Malling. There are many occasions that I visit West Malling to shop, collect a prescription, visit the post office, drop of dry cleaning and my visit is for less than 15 minutes. I can usually find a parking space in the High Street. If I had the inconvenience of having to pay for parking I would be likely to visit Kings Hill shops where here is free parking

On-Street Response - Reference Number 803

I object to the proposed changes.

Very disappointed to learn of proposal to introduce car parking charges. Likely to be to the detriment of the local shops who really need all the support the council (to whom they pay tax) can give to them. I do not agree that they are used by day-long Parker's: this seems like an

unsubstantiated excuse to introduce fees. I see a quick turn round of cars parking in these one hour bays. Local people quickly buying things in local shops.

On-Street Response - Reference Number 804

I object to the proposed changes.

I believe the existing free 1 hour parking is in the best interests of customers and businesses. The introduction of charges will surely drive customers to Kings Hill and damage West Malling businesses with possible consequent closures and loss of business rates to the Borough. There are numerous examples of "out of town" shopping centres with free parking severely impacting on town centres.

I also believe that being allowed to park for 4 hours will make parking even more difficult than it is at the moment with consequent reduction in footfall to local outlets.

If there are problems with people parking all day surely it is a matter of enforcement and increasing the legal time allowable is unlikely to make a difference.

On-Street Response - Reference Number 805

I object to the proposed changes.

we strongly object to the proposed parking changes for West Malling town centre which are clearly just to raise more revenue now and into the future. A long term plan is needed to encourage car drivers to visit West Malling and NOT deter them !!

There is a suspicion that with Parish Councils, Borough Councilors, and County Councilor for these two areas being Liberal that the Conservative controlled tmhc is playing a political game !!

On-Street Response - Reference Number 806

I object to the proposed changes.

I absolutely oppose the idea of implementing parking charges in our lovely little town. As a resident I feel this will be so detrimental to our local businesses. It will prevent people from the surrounding areas visiting. It is ideal to be able to stop and pop into the post office, laundrette or for a quick shop. I am also concerned as a WM3 permit holder that if you are allowing up to 4 hours parking I'll never find a space to park. It is bad enough as it is to find a space! There are not enough spaces currently with visiting people to the town. Those frequenting restaurants etc will be taking up spaces for longer periods of time therefore I will have to park way outside the town. What will be the point of paying for a permit?! I completely oppose this proposal.

On-Street Response - Reference Number 807

I object to the proposed changes.

I am very disappointed to hear the proposals for new parking charges in West Malling.

It will affect so many people and discourage them from using the shops and West Malling in general.

Church attendance for special services and community events will be impossible as there will be no long term parking facilities. This will cause people to use estate roads and cause congestion and parking difficulties for residents.

The school run will be horrendous for parents. The only people to benefit will be the night time economy for pubs and restaurants as no fees apply from 8pm

.

Please re think this plan as it will be another reason not to use the town,

On-Street Response - Reference Number 809

I object to the proposed changes.

I oppose the introduction of on-street charges in West Malling Highstreet and Swan street.

I often stop when there is space when driving through West Malling to quickly pop into the many of the little independents and the charity shop. I probably wouldn't bother if I had to spend the time to do the meter especially if I don't have change or the app on my phone I would probably just go somewhere else more convenient. I think the shops will suffer!

On-Street Response - Reference Number 811

I object to the proposed changes.

I would like to register my objections to the consideration to place on street parking charges in place in West Malling high street. The planned restrictions will significantly impact trade levels in the high street. The planned increase in the parking fees behind Tescos will also impact the amount of visitors to traders businesses in the high street. The free parking that is currently available is a convenience for local residents that should not be removed.

On-Street Response - Reference Number 812

I object to the proposed changes.

The current arrangement allows for a flow of people into the village. If the free hour bays are being abused these should be managed using parking wardens so they can be released and re-used. Having to pay to park anywhere will be detrimental to the trade in the village. - Alternative would be to issue "first hour free" tickets.

On-Street Response - Reference Number 813

I object to the proposed changes.

As a resident permit holder object to these new proposals because it will be even more difficult to find a parking space; it is difficult enough anyway.

On-Street Response - Reference Number 815

I object to the proposed changes.

Having read the proposals for the Ryarsh Lane Car Park, it is essential to the businesses of West Malling that the parking permits are valid Monday-Saturday not Monday to Friday.

I employ 14 staff mainly female who work long hours including Saturdays. They need to be able to park stress free all day including Saturdays . Many have children , they start at 8.30 on a Saturday and do not have time to drive around searching for a parking space when they work .

I think it's also very disappointing that you will be charging for the 1hr on street parking , I think we need to do what we can to keep people popping in to West Malling to use the shops and services that we offer. We are driving people out of the towns and into the out of town shopping centres like Bluewater that provide free parking all day.

It's important to make West Malling easily accessible to keep our town alive before we end up as all residential with no shops and services. It is these amenities that keep the value of the properties in West Malling high. I do hope you listen to the business owners as it is their hard work that makes West Malling what it is.

On-Street Response - Reference Number 817

I object to the proposed changes.

I am writing to object to the proposed changes as there is no provision for free parking remaining and therefore no ability for free short visits. This impacts in the following ways;

1. This will further impact the volume of traffic using West Street for parents having to use the little free parking next to West Malling Primary.
2. This will impact the local economy. I frequently stop in west malling to use the amenities. I will simply stop going (if I can't locate a free parking space, I do not stop now following the changes at High Steet car park). I will alternatively go to Parkfoot Petrol Station, Larkfield Esso or Kings Hill. I frequently eat at West Malling but will stop going as it is making it more difficult to go there. I rarely have an issue locating a parking space and leaving within the allotted time.
3. The current parking issues cited by the council is lack adherence to current rules. However, without supporting data showing tickets issued by month, the solution is anecdotal at best. Is the proposed solution a disproportionate response that the community wants?
4. There are repeated parking issues not addressed by these proposals. People park in the loading bay outside Tesco, outside designated hours. Additional cars park outside the bays at West Malling Flowers to the left of Swan Street turning and the charity shop to the right of Swan Street the turning. Repeated parking in the bus stop next to the Lodge. Repeated parking on Swan Street for the fish and chip shop and charity shop. The plans don't address the repeated infringements due to lack of enforcement.

On-Street Response - Reference Number 820

I object to the proposed changes.

There is a rumour about car parking charges being imposed on West Malling High Street.

On behalf of my wife and myself, I wish to object in the strongest terms. We are both aged pensioners, living in Addington, from where the bus service is now minimal, so that our only access to shopping and other facilities is by

car. Apart from the costs involved, the one and only car park in the town is totally inadequate, so recourse to on-street parking is unavoidable. I don't doubt that the businesses in West Malling would suffer damaging impact and that they will object. For the record, we support them.

Thank you for accepting our comments.

On-Street Response - Reference Number 821

I object to the proposed changes.

I'm definitely against.

Apart from the vet I will definitely stop using West Malling. How nice it has been to go to WM, park on the street and pop into a shop to get a birthday card/present, have a quick coffee, drop into the post office.

Not any more. In fact, come to think of it, Pennard Vets also have a branch in Borough Green - I shall transfer there instead.

On-Street Response - Reference Number 825

I object to the proposed changes.

can only assume that this is being used as a way to make more money for the council, without considering the wider implications to the community – particularly West Malling Primary school and the local economy of the High Street and San Street.

Most parents of children at the school need to drive to the school on a daily basis, as work constraints do not allow time or the facility to walk/cycle to drop-off and pick-up and the local bus service is erratic and infrequent. Parking in West Malling to be able to drop-off and collect children from school has always been difficult and it will be even harder with charges. Driving our children to school is not a luxury, but a necessity for the majority of parents, who work hard and whose employees or job characteristics mean they have little time to do this as it is.

Many parents also use the local coffee shops, charity shops and other businesses, like Tesco, for example, either before they pick their children up or after. Charging people to park. If charges are applied, this will mean these local businesses will lose revenue and it is already hard enough for them to survive.

Promoting local businesses to be used by the local community is vital to sustain a thriving High Street and Swan Street. For those who come to West Malling to use local businesses, this is likely to have a greater impact on their sustainability, as they are likely to go to where parking is free, such as Kings Hill Asda, or Lidl, or the Aylesford Business Park.

At a time when all businesses are struggling, with increased utility costs, rents and other outgoings/expenditure, I believe the council should be looking at the wider picture and supporting them, rather than thinking in the shorter term. Shops closing, leading to empty buildings on the High Street and Swan Street make the experience a less desirable one for shoppers/business users and also, will clearly affect the livelihoods of local business owners. It is likely to mean less custom, less revenue for them and therefore less revenue for the council in terms of the number of businesses paying rent, taxes, business rates and bringing a community feel to the areas as a whole, which is something that should not be estimated.

On-Street Response - Reference Number 827

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 828

I object to the proposed changes.

So first of all you give planning permission for houses to be built on nearly every spare piece of land there is in and around West Malling, then wonder why there are too many cars on the road and not enough parking spaces. So you decide to get the public to pay the price for your bad decisions and make them pay for parking?

It's not to allow more flow for parking at all. It's greed. Pure and simple greed to get more money so the councillors can sit around their big table and make more bad decisions about housing and parking!! Give us a break!! Do you want to close West Malling High Street down altogether? Because you are going the right way about it. The night time economy in West Malling is thriving. Put in more parking charges, and people will go elsewhere. And what's the betting the charges will be by phone app, meaning elderly people may well find it impossible to use.

I do not agree with your proposal. Of course you won't listen to the likes of us, it will go ahead anyway but I thought you might as well know how we feel about it.

On-Street Response - Reference Number 830

I object to the proposed changes.

I am against this proposal.

If your argument for introducing these charges is because some people park there all day then the obvious solution is to recruit a traffic warden to patrol the high street.

If the problem of all day parking is as bad you make out then the parking warden will pay for themselves and the result will be no cost to the council and no inconvenience to shoppers in the high street.

There is also no reasonable argument for increasing the restrictions to 8pm. If you do this then early diners at the restaurants will be deterred and the restaurants will lose valuable custom.

Why not be honest with the electorate and admit that these are measures simply intended to raise money to help fund other public services?

You may just find that we will be more inclined to agree with them as it will rightly be the users of these services that pay for them.

Moving on from the main topic you may as well stop these "Consultations" as they are clearly a "Tick the box" exercise. I fully expect you to proceed with this proposal regardless of how many objections you receive.

On-Street Response - Reference Number 831

I object to the proposed changes.

I strongly disagree with you proposing issues of forcing car parking payments in and around the historic town of West Malling.

This will not help the retailer who have just recovered from the pandemic.

From now on I will avoid shopping and using the independent shops in West Malling.

On-Street Response - Reference Number 832

I object to the proposed changes.

I would like to record my opposition to any planned parking charges on the High Street or Swan Street. West Malling is a thriving little town supported by many people from nearby areas who pop in for short periods (up to an hour) for shopping or coffee or the hairdressers. If you charge for parking people will go elsewhere and there will be empty shops.

On-Street Response - Reference Number 833

I object to the proposed changes.

I'm writing to say that both my wife and myself are against the introduction of charges in West Malling high street and Martin Square. We believe that both will cause a significant drop in the footfall in both areas as there are plenty of alternative options (why use Tesco WM if the addition charge would mean it's cheaper to use Tesco Lunsford Park, why use the chemist if it's more economic to use the pharmacy in Tesco Lunsford Park etc?).

If ultimately a charge is introduced it would be beneficial to local businesses if the first 30 or 60minutes were to be free. There are plenty of examples across the country where the introduction of charges has resulted in the loss of "high street" businesses.

The likely short term gain will result in long term pain ultimately reducing parking charge revenue and, in all likelihood, less business rate income for the council.

Similar arguments apply to the situation in Martin Square.

On-Street Response - Reference Number 834

I object to the proposed changes.

I would like you to reconsider parking metres in west malling high street not only will it spoil this quaint village for ever .

I am a pensioner from Ryarsh that goes to W/M to the library once a fortnight the hairdresser every six weeks and Tesco and as we have no busses only once a week I need a car I see nothing wrong with the high street parking as it seems to have a quick turnover only more pennies for your pot not that it matters to you that us pensioners will have to go else where near bigger supermarkets so we can park free and I will miss going to the library the hairdressers will have to have a mobile one . We do not have these phones that do everything I feel I will become a recluse please consider the

pensioner

On-Street Response - Reference Number 841

I object to the proposed changes.

This once vibrant little market town is slowly dying. Once it was full of shops, you could buy just about anything. Now it's all just fancy eateries, restaurants, coffee shops and gent's barbers! How many does one small market town need??? Apart from Tesco's and the Post Office, West Malling has pretty much nothing now. Even the doctors have moved out!

Now you want to charge people and residents to come and shop/visit.

Well, if you go ahead with the proposed charges, that will finish it off for good. If you can't see this or are too blinkered to see it, then you've got to be completely mad. If they go ahead, then all I can say is, 'so long West Malling RIP'. In case you're in any doubt, I absolutely object to these town killing charges.

On-Street Response - Reference Number 844

I object to the proposed changes.

I am writing as the owner of (REDACTED), located on West Malling High Street, in response to the ongoing consultation regarding the proposed changes to on-street parking in our area.

I understand the challenges faced by the Council in managing parking, especially concerning the abuse of the current 1-hour free parking system. However, I am concerned about the impact that

the proposed Pay & Display scheme, along with the extension of operational hours until 8pm, could have on the High Street businesses and our local community.

The High Street has already experienced a notable downturn in footfall due to previous parking changes, including those in the Tesco and Ryarsh Carparks. The current proposal, I fear, could

exacerbate this trend, driving customers to areas like Kings Hill, Maidstone's Industrial Parks, or Bluewater, where parking is free. This is particularly concerning for businesses like ours, which,

despite adapting to digital platforms, still rely heavily on in-person patronage for collections and short-duration purchases.

I fully acknowledge the need to address the misuse of current parking facilities. However, I urge the Council to consider the unique needs and behaviours of the High Street's users. A significant portion of our clientele is elderly and may find app-based parking systems challenging,

highlighting the necessity for a traditional Pay & Display system.

Moreover, the lack of robust mobile phone signal in our area further complicates the feasibility of app-based parking solutions, reinforcing the need for more traditional, user-friendly methods.

In consideration of the above points, I propose the following for the Council's deliberation:

1. Implementation of a brief free parking duration, such as 15 minutes, to facilitate quick pickups and essential purchases.

2. Reassessment of extending operational hours until 8pm, given that most High Street businesses, barring Tesco, close by 5pm. This extension seems to offer little to no benefit to local businesses or the community post-5pm.

While I understand the necessity for change, it is imperative that these changes support, rather than hinder, the vitality and accessibility of West Malling High Street for both businesses and consumers.

Thank you for considering my input. I look forward to the Council's decision and remain hopeful for a solution that balances the needs of the community and local businesses with the practicalities of effective parking management.

On-Street Response - Reference Number 845

I object to the proposed changes.

I write to raise the concerns that the allotment holders on Ryarsh Lane, West Malling, have at the proposed car parking charges, particularly with reference to the Ryarsh Lane car park.

Over the past couple of years West Malling Parish Council has invited people from outside the parish to take on vacant and often overgrown plots. The council has each year put up plot rental to cover rising costs. Many of these tenants live in Larkfield and Kingshill and can only visit their plot by travelling by car. Currently they can park after 3pm and all day on Sunday free of charge. Under the proposed car parking fee changes, they will have to pay to park their vehicle, at all times during the day. This will, in some cases, drive the cost of using their allotment beyond their financial means or, at least, make the cost prohibitive.

The health benefits, both physically and mentally, of working an allotment are well documented and

for many allotment holders it is also a means of social interaction that may not be available at home.

Should TMBC make the final decision to implement the proposed new parking charges, this vital part of the community will potentially be compromised.

If the final decision from TMBC is that new charges will be introduced then consideration into providing free parking for allotment holders would be well received. Please consider our concerns.

On-Street Response - Reference Number 1

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 6

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 7

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 13

I support the proposed changes.

However will this change really change drivers bad parking.

On-Street Response - Reference Number 18

I support the proposed changes.

See above, I absolutely agree with with this.

On-Street Response - Reference Number 24

I object to the proposed changes.

The loading bay is essential for people who need to nip into Tesco quickly and then leave, the car park behind rarely has spaces available adn the highstreet is wide enough buses to pull and traffic to get through.

Rather than restricting parking in the loading bay after 12pm, why not move the bus stop further up the highstreet.

On-Street Response - Reference Number 34

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 37

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 41

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 42

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 53

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 56

I object to the proposed changes.

This will prevent elderly shoppers from being able to be picked up at Tesco once they have their shopping and will force them to go to the big out-of-town supermarkets, resulting in the West Malling shop becoming uneconomic.

On-Street Response - Reference Number 57

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 61

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 65

I object to the proposed changes.

If people are breaking the rules as it is, why will extending the time help? All you'll do is to further remove the ability for people to drive to West Malling to use what few facilities remain. What's the point of having that space as a loading bay until 8pm when it only services Tesco and they only get one delivery a day? Do any of you have a clue what you're doing?

On-Street Response - Reference Number 68

I object to the proposed changes.

There isn't enough parking on the High Street as there is, without taking even more

On-Street Response - Reference Number 70

I support the proposed changes.

A dangerous area for parking

On-Street Response - Reference Number 72

I object to the proposed changes.

I, and hundreds of others will simply not be able to use West Malling High Street as quickly and as easily as so many of us do now. Businesses will lose so much business from this appalling suggestion.

On-Street Response - Reference Number 74

I object to the proposed changes.

Not charges for parking in west malling high street , will impact parents dropping children to pre schools and local residents wanting to pop into shops , will cause business to close

On-Street Response - Reference Number 75

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 76

I object to the proposed changes.

This problem in this paragraph relates to people already breaking the rules, so you should punish them rather than changing the rules that only the law abiding members of society will be annoyed by. This will just mean those that dont care about the rules will still park there and it just inconveniences the honest people.

On-Street Response - Reference Number 77

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 78

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 79

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 82

I object to the proposed changes.

I have lived in West Malling area for 50 years and have always local the local high street but I refuse to pay for parking in West Malling so if you start charging I will no longer use west malling

On-Street Response - Reference Number 83

I support the proposed changes.

For all of the above reasons.

On-Street Response - Reference Number 85

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 89

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 93

I object to the proposed changes.

Not enough parking in the high street already. Just improve signage to ensure people do not park there until after noon.

On-Street Response - Reference Number 95

I object to the proposed changes.

There aren't enough parking spaces anyway. Why would we want to loose more ? Please fine the double yellow line parkers, you'll make much more money and punish the law breakers.

On-Street Response - Reference Number 98

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 102

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 104

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 105

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 106

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 107

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 109

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 110

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 112

I support the proposed changes.

I support alterations that enable safe parking for delivery lorries, but not for just over 3.5 ton.

On-Street Response - Reference Number 113

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 116

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 121

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 123

I object to the proposed changes.

Parking is in such high demand in West Malling that it doesn't make sense to lose parking spaces, unless the loading bay was in frequent use (I don't recall often seeing HGVs in west malling in the afternoon, it tends to be more van delivery drivers). Maybe there should be better enforcement if people are using it outside of the designated times?

On-Street Response - Reference Number 124

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 126

I object to the proposed changes.

If there is nowhere to park, no one will support the shops or takeaways etc.

On-Street Response - Reference Number 127

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 135

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 139

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 141

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 143

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 147

I object to the proposed changes.

This provides vital parking for those caring for people with special needs. They can shop at Tescos or Boots without a long walk. I oppose this change.

On-Street Response - Reference Number 148

I support the proposed changes.

It's clearer and safer

On-Street Response - Reference Number 150

I object to the proposed changes.

We should be encouraging taking heavy commercial vehicles off our roads during the day, however the proposal would do precisely the opposite.

On-Street Response - Reference Number 151

I object to the proposed changes.

As above - It will hamper businesses by people NOT coming into West Malling if they have to pay.

On-Street Response - Reference Number 152

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 161

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 162

I object to the proposed changes.

Lorries only really deliver in the morning.

On-Street Response - Reference Number 164

I object to the proposed changes.

I believe that if you want to use this as a loading bay you need to manage this and require that all lorries delivering use this.

On-Street Response - Reference Number 170

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 174

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 175

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 180

I object to the proposed changes.

Most goods vehicle deliver early, why take parking away for the rest of the day!!!!

On-Street Response - Reference Number 184

I object to the proposed changes.

The High Street should give priority to residents and shoppers. Instead of reducing parking capacity in the town centre, Tesco should schedule deliveries for off peak periods - say after midnight - to the rear of the store.

On-Street Response - Reference Number 186

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 187

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 189

(no comment supplied).

N/A

On-Street Response - Reference Number 194

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 195

I support the proposed changes.

I agree we must stop people using these spaces

On-Street Response - Reference Number 200

I support the proposed changes.

Yes, parking of cars here is dangerous and causes issues for buses.

On-Street Response - Reference Number 202

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 210

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 211

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 213

I object to the proposed changes.

Being able to park outside Tesco has always been very convenient for elderly people like me who may have heavy shopping at times. Please do not take this facility away!!

On-Street Response - Reference Number 218

I object to the proposed changes.

Traffic wardens keep these bays clear...

On-Street Response - Reference Number 219

I object to the proposed changes.

What lorry will be delivering to Tescos until 8pm at night? This is completely unnecessary and will only worsen the parking situation, removing bays that are constantly used by residents. As a resident I now see the revenue officers every day. It would be better for them to continue their (in my opinion, unnecessary) job and ticket people when not complying with parking rules rather than take away even more parking spaces. It is residents who generally use these spaces and taking them away will negatively impact these residents.

On-Street Response - Reference Number 222

I object to the proposed changes.

The loading bay is only used by deliveries to Tesco in the early morning - why remove much needed car parking spaces beyond that time?

On-Street Response - Reference Number 223

I support the proposed changes.

The alterations will have an impact on disabled people parking as close to the store as possible and the number of disabled parking spaces on street may need to be increased.

On-Street Response - Reference Number 224

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 228

I support the proposed changes.

Long overdue current use is dangerous.

On-Street Response - Reference Number 230

I object to the proposed changes.

Most of the time the goods vehicles have done their delivery early enough to not need this unfortunately we are focusing on the few and far between that have caused problems

On-Street Response - Reference Number 231

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 232

I object to the proposed changes.

Tesco use cones to keep the bay free when their delivery is due. There is no need to change anything.

On-Street Response - Reference Number 233

I support the proposed changes.

The parking that goes on here is dangerous and totally unnecessary.

On-Street Response - Reference Number 235

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 236

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 237

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 238

I object to the proposed changes.

Not necessary- already provision as the goods vehicles arrive before midday for Tesco. So the parking for customers is only after then.

On-Street Response - Reference Number 239

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 241

I object to the proposed changes.

We need more parking not less parking in the High Street. It's often impossible to find a spot in either the High Street or the carpark - more restrictions will just reduce the number of people willing to drive round and round looking for parking to use the local shops.

On-Street Response - Reference Number 242

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 243

I object to the proposed changes.

As above

On-Street Response - Reference Number 245

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 246

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 247

I object to the proposed changes.

I get the issue but this is overboard to resolve it. Install bollards to drop down after 12:00.

On-Street Response - Reference Number 248

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 249

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 250

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 252

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 254

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 257

I support the proposed changes.

I agree that parking in this location is a problem. In addition to restricting goods vehicles, parked vehicles reversing out of spaces outside Tesco presents a traffic hazard,, being opposite the West Street junction and a nearby pedestrian crossing. These parking spaces are a danger to passing traffic.

On-Street Response - Reference Number 258

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 259

I object to the proposed changes.

This will also be empty for most of the day as trucks seem to work well to stay within current hours

On-Street Response - Reference Number 262

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 263

(no comment supplied).

Part of the difficulty here is the closeness of the pedestrian crossing, and the difficulty of the 2 nearby junctions, which hold up the traffic both ways. I would also suggest removing one space of road parking just after the Hospice shop in the High Street, as it is quite tight for cars to pull out to overtake the parked cars.

On-Street Response - Reference Number 264

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 265

I object to the proposed changes.

Sadly, another very bad idea. Why would you restrict it all day until 8pm when it is only needed until 12 noon? Just so it can sit empty all afternoon until 8pm. Again, this will just stop people going to Tesco. I suggest this is policed properly and the sign is more obvious. I have lived in West Malling for six years and always parked outside Tesco until I got a ticket about a year ago. I had NO idea it was a loading bay until 12 noon. I now only park there if there is nowhere else to park and always only after 12 noon. The sign needs to be clearer so people are aware, and you need regular traffic inspectors to monitor it. If everyone who parked there got a ticket before noon it would soon sink in. You would only need to do this for a few months, plus making the sign bigger. Parking is always going to be an issue in a small town when our council keeps letting new housing developments go through!

On-Street Response - Reference Number 266

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 267

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 268

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 270

I support the proposed changes.

This will need to be policed to prevent it being ignored in the same way that it is now.

On-Street Response - Reference Number 273

I object to the proposed changes.

If the loading bay is used by lorries 1hr of the day, why impose restrictions on it for the remaining 12.5hrs of the day? There is already a shortage of parking on the High Street. Have you pillocks thought about how this space would be made good use of? Or are you just trying to find ways to fine people?

On-Street Response - Reference Number 274

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 276

I object to the proposed changes.

I use West Malling High Street for my local shop. Seriously if you introduce parking restrictions this will put me off visiting these shops. In a time when the retail industry needs all the support it can get, this would be a very foolish move. Eventually with a drop in trade - the shops in West Malling will close resulting in a loss of employment, and business rates for the local authority! Don't make these changes.

On-Street Response - Reference Number 277

I object to the proposed changes.

The deliveries are only in the morning. You cannot park there until midday. The rest of the day this is a useful bay for people to pop into Tesco and changes over frequently. This works well. When people park there in the morning they get a ticket. This does not need to change. No deliveries come in the evening and this precludes people from popping into the shop on their way home. It will massively affect people's decisions to come to this shop. Then we lose Tesco - what then????? This begins a whole chain of events.

On-Street Response - Reference Number 278

I object to the proposed changes.

There is a lack of parking already

On-Street Response - Reference Number 280

I object to the proposed changes.

Why would you want to reduce the number of spaces available? Dual use is much more sensible

On-Street Response - Reference Number 282

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 283

I support the proposed changes.

It will reduce congestion and inconsiderate parking blocking bus bay and causing dangerous back up around the zebra crossing.

On-Street Response - Reference Number 284

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 285

I support the proposed changes.

Support this if the rest of the high street does not have parking fees associated

On-Street Response - Reference Number 286

I object to the proposed changes.

It's really not such a big problem and is useful to be able to park directly outside Tesco.

On-Street Response - Reference Number 289

I object to the proposed changes.

I've lived around here for 7 years the bus stop sited far too close to the zebra crossing and often causing obstruction to the crossing and causing issues with people wanting to turn right down by lovely Chinese. People park diagonally across the bay to allow more parking. I had never realised it was only a loading bay part time. The signage is not clear on that where ever that signage is. Changing the hours isn't going to change people parking there, but just again cause a rift between councils and the people who actually live here.

On-Street Response - Reference Number 290

I object to the proposed changes.

As above

On-Street Response - Reference Number 291

I support the proposed changes.

The use of parking bays outside Tesco close to the zebra crossing are far more obstructive!

On-Street Response - Reference Number 292

I object to the proposed changes.

There is no need to change the current arrangements. Removing convenient parking for shoppers for the majority of the day is a sub-optimal solution. Simply enforce the existing rules more effectively.

On-Street Response - Reference Number 293

I object to the proposed changes.

This proposal is not an alteration to the loading bay, but to its operating times. This may not stop obstructive parking - once again there should be strong enforcement action against people who park selfishly.

On-Street Response - Reference Number 294

I object to the proposed changes.

The existing restrictions are sufficient and just need to be implemented properly

On-Street Response - Reference Number 296

I object to the proposed changes.

This is a small shop it doesn't need so long for deliveries. For some people with difficulty walking due to temporary problems eg waiting for hip replacement back problems etc but not got a blue badge this proposal could affect them.

On-Street Response - Reference Number 297

I object to the proposed changes.

I rarely see cars blocked in by goods vehicles and if it does happen then it always seems to be sorted out amicably. If you do this, these bays will be empty most of the day as to the frustration of those needing to park, as goods vehicles are rare sights.

On-Street Response - Reference Number 299

I object to the proposed changes.

You'll reduce the income of local businesses by making it difficult to park. With one hand you're proposing letting people park longer than 1 hour in bays but occupying the already limited parking and taking away even more spaces which permit quick trips to the shop..

On-Street Response - Reference Number 301

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 302

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 303

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 304

I support the proposed changes.

The current arrangement is terribly dangerous - not the vehicles unloading for Tesco's who park parallel to the pavement but the vehicles which park when not reserved for unloading who reverse out onto the busy High Street and in such close proximity to the pedestrian crossing. I never park in these spaces as I think they are far too dangerous to use

On-Street Response - Reference Number 305

I object to the proposed changes.

I am writing to express my objection to the proposed changes in the loading bay policy outside Tesco in West Malling High Street. While I understand that there have been issues with obstructive parking and the misuse of the loading bay, I believe that the proposed changes may not be the most effective solution to address these problems.

As the Managing Director of several companies and a parent who values convenience, I appreciate the importance of ensuring smooth traffic flow and accessibility for both businesses and residents. However, I have reservations about the proposed changes for the following reasons:

Impact on Deliveries and Businesses:

The current loading bay operating until noon, Monday to Saturday, allows businesses to receive deliveries and make collections efficiently during the morning hours. Changing this policy may disrupt the supply chain for local businesses, including Tesco, and affect their ability to serve customers effectively.

Inconvenience for Shoppers:

While obstructive parking is undoubtedly a concern, the proposed changes might inconvenience shoppers who rely on convenient parking options when visiting local stores. This could potentially discourage customers from frequenting businesses in the area.

Enforcement Challenges:

Ensuring that the new policy is enforced effectively may present logistical challenges. It is essential to consider the resources required for monitoring and enforcing the revised loading bay regulations and whether these resources could be better utilized elsewhere.

Alternative Solutions:

Instead of changing the loading bay hours entirely, I encourage the council to explore alternative solutions to address the issue of obstructive parking. This could include increased signage and education campaigns to raise awareness among drivers about the importance of respecting loading bay regulations.

I believe that a more balanced approach that takes into account the needs of both businesses and the community is necessary. Engaging in a dialogue with local businesses and residents to find a solution that addresses the problems while minimizing disruption should be a priority.

I kindly request that the council reconsider the proposed changes and work collaboratively with the community to develop a solution that effectively addresses the issues at hand without adversely affecting local businesses and residents.

Thank you for considering my objections, and I hope that the council will make a decision that benefits the entire West Malling community.

On-Street Response - Reference Number 306

I object to the proposed changes.

Leave well alone!!!

On-Street Response - Reference Number 307

I object to the proposed changes.

Leave alone let people shop the high st easily!

On-Street Response - Reference Number 308

I object to the proposed changes.

Goods vehicles can be allowed in by Tesco's staff simply putting up their posts and swags every morning when they come to work and removing them at 12 noon or whenever. If someone is caught inside the barrier they'll soon learn the rules!

On-Street Response - Reference Number 310

(no comment supplied).

N/A I know where this is but am not a local and so have no opinion on this decision

On-Street Response - Reference Number 311

I object to the proposed changes.

I think improved (larger) signage would improve the situation to prevent abuse.

On-Street Response - Reference Number 315

I object to the proposed changes.

If implemented this will have a detrimental affect on West Malling shops. There are insufficient parking spaces any way

On-Street Response - Reference Number 316

I object to the proposed changes.

Have a more prominent sign making it clear when parking IS allowed and issue penalties in first few weeks, people will soon learn the ropes.

On-Street Response - Reference Number 320

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 322

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 323

I object to the proposed changes.

There are insufficient parking spaces in West Malling and this would reduce the number further

On-Street Response - Reference Number 326

I support the proposed changes.

Utterly pointless as it won't be enforced, can cameras be installed to issue fines?

On-Street Response - Reference Number 327

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 330

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 333

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 335

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 336

I object to the proposed changes.

You need to enforce the existing rules which are quite clear. Your proposal misses the point. If you don't enforce the existing rules, the answer isn't to change the rules. What exactly will be different in practice? It seems as if the bottom line is financial gain rather than anything useful for local residents. And of course by reducing the number of parking spots in the high street you will be driving shoppers away or pushing them to park longer term in the Fartherwell Avenue area to the annoyance of the local residents - including me.

On-Street Response - Reference Number 337

I object to the proposed changes.

See comments in 7 above

On-Street Response - Reference Number 338

I object to the proposed changes.

6.30am to 8pm seems very excessive.

On-Street Response - Reference Number 340

I support the proposed changes.

As a retired Tesco worker I have seen first hand the chaos caused by cars parked outside the store. So I fully support the proposal

On-Street Response - Reference Number 341

I object to the proposed changes.

As above

On-Street Response - Reference Number 343

I object to the proposed changes.

There are a number of senior citizens in West Malling who will find it difficult to take heavy shopping down the road to a metered car park. Tesco shoppers should have access to accessible parking to load their shopping. Parents also need to pick up their children from the school run buses.

On-Street Response - Reference Number 348

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 351

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 354

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 358

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 359

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 360

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 362

I object to the proposed changes.

This could potentially cause traffic congestion in the middle of the High Street.

On-Street Response - Reference Number 363

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 366

I object to the proposed changes.

Loading bays should be for all , not a few goods vehicles, goods vehicle should not have priority over other vehicle users , that may need to load into their vehicles, how is that fair?

On-Street Response - Reference Number 367

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 371

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 373

I object to the proposed changes.

I only use this area if I need to get heavy shopping from Tesco. It feels like you are penalising locals for the behaviour of visitors. Maybe consider allowing locals who pay for a parking permit to park there for an hour?

On-Street Response - Reference Number 374

I object to the proposed changes.

This will be a waste of time. I fail to see how will it solve the problem if the council do not enforce the current restrictions. This is obviously the case up to noon as it is stated that drivers ignore the restrictions causing obstruction. Extending the timing will make no difference to the levels of obstruction if enforcement doesn't occur as a deterrent.

On-Street Response - Reference Number 375

I object to the proposed changes.

If 6.30 until noon is enough time for deliveries currently then how would extending the times help anyone?!

It would just sit unused for an extra 8 hours a day?

Surely just more severe punishments for offenders would be better than taking away quick free parking for those who visit Tesco.

On-Street Response - Reference Number 378

I object to the proposed changes.

I agree with the problem stated with the existing arrangement but the answer is again to issue parking fines to those people who park there before noon (or whatever time is stipulated).

On-Street Response - Reference Number 380

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 386

I object to the proposed changes.

The loading bay must only be used once a day for the delivery so it is absurd it would be off limits to park for over 15 hours per day.

On-Street Response - Reference Number 388

I support the proposed changes.

Again it won't make any difference, when all the charges come about re: parking in West Malling , nobody will be shopping in Tesco. The parking charges will add to there shopping bill so people will use the big Tesco in larkfield (or just maybe you will charge for their car park as well)

On-Street Response - Reference Number 391

I object to the proposed changes.

Bad for local businesses

On-Street Response - Reference Number 392

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 395

I support the proposed changes.

The loading bay is close to the pedestrian crossing and you take your life in your hands trying to cross the road when the parked cars are reversed back on to the High Street.

On-Street Response - Reference Number 399

I object to the proposed changes.

Please find a way to enforce the current parking arrangement. I have noticed the changes to cars parking before the 12.00pm start time has massively intensified over the past couple of years. I really believe that banning the use of the space for smaller vehicles altogether will just mean the law abiding car drivers are inconvenienced and those who

On Street Parking Proposals – Annex 9.3 (WM Loading Bay redacted responses)
currently don't care but park when and where they shouldn't will have even more opportunity to do so. As parking in West Malling is at such a premium, the loss of those 5 spaces from 12.00 onwards will be a problem.

On-Street Response - Reference Number 400

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 401

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 404

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 406

I support the proposed changes.

Sensible.

On-Street Response - Reference Number 407

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 409

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 410

I object to the proposed changes.

Tesco have managed this over the years and I see no need to alter the present arrangements.

On-Street Response - Reference Number 413

I object to the proposed changes.

Reducing the parking will just encourage people to park on double yellow lines meaning more dangerous parking.

On-Street Response - Reference Number 415

I object to the proposed changes.

This will mean losing around 6 parking spaces. Many that use the loading bay as parking are only there for a short time.

On-Street Response - Reference Number 416

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 417

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 418

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 421

I object to the proposed changes.

It's a Tesco metro and needs easy parking for customers needing a few items, it's a very busy little store.

I agree parking should be after 12 noon to allow the loading bay to be used by Tesco deliveries.

On-Street Response - Reference Number 424

I object to the proposed changes.

we need the parking

On-Street Response - Reference Number 425

I object to the proposed changes.

See above answer- number 7

On-Street Response - Reference Number 426

I object to the proposed changes.

There are already not enough spaces

On-Street Response - Reference Number 428

I object to the proposed changes.

Tesco only ever had deliveries in the morning and anyone parking in there at this time have been subject to fixed penalty tickets if caught. It would be a waste to make it unloading and loading and people would still park there regardless

On-Street Response - Reference Number 430

I support the proposed changes.

Where will alternative places to park be situated - you are currently just taking parking spaces away

On-Street Response - Reference Number 431

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 432

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 435

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 437

I object to the proposed changes.

I pass through west Malling high street daily and it is nonsense that significant problems are caused here. People stopping in the bus stop causes issues!

On-Street Response - Reference Number 438

I object to the proposed changes.

I feel this would restrict visitor parking further and also, the loading bay is unsightly on the high street. I think it would be more appropriate to use the car park as a loading bay to be further out of sight so people can better appreciate the lovely high street, rather than a continuous stream of large vehicles obstructing the view.

On-Street Response - Reference Number 445

I object to the proposed changes.

Where do you expect people popping into small local shops to park. It's really not that bad to introduce this.

On-Street Response - Reference Number 446

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 447

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 448

I object to the proposed changes.

This is back to the issues of parking wardens 'policing' the issue and issuing tickets. Surely this is a better use of generating revenue. it will have a knock on effect of displaying parking to other areas.

On-Street Response - Reference Number 454

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 455

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 456

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 457

I support the proposed changes.

Although I support keeping the loading bay clear, I do not agree with this until 8pm, I do not agree with extending the 5.30pm as on street parking is currently.

On-Street Response - Reference Number 458

I support the proposed changes.

Nobody understands the current rules around the Tesco parking bay, Making them all day and consistent would improve the situation. However, there needs to be proper enforcement. Otherwise, what is the point?

On-Street Response - Reference Number 460

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 462

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 463

I object to the proposed changes.

I strongly oppose the introduction of on-street parking charges in West Malling Highstreet and Swan Street.

When driving through West Malling I will often stop when there is a parking space on the road to quickly pop into one of the small independent shops, the post office, charity shops or to grab a quick coffee. If I had to spend the time to do the meter, especially if I didn't have much time, didn't have any change on me or the app wasn't working (the 3G/4G phone signal in the Highstreet is extremely poor), I and many others would choose to go somewhere else more convenient instead. I have absolutely no doubt that the shops, cafes, restaurants and pubs will suffer

On Street Parking Proposals – Annes 9.3 (WM Loading Bay redacted responses)
significantly as a result of this and eventually we will lose another one of our highstreets, which already has numerous empty shop spaces. This is why I am strongly opposing these on-street parking charges.

On-Street Response - Reference Number 464

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 467

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 470

I support the proposed changes.

I support this but I am concerned about any reduction in parking provision. Also the congestion caused by the need to allow drivers to reverse out of the loading bay can have the benefit of forcing traffic to slow down.

On-Street Response - Reference Number 471

I support the proposed changes.

If people park here they are clowns and will get a ticket. You can see the parking wardens standing there watching them park and putting a ticket on them ! However i am not sure West Malling High Street needs a dedicated loading bay restricted to certain vehicles for the 1 delivery a day Tesco has ??? How would this be enforced more than currently ?

Obviously the main issue with getting rid of the loading bay is the Tesco lorry blocking the street during deliveries, so there needs to be a bay for it i am just not sure how this will be enforced more than it currently is and it seems a waste of space for the other 13 hours a day they dont have a delivery.

On-Street Response - Reference Number 473

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 474

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 475

I object to the proposed changes.

Completely unnecessary for how often vehicles are there.

On-Street Response - Reference Number 480

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 481

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 483

I object to the proposed changes.

West Malling lacks parking and this limits the success of its businesses. While the current setup poses minor risks, including to local bus services who have been very vocal on the subject, these proposals are disproportionate and should be abandoned.

On-Street Response - Reference Number 484

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 485

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 486

I object to the proposed changes.

The proposals are just a money-making exercise to try and get more money out of the people of West Malling as the Council is hard-up. If they go ahead they will really damage the high st which would be an awful pity just for the Council's greed. If you talk to people you do not hear at all that they want increased on-road parking charges. In fact they want lower charges for this. They are also not bothered about the Tesco loading bay parking situation and like it the way it is. Sometimes there is a small bit of congestion in the town, but I have never heard it bothers anyone at all, indeed it is normal to have some in a busy thriving town. The proposals are a very thinly veiled attempt to siphon off more money from the people of West Malling that is just not needed.

On-Street Response - Reference Number 487

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 489

I object to the proposed changes.

Seems to work ok at the moment!

On-Street Response - Reference Number 491

I object to the proposed changes.

The current system works fine. If that loading bay is designated only to Tescos they will be having deliveries at all hours of the day: havin restricted hours on that Loading Bay is a much better stratgey.

On-Street Response - Reference Number 492

(no comment supplied).

3. Parking in the 'Loading Bay' outside Tesco - A little more difficult - It is very convenient for a quick visit, and, I would say, empty of delivery vehicles for probably 70% of a week. However it is most important that it is clear when needed. Perhaps, clearer notices of delivery times could be displayed. That is something that needs further discussion with the staff at Tesco.

On-Street Response - Reference Number 495

I support the proposed changes.

This is the only proposal in the entire consultation I can agree with. The problems identified are very concerning, as it makes the pedestrian crossing dangerous, the pavement narrowed by overhanging vehicles and buses unable to utilise the bus stop properly. Your proposals don't go far enough, though. There must be a restriction that vehicles must park parallel to the pavement and not at 90 degrees. A significant number of the problems are because vehicles overhang the pavement and outside the bay, blocking the carriageway. However, the existing restrictions are often flouted so unless there is meaningful enforcement and sufficient penalties drivers will continue to abuse the situation.

On-Street Response - Reference Number 497

(no comment supplied).

Unable to comment as not local to this area.

On-Street Response - Reference Number 498

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 500

I object to the proposed changes.

Use traffic enforcement then!! Penalise the abusers!

On-Street Response - Reference Number 505

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 506

I object to the proposed changes.

Difficult for people to access a quick park up and shop. The businesses will suffer. Look at other options like clear signage and coloured street markings

On-Street Response - Reference Number 507

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 508

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 510

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 513

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 514

I object to the proposed changes.

We can see no beneficial reason for keeping this space for the exclusive use of large commercial vehicles which could appear to be for the primary use of one shop. Currently during the day it is often used by people to do short stops and suggest that the waiting time there should be restricted to 20 minutes.

The extended time suggested for exclusive use of large commercial vehicles will encourage these large commercial vehicles to arrive throughout the day often during busy periods causing congestion and inconvenience to other road users as the approach roads to West Malling are all fairly narrow. It would have a detrimental effect to all other businesses

As stated in the response to question 7 due to the road closure already in place for West Malling Farmers Market any restrictions should be suspended on the day of the road closure. The farmers market and Tescos work together on Farmers Market days so their deliveries are completed before the road closure order takes effect. Tescos are aware of the dates of the farmers market and in accordance with the road closure order businesses have been advised of the farmers market dates and signage is in place prior to the farmers market to remind people it will be taking place.

On-Street Response - Reference Number 516

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 522

I object to the proposed changes.

Maybe make it a proper parking area then people won't abuse it.

On-Street Response - Reference Number 526

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 527

I object to the proposed changes.

There should be disabled parking here.

On-Street Response - Reference Number 528

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 531

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 532

I object to the proposed changes.

The loading bay would remain empty for most of the time.

On-Street Response - Reference Number 534

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 535

I support the proposed changes.

This makes sense

On-Street Response - Reference Number 537

I object to the proposed changes.

The loading bay is very well used by people nipping into Tesco and Boots especially. I think this proposal would be difficult to enforce and would result in even more problems in the High Street with people cruising around, trying to find somewhere to park for a very short period.

On-Street Response - Reference Number 538

I object to the proposed changes.

Would it be possible to have a couple of bays for disabled access to Tescos and then restrictions on the rest of the bays?

On-Street Response - Reference Number 539

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 540

I support the proposed changes.

I support this on the basis of my response above to enable some free parking to remain appreciating the difficulties for goods vehicles to deliver.

On-Street Response - Reference Number 541

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 542

I object to the proposed changes.

Clearer signage is required to show loading times only. Again one hour free parking out of the loading time would be reasonable.

On-Street Response - Reference Number 543

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 545

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 546

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 547

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 548

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 550

I object to the proposed changes.

The focus should be on stopping the people who cause the problem and park illegally. Not on punishing everyone who uses it. I often use this bay after 12 to dash into the chemist or to grab something from a local shop.

On-Street Response - Reference Number 551

I object to the proposed changes.

It should be possible to restrict cars parking in this area while deliveries are being made. It seems an overreaction to ban cars from parking in the loading bay in order to accommodate a comparatively small amount of time spent with deliveries. However, there does need to be a larger gap between the loading bay and the crossing.

On-Street Response - Reference Number 552

I object to the proposed changes.

The loading bay is not used during the day so suggest it's relocated if that's the need. People usually park there for very short periods of time which support the economy of the village

On-Street Response - Reference Number 553

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 554

I support the proposed changes.

Whilst the extra spaces are useful for popping to Tesco the potential danger of reversing out of these space into a narrow part of the road and by a pedestrian crossing outweigh the amenity. Also the bus stop is right next to it - so it can become quite dangerous. My Mother was nearly hit by a car not looking the other day in exactly this spot! It's an accident waiting to happen. But I think it will require some kind of chain/physical block to dissuade cars from still parking there.

On-Street Response - Reference Number 556

I support the proposed changes.

Private car drivers in the parking bay inhibit not only access for deliveries but cause confusion and congestion for traffic coming from West Street into the High Street and also exiting High Street into West Street. This can cause chaos and danger at the pedestrian crossing.

On-Street Response - Reference Number 558

I object to the proposed changes.

As above - not enough parking spaces available for demand in the high street

On-Street Response - Reference Number 565

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 568

I object to the proposed changes.

On Street Parking Proposals – Annes 9.3 (WM Loading Bay redacted responses)
the cards parked outside Tesco rarely obstruct traffic and I can't see how stopping parking in this area in away way prevents people from parking across the bus stop. the two areas although close together aren't linked! parking outside Tesco, I would assume is great for Tesco's as people pop in to stop there as they can park easily. Unless Tesco are complaining I can't see why you would wish to change the current situation.

On-Street Response - Reference Number 569

I object to the proposed changes.

As you mention people chose to ignore, so they will also ignore if you extend these hours. I understand this needs to be clear for deliveries in which it was extended past lunchtime but if this area is not being used then I think it should be allowed for parking. Put a keep clear on the parking space closest to the bus stop to stop people from parking there - this will allow extra space for the bus.

Also on a Sunday, if the loading bay isn't used then this should be allowed all day.

Make it easier for parking and stop restricting so much!

On-Street Response - Reference Number 570

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 571

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 572

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 575

I object to the proposed changes.

What's the point? The tesco lorry only comes once a morning. Vans park wherever they want anyway and you do nothing about it.

Please let us leave TMBC when West Malling leaves the parliamentary constituency of Tonbridge and Malling. You only care about Tonbridge.

On-Street Response - Reference Number 576

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 577

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 578

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 579

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 580

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 581

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 582

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 584

I object to the proposed changes.

The same arguments apply as to the above. Reducing the amount of free parking on the high street in West Malling will have a detrimental effect on the twin and businesses.

Policing the current parking regulations effectively would negate the reasons given to make these changes.

On-Street Response - Reference Number 585

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 586

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 587

I object to the proposed changes.

Maybe 6.30 until 2pm but can't say I have seen deliveries unloaded much after then.

On-Street Response - Reference Number 588

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 589

I object to the proposed changes.

I have lived in the town for over four years and have rarely, if ever, seen a problem.

On-Street Response - Reference Number 591

I object to the proposed changes.

The loading bay is only used by Tesco at certain times of the day. The bays are used frequently for quick stops. NO NEED to change this arrangement

On-Street Response - Reference Number 592

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 593

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 595

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 597

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 598

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 599

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 601

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 603

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 607

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 610

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 611

I object to the proposed changes.

The council should ensure that they police the loading bays and follow up with the appropriate penalties. If people are getting away with breaking the rules currently, then efforts should be concentrated on enforcing the current regulations and not extending them.

On-Street Response - Reference Number 612

I support the proposed changes.

Does cause significant problems with people waiting and reversing into the street and has a safety impact on the zebra crossing for pedestrians

On-Street Response - Reference Number 613

I support the proposed changes.

Better enforcement would have prevented the problems here

On-Street Response - Reference Number 615

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 618

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 619

I object to the proposed changes.

Keep it as it is

On-Street Response - Reference Number 620

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 621

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 624

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 627

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 628

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 629

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 630

I object to the proposed changes.

Keep it as it is. No parking until 12pm.

On-Street Response - Reference Number 631

I object to the proposed changes.

As above

On-Street Response - Reference Number 632

I object to the proposed changes.

Failure to properly patrol and enforce the existing regulations is no reason to penalise legitimate use at times when it is permitted. That area is much used in the afternoons by persons collecting prescriptions from Boots.

On-Street Response - Reference Number 633

I support the proposed changes.

Careless parking affects pedestrian flow in front of Tesco as the footway is not wide enough and cars overhang the footway.

On-Street Response - Reference Number 634

I object to the proposed changes.

The loading bay provides several car park spaces. I have rarely seen issues with lorries delivering as the High St is particularly wide at this point. The loss of these car parking spaces will be detrimental to the town and have a significant negative impact upon the local businesses.

On-Street Response - Reference Number 635

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 636

I object to the proposed changes.

Signs for no parking before midday NEED to be bigger and more visible to drivers. I have made the mistake of popping in one morning for 5 mins with my son before school for 1 item and as I came out the parking wardens informed me it was no parking till after midday - I totally hadn't realised and hadn't seen the sign which was pointed out to me at the time and quite high on the pole. Perhaps others are making the same mistake? As a frequent user of those spaces cars that use those spaces are not there all day there is often cars are in and out. More often than not there are cones there which helps act as a big visual prompt to drivers I assume from tescos. Is it actually needed for loading for all those hours as it will then be an unused usable space!?. These spaces are perfect to be able to pop to use the ATM or into tesco for a loaf of bread or drink or tin of soup. It could be kept as a loading bay till midday with more improved visible signs. I suspect some people will likely park there during loading times or not so there will still be a need to 'police' the parking with wardens?

On-Street Response - Reference Number 637

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 638

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 639

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 640

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 641

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 642

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 643

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 646

I object to the proposed changes.

Again, it is convenient for elderly, disabled and those with small children to make a quick trip to the supermarket. It's rare anyone parks there longer than an hour at most. Never witness any problems with people parking there and I am in West Malling High Street daily.

On-Street Response - Reference Number 647

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 648

I object to the proposed changes.

I personally don't think this bay should be used for parking at all. Its dangerous, cars reverse out and there have been many near misses with cars turning right into West Street.

On-Street Response - Reference Number 651

I object to the proposed changes.

At the moment, after the restrictions end at noon, the loading bay provides parking space for 5-6 cars. If this proposal was put into place it would significantly reduce parking capacity on the high street, which is already at a premium and therefore discourage people from stopping to visit the local shops and cafes. The opportunity to park directly outside Tesco also encourages passing trade, which, as I have stated above, is vital for the success of local businesses. If these new restrictions are put in place, they would need to be enforced by traffic wardens in order to be effective. Since this is the case why not simply enforce the current restrictions more robustly, that way Tesco will still be able to receive deliveries, and parking will still be available for shoppers in the afternoons.

On-Street Response - Reference Number 652

I object to the proposed changes.

I don't think this will be effective. Just place an obstruction like cones or something there during loading bay times to ensure cars don't park there at those times and this problem will disappear.

On-Street Response - Reference Number 653

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 654

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 655

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 656

I support the proposed changes.

I support this alongside the retention of a minimum 1 hour free parking with charges only applicable thereafter as set out in my previous comments. This would maintain an offer that would not put people off coming to the High Street.

On-Street Response - Reference Number 659

I object to the proposed changes.

See no reason to change this provide more enforcement of regulations

On-Street Response - Reference Number 660

I object to the proposed changes.

Again what exactly are these plans looking to achieve other than the appearance of a money making scheme with no benefit to the village. These are simply restricting already limited parking within the village. This will only serve to put people off visiting local businesses so they sadly will suffer. With these restrictions, This bay will be empty most of the day as deliveries are not that frequent. A waste of prime village o space.

On-Street Response - Reference Number 661

I object to the proposed changes.

Parking is hard in the high street at the best of times for us school run mums and dads I think its the wrong idea to charge. The sarounding areas will be affected.

On-Street Response - Reference Number 662

I object to the proposed changes.

Need the space to park to help elderly and disabled people

On-Street Response - Reference Number 663

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 664

I object to the proposed changes.

No parking before 12 noon is more than acceptable. The High Street is very wide in the Tesco area and can accommodate white van parking. Larger Tesco lorries deliver early morning and or the area is coned off as the lay-by is required. However if these restrictions go ahead Tesco and other retailers will not require as many deliveries due to less clients

On-Street Response - Reference Number 666

I object to the proposed changes.

I object to to losing another 7 car parking in the High Street.

On-Street Response - Reference Number 667

I object to the proposed changes.

We are losing more car parking .

On-Street Response - Reference Number 668

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 669

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 670

I object to the proposed changes.

Are there deliveries from 6:30am to 8:00pm everyday? That is insane for a tiny village considering the amount of shops. Tell Tesco to get better organised at their delivery schedule - assuming their stock is coming locally anyway. Blocking vital parking spaces for a billion £ company that can't get there schedules in order seems crazy.

On-Street Response - Reference Number 671

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 672

I object to the proposed changes.

Due to the limited disabled bays in the area, this will cause more disruption removing the loading bay. It will also cause issues to the top of swan street as this seems to currently be a spot that disabled drivers park causing issues for larger vehicles going up or down swan street.

On-Street Response - Reference Number 674

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 675

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 676

I support the proposed changes.

The current parking outside Tesco is dangerous and an accident waiting to happen.

On-Street Response - Reference Number 678

I object to the proposed changes.

Parking is limited in the town and this proposal reduces the spaces available

On-Street Response - Reference Number 679

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 681

I object to the proposed changes.

It's not a problem

On-Street Response - Reference Number 685

I object to the proposed changes.

My grandparents are elderly and need these bays to get there food shopping. My nan has cancer and she waits in the car while my grandad runs in. Without these space you would make life more strained on the elderly that rely on door to door access. If you want to make a change, make more parents and disabled parking in this Bay Area when out of use of loading.

On-Street Response - Reference Number 689

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 693

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 694

I object to the proposed changes.

I expect those same drivers will ignore any changes you make anyway.

On-Street Response - Reference Number 695

I object to the proposed changes.

This would ruin out high street with already struggling local businesses

On-Street Response - Reference Number 696

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 697

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 700

I object to the proposed changes.

This is completely unnecessary. This is a flexible parking space that works. Again, it will push more people visiting the town to park in my resident parking.

On-Street Response - Reference Number 703

I object to the proposed changes.

Why ruin this flexible parking space which allows shoppers to pop in to Tesco and other shops and grab something. The space currently works and takes pressure off other parking areas so why change it and increase the pressure on already limited parking?

Again, if the parking enforcement staff were actually deployed more often you would achieve your goal of making money, by ticketing people who park illegally rather than killing off the passing trade in the town by creating an unnecessary permanent loading bay.

On-Street Response - Reference Number 704

I object to the proposed changes.

I agree improvements are required but only 6 days of the week excluding Sundays and Bank Holidays as deliveries do not occur on these days and it will free up the bays for visitors on those days when it is not used.

On-Street Response - Reference Number 705

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 709

I object to the proposed changes.

A great place to stop to run in to grab a pint - everywhere else is going to be chargeable as it is!!!

On-Street Response - Reference Number 711

I object to the proposed changes.

I do not know if the loading bay is for use solely by Tesco? Or do other businesses in the area have access? If the hours are going to be extended by such an amount (until 8 p.m?) will/can other businesses have access to this space to load and unload their vans without risking being fined.

On-Street Response - Reference Number 714

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 719

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 724

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 725

I object to the proposed changes.

There is already limited parking during busy periods of the day.

On-Street Response - Reference Number 726

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 728

I object to the proposed changes.

In 17 years I can count on one hand the number of times there has ever been a problem in this loading bay . There is already limited parking spaces in west Malling . Taking away this extra parking at the end of the day is ridiculous especially when all the new housing estates are being built all around West Malling

On-Street Response - Reference Number 729

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 730

I object to the proposed changes.

I am a pensioner and park in the loading bay spaces regularly to shop in the High Street, I cannot afford to now pay parking charges so would not shop in West Malling anymore if charges are introduced.

On-Street Response - Reference Number 731

I object to the proposed changes.

This reduces the parking dramatically already. I object as this will destroy the life of west Malling. There are many local businesses that run out of west Malling, you place the parking charges in - means less people who come to west Malling. Surely we should be increasing the people supporting local businesses, not reducing.

I am very involved in the life of the church and within the week, we have many things going on, putting these parking charges means it's more stressful for people to attend the church events/services and therefore will not happen. This includes funerals...on an already very sad day, you're increasing the pressures and strains on them.

On-Street Response - Reference Number 733

I object to the proposed changes.

This will be inconvenient to shoppers.

On-Street Response - Reference Number 734

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 735

I object to the proposed changes.

At the moment Tesco already make local businesses feel as if this is their loading bay so it is difficult for other local business who do not have rear access to use.

People frequently use this parking for popping to the chemist or to get their shopping.

Perhaps a traffic warden should be introduced to be proactive rather than looking to give everyone a ticket - it is unfortunate that the crossing is directly by this parking area and on the turning from West Street - this causes a lot of issues, along with a vast number of drivers that speed through West Malling rather than abide by the 20 miles per hour restriction.

On-Street Response - Reference Number 736

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 737

I object to the proposed changes.

Leave current loading time up until 12 noon but introduce a parking charge which could be wholly or partly refunded at Tesco upon purchasing items. Many other supermarkets do this particularly in Tonbridge. Tesco could see a customer reduction which could affect the long-term viability of the store. Closure of Tesco would be an enormous loss to West Malling.

On-Street Response - Reference Number 742

I support the proposed changes.

Allowing people to park in the loading bay at some times and not others is confusing. People often cause a hazard on the High Street by hanging around for a space in the loading bay, and by backing out of the bay into busy traffic. This parking should not be allowed at any time.

On-Street Response - Reference Number 744

I object to the proposed changes.

I think 6.30 am until noon is sufficient time for heavy goods vehicles to unload. They should not be allowed to unload after noon.

On-Street Response - Reference Number 748

I object to the proposed changes.

Loading Bays should allow all goods vehicles, not just those over 3.5t. This is not a private loading bay for Tesco's lorries

On-Street Response - Reference Number 752

I object to the proposed changes.

A lot of elderly people use these spaces to pop in to Tesco without having to cross the road or use the pedestrian which is dangerous as there is poor visibility round the corner from West Street which causes near misses especially for slower elderly people crossing. They do not stay long so free parking works well for them. Those who transgress the parking rules there should be fined more strictly to stop people parking for longer than allowed.

On-Street Response - Reference Number 753

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 754

I object to the proposed changes.

There isn't enough parking as it is ! Why should Tesco have free parking for their vehicles all day!

On-Street Response - Reference Number 755

I object to the proposed changes.

No one drives van . Most loading happens in cars

On-Street Response - Reference Number 761

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 762

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 763

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 767

I object to the proposed changes.

Lorries mainly deliver in the morning so not needed later in day!!

On-Street Response - Reference Number 768

I object to the proposed changes.

Unless deliveries are received later than midday, there is no point in changing the times - you just need to advertise the times of operation better.

On-Street Response - Reference Number 769

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 770

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 771

(no comment supplied).

See above

On-Street Response - Reference Number 772

I object to the proposed changes.

I agree that problems can be caused when cars are left parked overnight in the loading bay. But this is already clearly against the current rules and needs to be better enforced. The current spaces in the loading bay outside Tesco work well in the afternoon and evenings and are handy for people, including those with reduced mobility, who want to pop into Tesco

On-Street Response - Reference Number 778

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 779

I object to the proposed changes.

All the other shops in west malling are able to function without this bay. It is fine as lorries always unload before 12 - if there is an issue with illegal parking in the bay employ more traffic wardens

On-Street Response - Reference Number 780

I object to the proposed changes.

Doesn't make sense. Enforce the current times by ticketing the motorists who flaunt the current rules. Employ more parking wardens, you would make enough to more than cover their salaries,

also ticket the many people, especially in the evenings who park on double yellow lines.

On-Street Response - Reference Number 782

I object to the proposed changes.

again, the bays should be monitored by traffic wardens and offenders fined.

On-Street Response - Reference Number 784

I object to the proposed changes.

- 1) Current arrangements seem to work.
- 2) Tesco make clear when goods are arriving.
- 3) Deliveries should primarily be made early in the day anyway.
- 4) The additional parking is very helpful for Tesco shoppers.
- 5) Again, this should be free for an hour.

On-Street Response - Reference Number 787

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 789

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 793

I object to the proposed changes.

Good luck with that. Again, the case for changing the hours is overstated. I concede that many people park in the bays before midday, but they are swiftly moved along by the Traffic wardens when they are in attendance. The major complaint seems to be that the signage is too small and once the TW's point it out, the offenders take it in good spirit. I can safely state this, as our shop window is virtually opposite. Again, it's a case of enforcement of the current rules.

There can be no gain extending the loading bay hours: the majority of Tesco's deliveries occur in the early hours/mid morning, so who exactly will gain, the chemist?

Commercially, Tesco's can't be in favour, the current regulations do not deter some people from parking there, so unless there is a full time warden in attendance, how will no parking be enforced?

Over and above the practical considerations, the majority of people parking after midday in the bay visit Tesco's on an in and out basis. If that benefit is removed, Tesco's are sure to suffer financially and given they are a cornerstone of the High Street, if they have a ten percent drop in footfall due to the new restrictions, how long before they decide that the store is no longer viable?

It just goes back to improving awareness of the current restrictions and better enforcement.

On-Street Response - Reference Number 795

I object to the proposed changes.

There are lots of local businesses on the high street with no rear assess that need to load and unload, but do not have 3.5 tonne vehicles. This will end up with more double parking on the high street and cause chaos.

On-Street Response - Reference Number 796

I object to the proposed changes.

Again, your solution isn't really dealing with the problem you are stating. Why not get CCTV, and photograph and prosecute the people parking there when they shouldn't?

On-Street Response - Reference Number 797

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 798

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 799

I object to the proposed changes.

If someone parks badly/obstructs the bus stop etc give them a ticket but don't penalise everyone else. Local residents and visitors often pop into the village for shopping at Tescos which takes 15 - 20 mins. Having to pay for parking will mean that business will be effected.

On-Street Response - Reference Number 800

I object to the proposed changes.

We as the customer use this area for parking. It is convenient popping into the shops for a short period of time .

On-Street Response - Reference Number 802

I object to the proposed changes.

I cannot see that this proposal would be of any benefit. I assume that Tesco and other traders that want to make use of the area outside Tesco for loading arrange for deliveries to take place before 12 noon.If only goods vehicles were allowed to use the area it would be unoccupied for most of the day and parking spaces would be lost.

On-Street Response - Reference Number 804

I object to the proposed changes.

With regard to the Tesco layby, many cars park there illegally and again enforcement is the answer. How will altering the illegal hours make any difference. It will, however, further reduce parking availability. Have you considered the installation of a camera to catch the offenders?

On-Street Response - Reference Number 1

I object to the proposed changes.

We pay more than enough to park in our own road, why do you need to increase the charge? You used to give free visitors permits, but no longer and still the price went up. You give no reason other than provision of services, what services do you mean? With the cost of living crisis, I think you will be pricing people out of being able to park near their home.

On-Street Response - Reference Number 2

I object to the proposed changes.

There is a cost of living crisis. We need to support our shops and high streets. People are out off going to the shops due to the high cost of parking. It is much cheaper to order items online and the look and appeal of the town suffers as a result. This is not in the best interest of the town.

On-Street Response - Reference Number 4

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 5

I object to the proposed changes.

Permit prices continually go up but we do not see any improvement or benefit for the additional fees

On-Street Response - Reference Number 6

I object to the proposed changes.

It's already expensive. Or if you do increase costs, give residents more free visitor permits per year, because otherwise the residents will suffer having to pay out more money.

On-Street Response - Reference Number 7

I object to the proposed changes.

Any increase at the moment isn't wanted due to the cost of living

On-Street Response - Reference Number 13

I support the proposed changes.

Again so long as the use of on street parking charges are equitable across whole borough and not penalising Tonbridge.

On-Street Response - Reference Number 18

I object to the proposed changes.

Again I think this will have a negative impact on the local shops and the amount of trade that visits them.

On-Street Response - Reference Number 24

I object to the proposed changes.

The charges are already very high for a small market town. If you increase the charges further you are merely making West Malling a less attractive place to visit. People coming into the town and spending money is essential for the local independent businesses, if these businesses cannot thrive then they will shut and all that will be left are chain/franchise and empty retail spaces which will make West Malling lose its character and rich history in being a thriving market town.

Unless this is the long term plan to discourage people from visiting the town, the car parks therefore not being used as much and then applications for the high street car park to be built upon.

Stop trying to make our town less attractive to visit!

On-Street Response - Reference Number 34

I object to the proposed changes.

You have already raised this twice in the 2 years, and as I resident I would expect you to allocate greater parking before increasing charges. I would be paying an increased fee, and still have nowhere to park.

On-Street Response - Reference Number 37

I object to the proposed changes.

Parking should be charged per minute on an app as I have seen in many other countries..... click when you start parking and click to stop. It is simply unfair to park for 80 minutes and have to pay for 2 hours and encourages people to "try and get away with it".

On-Street Response - Reference Number 41

I object to the proposed changes.

We had a significant increase to residential parking permits last year. I object to another increase to 1st, 2nd, 3rd 4th and visitor voucher payment increases.

On-Street Response - Reference Number 42

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 45

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 47

I object to the proposed changes.

There is a cost of living crisis. Please don't increase prices. Keep parking cost low to attract visitors to Tonbridge and for locals. If you do do this you'll kill the town centres and more shops will close. We need to continue to make our Borough as appealing as possible to visitors from places like Tunbridge Wells.

On-Street Response - Reference Number 53

I object to the proposed changes.

Enough already

On-Street Response - Reference Number 54

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 57

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 61

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 65

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 68

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 70

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 72

I object to the proposed changes.

I, and hundreds of others will simply not be able to use West Malling High Street as quickly and as easily as so many of us do now. Businesses will lose so much business from this appalling suggestion. This thriving market town will not thrive after this introduction of parking charges.

On-Street Response - Reference Number 74

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 75

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 76

I object to the proposed changes.

I object to the principle of paying for a parking space on a street that my road fund licence already pays for.

On-Street Response - Reference Number 77

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 78

I object to the proposed changes.

As per my answer above

On-Street Response - Reference Number 79

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 80

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 82

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 83

I support the proposed changes.

Make them pay!! Make them all pay!! I've very seldom seen the loading bay actually used as such. It's usually occupied by "Chelsea tractors" and other such cars, or vape-puffing, weed smoking occupants waiting to finish their spliff before entering Tesco for their munchie-driven shop...

On-Street Response - Reference Number 85

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 89

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 93

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 95

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 98

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 100

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 102

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 104

I object to the proposed changes.

Already expensive enough. Especially as most of the time it's for short trips and the space is available within the lowest amount possible

On-Street Response - Reference Number 105

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 106

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 107

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 109

I object to the proposed changes.

Evidence from boroughs in which charges have been raised or that have high parking charges for some time shows that business is reduced by them, leading people to use out of town shopping centres, and resulting in an increase in the closure of local high street businesses, particularly small independents. It makes no positive contribution, such as

On Street Parking Proposals – Annex 9.4 (Parking Charges redacted responses)
turnover, as many people will simply not go to places where the cost of parking makes such a substantial, and increasing, difference to the cost of their shopping or leisure that they are rendered non-viable.

Most local authorities are strapped for cash and desperately trying to recoup losses made during over a year, and in some cases almost two, of limited usage of such services or no usage at all. However, local independent businesses have suffered the same or worse, and residents are already struggling with the current economic situation and the already introduced rises in the cost of local authority services. It is not the responsibility of local residents and business owners to subsidise the results of financial mismanagement by local governments and ill-advised decisions by central government.

On-Street Response - Reference Number 110

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 112

I object to the proposed changes.

The public already pay enough taxes without paying for parking, we need thriving town shopping centres, bringing money to local businesses,

On-Street Response - Reference Number 113

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 116

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 119

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 121

I object to the proposed changes.

This is not acceptable in the current climate - again it is just another way to screw motorists. This is absolutely unwelcome for the retention of small shops who already pay exorbitant business rates for very little service. If the council managed funds effectively they would not need to alienate potential shoppers. We will just go elsewhere.

On-Street Response - Reference Number 123

I object to the proposed changes.

I think increasing parking charges will take away customers from businesses in a time where cost of living is already high enough.

On-Street Response - Reference Number 124

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 126

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 127

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 133

I object to the proposed changes.

Again brainless thinking at a time when everyone is struggling. Will only make small towns suffer and people will go to big centres where parking is free. It is a cop out for the council struggling to manage their accounts.

On-Street Response - Reference Number 135

I object to the proposed changes.

During a real squeeze on costs meaning we all have less in our pockets surely it isn't wise to be putting up parking tariffs. This will only do more to isolate those who cannot afford to pay and deny them access to the high streets

On-Street Response - Reference Number 139

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 141

I support the proposed changes.

Payment must be possible by cash at all locations.

On-Street Response - Reference Number 143

I object to the proposed changes.

There needs to be some low-cost, short-term parking or the town centre will die.

On-Street Response - Reference Number 147

I object to the proposed changes.

You will kill the high street if you do this!

I urge you to leave the high street as it is. Shop owners and local residents have lobbied you, you need to listen!

On-Street Response - Reference Number 148

I object to the proposed changes.

Town is already getting a kicking because of parking people just go to bluewater and shop

On-Street Response - Reference Number 150

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 151

I object to the proposed changes.

As above: It will hamper businesses by people NOT coming into West Malling if they have to pay.

In addition, and to raise the money you require, have more wardens, including early evenings, where they will catch many people and you will have more money that way!

Please do not penalise businesses and what it a charming village/small town with independent shops - you should be supporting this rather than penalising it. Just look at other towns that have had their high streets decimated over the years as the online giants take more and more share of businesses. Please do not go down this shortsighted route.

Thank you,

On-Street Response - Reference Number 152

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 161

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 162

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 164

I object to the proposed changes.

This is coming when everyone is having a cost of living problem, although you believe that the people of West Malling area are wealthy there are more people who are not and are struggling. you are now adding to this by increasing the charges in the village.

On-Street Response - Reference Number 170

I object to the proposed changes.

I frequently visit my family and friends in Tonbridge as this is where I was raised and having to pay for parking in evening and Sundays would mean I wouldn't visit as much

On-Street Response - Reference Number 175

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 180

I object to the proposed changes.

I know being so close to the station gives parking problems to the locals but if you brought the parking permits down to say £10 per year just for locals who provide proof of address in west Malling it would make life easier.

On-Street Response - Reference Number 184

I object to the proposed changes.

TMBC is not analysing the root cause of the issues raised. There is clearly high demand for parking in town centres. This is good for business & a thriving community.

However, the council is not properly analysing the problem. The logic seems to be to raise barriers (& council revenue) instead of providing a better service for the public.

Knee-jerk responses such as those proposed are short sighted and inadequate.

On-Street Response - Reference Number 186

I object to the proposed changes.

A small increase in council tax would be a easier option than the cost of setup and maintaining all the new pay and display meters and wardens required.

On-Street Response - Reference Number 187

I object to the proposed changes.

A small increase in council tax would be more beneficial than the huge long term upset of paying over inflated car parking charges

On-Street Response - Reference Number 189

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 195

I object to the proposed changes.

I believe the council view increased parking charges as a cash cow. It may bring more revenue for the council but damage local business and force more people waay from the use of the high street. Across the country high street shopping is diminishing in favour of retail parks parking charges contribute to the demise of the high street use. I feel so sorry for the small business who are goig to be the biggest losers and will undoubtedly lead to more vacant shops.

On-Street Response - Reference Number 200

I object to the proposed changes.

Contrary to what you say this will make quick stops to visit a shop less likely, reducing trade in the local economy. Abuse of existing restrictions should be dealt with by better enforcement. Wardens have been most infrequent until the last couple of weeks.

On-Street Response - Reference Number 202

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 210

I object to the proposed changes.

Let's not make local businesses suffer reduction in trade because of raised parking charges.

On-Street Response - Reference Number 211

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 213

I object to the proposed changes.

Parking charges are expensive enough as they are without increasing them further

On-Street Response - Reference Number 218

I object to the proposed changes.

The town will become a ghost town ...

On-Street Response - Reference Number 219

I object to the proposed changes.

Revenue revenue revenue. Where does it end? Do you not charge enough in council tax which should cover permits for locals? Again I would support if local residents are exempt otherwise it will be an additional expense and inconvenience for already cash strapped residents.

On-Street Response - Reference Number 221

I object to the proposed changes.

TMBC residents should be allowed 30min free parking (on & off street) in all areas, to encourage us to support our local shops & amenities. This has been transformational in other areas that have this policy (eg some London boroughs), leading to much better used local shops & businesses. Not only does it encourage more/better shops to open, but it also discourages parking abuses.

More retail & other community activity in local areas is also financially beneficial to Councils: it discourages anti-social behaviour as well as the more obvious advantage of increased business rates revenue.

If TMBC residents can access very short-term parking for free, they are less likely to park where they shouldn't. This also makes life easier for businesses (eg less abuse of loading bays) & other residents (less abuse of residential parking).

On-Street Response - Reference Number 222

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 223

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 224

I object to the proposed changes.

As above

On-Street Response - Reference Number 225

I object to the proposed changes.

I was expecting to find reference to parking charges in Martin Square on this website as directed by Trudy Dean. How can I make any comments re this proposal?

On-Street Response - Reference Number 228

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 230

I object to the proposed changes.

Most people who come to Westmallings thrive on the fact that you don't have to pay for parking under a certain time and are able to get what they need done in that time and bring money to the village supporting the local business.

On-Street Response - Reference Number 231

I object to the proposed changes.

Money is tight and you want to charge more! Disgraceful!

On-Street Response - Reference Number 232

I object to the proposed changes.

Yet again, hitting the motorist as an easy target. How about paying your chief executive less?

On-Street Response - Reference Number 233

I object to the proposed changes.

Money is tight for everyone. People are currently continuing to support local businesses but raising parking fees will change people's shopping habits and we will see the small businesses collapse.

On-Street Response - Reference Number 236

I object to the proposed changes.

West Mallings is a popular and busy town. This is not only because of the town's character and selection of interesting local businesses and eateries but because charges are currently at a reasonable rate or, in the case of the on-street

On Street Parking Proposals – Annex 9.4 (Parking Charges redacted responses)
parking bays, at no charge. Increasing charges and reducing the turnaround/availability of parking bays by extending time limits can only result in reduced custom for businesses.

On-Street Response - Reference Number 238

I object to the proposed changes.

It will put people off shopping locally including myself. West Malling currently has a thriving shopping community and healthy atmosphere- if parking charges are applied it will destroy the High street. Businesses will close. It is not the right move for the High street or council.

On-Street Response - Reference Number 239

I object to the proposed changes.

Parking is already expensive enough, I visit Tonbridge three times a week at present but would reduce this if parking charges were increased. If they are to be increased, please consider adding some parent and child parking bays in Tonbridge as parking is hard enough without having to juggle a pram and space to get children in and out of the car.

On-Street Response - Reference Number 242

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 243

I object to the proposed changes.

As above

On-Street Response - Reference Number 246

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 247

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 248

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 252

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 254

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 257

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 258

I object to the proposed changes.

If YOU want empty shops in west mailing & then less shops paying council tax, please go-ahead.

then Your employment in the council will cease as less money will be paid to you

On-Street Response - Reference Number 259

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 262

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 263

I support the proposed changes.

As this is a busy high street and shopping area, all parking should be treated equally and charged equally.

On-Street Response - Reference Number 264

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 265

I object to the proposed changes.

It's a cost of living crisis!

On-Street Response - Reference Number 266

I object to the proposed changes.

There should be NO CHARGES in areas where a car is an essential means of transport

On-Street Response - Reference Number 268

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 270

I object to the proposed changes.

Any increase in charges at this time can be a strain, and may result in a drop in footfall, and commerce.

On-Street Response - Reference Number 273

I object to the proposed changes.

This is clearly just a revenue raising initiative with no social or economic purpose beyond bailing out incompetent councillors who can't manage their funds properly. Take a hike.

On-Street Response - Reference Number 274

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 276

I object to the proposed changes.

I use West Malling High Street for my local shop. Seriously if you introduce increased parking fees this will put me off visiting these shops. In a time when the retail industry needs all the support it can get, this would be a very foolish move. Eventually with a drop in trade - the shops in West Malling will close resulting in a loss of employment, and business rates for the local authority! Don't make these changes.

On-Street Response - Reference Number 277

I object to the proposed changes.

It is already too much. Please don't put it up. People are struggling.

On-Street Response - Reference Number 278

I object to the proposed changes.

Who can afford to pay more?

On-Street Response - Reference Number 283

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 284

I object to the proposed changes.

Best way to kill small local shopping areas.

On-Street Response - Reference Number 285

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 286

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 287

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 289

I object to the proposed changes.

Were in a struggling climate already as a single mum I'm struggling more than most and small changes like this effect me massively. Please can councils and gov for once try and help the people they're here to 'serve'

On-Street Response - Reference Number 290

I object to the proposed changes.

As above

On-Street Response - Reference Number 291

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 293

I object to the proposed changes.

We need to see more enforcement of the existing rules before the law abiding citizens have to pay more to park. On a broadly related topic, that perhaps should have gone elsewhere, there seems to be a creeping introduction of cash-less parking meters and a mandatory use of parking apps. This is a terrible idea - why should people be bullied into signing up for an app that they do not want. It surely also discriminates against those that do not even have a smart phone. Paying with a credit card instead of cash is just about acceptable - but not a wretched app.

On-Street Response - Reference Number 294

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 296

I object to the proposed changes.

The current charges have already put me off I now go to Hempstead Valley more often as parking is free.

On-Street Response - Reference Number 297

I object to the proposed changes.

You need to show us the accounts. The only significant cost involved must be maintaining the ticket machines. It would be interesting to know what profit is made. If none, then why not remove them

On-Street Response - Reference Number 298

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 299

I object to the proposed changes.

Absolute greed! The spaces are tiny, the road is appalling and you want to increase the charges. An increase will encourage me to Bluewater as it won't be worth travelling into the town to utilise the shops.

On-Street Response - Reference Number 301

I support the proposed changes.

Parking enforcement needs to be much more present in West Malling to justify further increases.

On-Street Response - Reference Number 302

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 303

I object to the proposed changes.

I only object because of my answer to question 7. If you came up with a series of charges that included two hours free parking followed by higher charges for longer stays, I would wholeheartedly support the proposals.

On-Street Response - Reference Number 304

I object to the proposed changes.

As noted above it is not so much the cost of the parking but the fact that there should be at least 1 hour's free parking on both the High Street, Swan Street and in the car park. The High Street and Swan Street should remain at 1 hour maximum to encourage turn around of vehicles and the car park can facilitate longer stays.

On-Street Response - Reference Number 305

I object to the proposed changes.

I am writing to express my strong objection to the proposed increase in on-street parking charges as part of the Borough Council's review of fees and charges for its services. As the Managing Director of several companies, I believe that this decision would place an unfair burden on residents, visitors, and local businesses.

While I understand that the council may face financial challenges and the need to cover the increasing costs of service provision, I believe that raising on-street parking charges is not the appropriate solution. Here are my objections to this proposal:

Impact on Local Businesses:

Increasing on-street parking charges can deter customers from visiting local businesses. In my experience as a business owner, I know that any measure that reduces foot traffic can have a detrimental effect on the success of businesses in the area.

Financial Strain on Residents:

Many residents rely on on-street parking for their daily commute or for visiting local shops and services. An increase in parking charges would place an additional financial burden on residents who are already facing rising living costs.

Negative Economic Consequences:

Higher parking charges can discourage tourism and hinder the local economy's growth. London is a vibrant city, and it's essential to maintain an environment that is welcoming to both residents and visitors.

Lack of Consideration for Alternatives:

Before increasing parking charges, I believe the council should explore other avenues to cover the increasing costs of services. This could include improving efficiency in service provision, exploring cost-saving measures, or seeking alternative sources of revenue.

I strongly urge the council to reconsider this proposal and seek a more balanced approach that does not negatively impact local businesses and residents. It is crucial to engage in open and transparent discussions with the community to find solutions that work for everyone.

I appreciate your attention to this matter and trust that you will consider the concerns raised by the residents and business owners in London. Your decision will have a significant impact on the city's livability and economic well-being.

On-Street Response - Reference Number 306

I object to the proposed changes.

Cost of living crisis stop!

On-Street Response - Reference Number 307

I object to the proposed changes.

Cost of living crisis!

On-Street Response - Reference Number 308

I object to the proposed changes.

Bad for West Malling businesses. Whatever you do don't arbitrarily introduce mobile-app meters please !

On-Street Response - Reference Number 310

I object to the proposed changes.

As previously stated, the creeping increases just keep me away these days, I now only visit when I have to visit. The use of phone apps is a pain too. Not all of us have smart mobile phones (or know how to use them). There doesn't seem to be any benefit to the user for using them as far as I can see just another premium to add to the increasing charges.

On-Street Response - Reference Number 316

I object to the proposed changes.

Constant discouragement of affordable parking will drive shoppers online or to out of town retail parks with free parking. High streets will be empty and small businesses will disappear. After all public transport is hardly reliable or affordable or convenient. Constantly penalising the motorist will kill our towns (so no rates?)

On-Street Response - Reference Number 322

I object to the proposed changes.

These charges are just a way for the council to raise more money from drivers. In addition these charges will have to be patrolled by parking enforcement officers at additional cost to the council which are unlikely to be recovered from penalties imposed.

On-Street Response - Reference Number 323

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 326

I object to the proposed changes.

Nominal increases in tariffs is ok and just inflation, although I very rarely would pay for car parks choosing to shop in places where I don't need to.

It would be interesting to see how the money raised by car parks compares to business rates on the shops as what looks like a easy win with increased parking fees in an already difficult financial environment could easily advance the death of the high street.

I personally think free Sunday parking in the car parks particularly around parks should stay as they are often required for children's sport, as kids get less active day to day anything that discourages families from helping kids engage in sports is insanity.

On-Street Response - Reference Number 330

I object to the proposed changes.

How do councils come to their senseless decisions. They are destroying local High Streets and communities . Generally people will just not bother to shop in West Malling . As businesses go out of business, there will be no community charge revenue or tax revenue received from them. Please can our councils reflect the needs of the community and deliver more invocative ways of increasing their income rather than destroying local businesses and enterprises and always focusing on increasing parking fees. Surely some councillors must have better ideas than these, why do they enter politics with no imagination or fresh ideas to bring to the table?

On-Street Response - Reference Number 333

I object to the proposed changes.

Shoppers will go elsewhere or park in residential roads in west malling which are already filling up

On-Street Response - Reference Number 335

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 336

I object to the proposed changes.

You don't appear to be considering the impact on business in the high street, let alone the cost of living crisis your residents are going through. It feels like a money making wheeze at the community's expense. Have you not been observing the decline of high streets across the UK in the last few years? You should be considering how you can incentivise shopping in our high street, rather than act to disincentivise shoppers. So short-sighted....

On-Street Response - Reference Number 337

I object to the proposed changes.

See comments under 7 above, but also the council could save money by not installing parking meters.

On-Street Response - Reference Number 338

I object to the proposed changes.

These new charges are beyond comprehension, when West Malling high St is gradually becoming a ghost town, because of the type of shops we now have. TMBC have the power to stop high St shops becoming all the same, but they choose not to use it, so that can only mean one outcome, the high St dies, and when it does we know who to blame.

On-Street Response - Reference Number 340

I object to the proposed changes.

I don't think anyone should pay for parking in West Malling at all for the first 90 minutes, after that charges should be made

On-Street Response - Reference Number 341

I object to the proposed changes.

I think the costs are disproportionate for the size of West Malling high street

On-Street Response - Reference Number 343

I object to the proposed changes.

Will the increased money be given directly back to West Malling parish council to improve our High Street?

On-Street Response - Reference Number 345

I object to the proposed changes.

I don't understand the increases. Why do you need to charge more? What has got more expensive? Some of the increases are nearly 20%. You are just taxing your residents again, everything goes up, no doubt my council tax will go up as well. You need to start looking at your own operations before taking the easy route of increasing charges. Your residents are not money trees.

On-Street Response - Reference Number 348

I object to the proposed changes.

You are killing the High Street shops.

On-Street Response - Reference Number 349

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 351

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 354

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 358

I object to the proposed changes.

There is little evidence of current value for money , with arbitrary enforcement of existing measures, so why pay more for a failing service?

On-Street Response - Reference Number 359

I object to the proposed changes.

An increase in parking charges will just mean more and more people choose not to visit the high street and before to long shops will start being boarded up as yet another of this countries high streets is killed off by yet another stupid council.

On-Street Response - Reference Number 360

I object to the proposed changes.

This will prevent people from coming to the high street and significantly impact the small businesses there.

On-Street Response - Reference Number 362

I object to the proposed changes.

Parking charges should remain as they are.

On-Street Response - Reference Number 363

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 364

I object to the proposed changes.

There should be NO CHARGE to park at Martins Square Car Park, Larkfield, at least for the first 2 hours to allow regular shoppers to get there shopping, pick up prescriptions, donate their charity goods and use other shops etc. Please do not incur a parking fee for this carpark

On-Street Response - Reference Number 366

I object to the proposed changes.

Are you trying to drive away customers to other towns where the parking prices are much more reasonable, what is your ultimate aim? To have a thriving business community with a repeat loyal customer base that is not driven away to towns to shop

On-Street Response - Reference Number 367

I object to the proposed changes.

Just not the right time with the cost of living. Local business will suffer. TMBC need to look closer to home and make cuts and savings within their own admin areas.

On-Street Response - Reference Number 369

I object to the proposed changes.

I object to the introduction, raising and extension of parking charges in West Malling. I see this as a move to increase revenue and not stop inconsiderate parking and believe it will be detrimental to the High Street by driving visitors away.

On-Street Response - Reference Number 371

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 374

I object to the proposed changes.

Increasing charges will only drive customers away from the area who will look to shop and socialise in locations with free parking particularly on Sundays and Bank Holidays

On-Street Response - Reference Number 375

I object to the proposed changes.

Depends on the rate of increase, but understand prices rise.

Don't see that you need to change the times at all, just raise prices with inflation and be done with it.

On-Street Response - Reference Number 378

(no comment supplied).

This question cannot be answered without further information: By how much? Longer term evaluation/increases?

On-Street Response - Reference Number 379

I object to the proposed changes.

In a cost of living crisis an increase in charges is inappropriate at this time. Besides, it seems that TMBC is planning to extract yet more revenue from its extension to the chargeable parking areas

On-Street Response - Reference Number 380

I object to the proposed changes.

See above

On-Street Response - Reference Number 386

I object to the proposed changes.

In a time of cost of living crises and huge inflation we need to support local businesses as much as possible and encourage people to shop local!

On-Street Response - Reference Number 388

I object to the proposed changes.

I will object to all this stupid council will try to In force on the hard working people of West Malling. Almost a communist state of Kent .

On-Street Response - Reference Number 389

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 391

I object to the proposed changes.

Bad for local businesses and local people living in West Malling with no home parking.

On-Street Response - Reference Number 392

I object to the proposed changes.

I have already detailed our objections

On-Street Response - Reference Number 395

I object to the proposed changes.

It will kill trade in West Malling, keep visitors away and lead to yet more hair dressers and nail bars!

Also the car drivers will just move into the smaller streets to park leaving residents blocked in or out of their properties.

There are concerts, weddings and funerals in St. Mary's church attended by people from outside the village - there is no car park in the Churchyard, so where will these people park if you start charging what will become huge amounts in the future.

All in all, it seems a very narrow vision on behalf of the Council

On-Street Response - Reference Number 397

I object to the proposed changes.

Exactly the same as my reasons above!

On-Street Response - Reference Number 399

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 400

I object to the proposed changes.

No. if you don't increase (or implement) the charges then you won't have to meet "the increasing costs".

On-Street Response - Reference Number 401

I object to the proposed changes.

60p on the app for half hour is already too expensive to use just for those quick pick up drop off tasks. Could you reduce half hour parking to free, and increase parking rates for anything half hour plus.

On-Street Response - Reference Number 403

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 404

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 406

I object to the proposed changes.

Will reduce visits to small business

On-Street Response - Reference Number 407

I object to the proposed changes.

In a cost of living crisis this is a ridiculous suggestion.

On-Street Response - Reference Number 408

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 410

I object to the proposed changes.

Utter nonsense as its pure profit for the council, it's definitely making a lot of money from the present scheme.

On-Street Response - Reference Number 413

I object to the proposed changes.

Having ticket wardens to enforce this through the whole day will also cost a significant amount

On-Street Response - Reference Number 416

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 417

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 418

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 421

I object to the proposed changes.

There is no reason to increase parking charges

On-Street Response - Reference Number 424

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 425

I object to the proposed changes.

See answer 7

On-Street Response - Reference Number 426

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 428

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 431

I object to the proposed changes.

This change will have a detrimental affect on the viability of the high street reducing the footfall to the shops a services during the day and hospitality sector in the evening. In addition these changes will require parking enforcement officers the cost of which is unlikely to be recovered from parking charges or enforcement penalties

On-Street Response - Reference Number 432

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 435

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 437

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 438

I object to the proposed changes.

It is not easy to find your rationale for increasing the charges, therefore I object. I think you need to be more transparent with your rationale.

On-Street Response - Reference Number 439

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 441

I object to the proposed changes.

What services are you providing? Because you're not providing much with the current revenue and if you are it's not reflected in the maintenance of the high streets. You need to prove the increase is worth these so called "services."

On-Street Response - Reference Number 442

I object to the proposed changes.

Will deter anyone from using towns and high streets for shopping / eating out using the local areas facilities. When they can go out of town and park for free at big retail outlets

On-Street Response - Reference Number 445

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 446

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 447

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 448

I object to the proposed changes.

already there is an increase in parking charges when paying using the Ring Go app, compared to the charges when paying in cash. When parking machines are not working the only option is to pay with the app. Why are motorists

On Street Parking Proposals – Annex 9.4 (Parking Charges redacted responses) being targeted again. If you want local businesses to survive and not become a ghost town of empty premises surely the focus should be on encouraging visitors and not 'stinging' them for increased parking fees. Everyone is feeling the economic slump with the increase in the cost of living and increased parking fees always seem to be the answer, not. in fact deters people from visiting.

On-Street Response - Reference Number 454

I object to the proposed changes.

Just penalise the motorist! We pay enough already so I object to higher costs

On-Street Response - Reference Number 455

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 456

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 457

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 458

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 460

I object to the proposed changes.

Nonsense

On-Street Response - Reference Number 462

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 463

I object to the proposed changes.

I strongly oppose the introduction of on-street parking charges in West Malling Highstreet and Swan Street.

When driving through West Malling I will often stop when there is a parking space on the road to quickly pop into one of the small independent shops, the post office, charity shops or to grab a quick coffee. If I had to spend the time to do the meter, especially if I didn't have much time, didn't have any change on me or the app wasn't working (the 3G/4G phone signal in the Highstreet is extremely poor), I and many others would choose to go somewhere else

more convenient instead. I have absolutely no doubt that the shops, cafes, restaurants and pubs will suffer significantly as a result of this and eventually we will lose another one of our highstreets, which already has numerous empty shop spaces. This is why I am strongly opposing these on-street parking charges.

On-Street Response - Reference Number 464

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 465

I object to the proposed changes.

As above.

On-Street Response - Reference Number 467

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 470

I support the proposed changes.

I suggest that the fee for residential parking permits increase for each additional vehicle per property starting at the first additional vehicle, not the second. I also suggest that the increase be much greater, perhaps doubling for each additional permit. I also suggest that the increase not stop at the 4th vehicle but continue to increase with every additional vehicle. I also suggest that all parking permits be subject to a maximum vehicle length and width - no larger than a standard parking bay because oversized vehicles should be deterred from regularly using on-street parking.

On-Street Response - Reference Number 471

I support the proposed changes.

Everything is going up, so why not parking charges.....

On-Street Response - Reference Number 472

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 473

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 474

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 475

I object to the proposed changes.

Not the way to help businesses during a cost of living crisis.

On-Street Response - Reference Number 480

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 481

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 482

I object to the proposed changes.

Answer already given.

On-Street Response - Reference Number 483

I object to the proposed changes.

Instead of placing yet more pressure on motorists and high street businesses, as well as local residents, the council should consider making efficiencies elsewhere as opposed to raising more revenue through parking - particularly as parking fee revenue should only be used to maintain and improve the parking offer.

On-Street Response - Reference Number 484

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 485

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 486

I object to the proposed changes.

The proposals are just a money-making exercise to try and get more money out of the people of West Malling as the Council is hard-up. If they go ahead they will really damage the high st which would be an awful pity just for the Council's greed. If you talk to people you do not hear at all that they want increased on-road parking charges. In fact they want lower charges for this. They are also not bothered about the Tesco loading bay parking situation and like it the way it is. The proposals are a very thinly veiled attempt to siphon off more money from the people of West Malling that is just not needed.

On-Street Response - Reference Number 487

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 489

I object to the proposed changes.

Stop increasing parking charges, not everyone can afford it.

On-Street Response - Reference Number 491

I object to the proposed changes.

Charges are high enough as it is. Council are ruining the business flow and prosperity of West Malling Town by introducing any further increases

On-Street Response - Reference Number 492

I object to the proposed changes.

See Above

On-Street Response - Reference Number 494

I object to the proposed changes.

Most businesses in West Malling are reliant upon passing traffic. Increase parking charges is likely to be detrimental for local traders.

On-Street Response - Reference Number 495

I object to the proposed changes.

I object to any increase in parking charges given the very concerning cost-of-living crisis and the problems that individuals and businesses are facing.

On-Street Response - Reference Number 497

I object to the proposed changes.

A 10% increase in parking permit charges is significant in the current climate and whilst preventing commuter parking, is a penalty to pay to park on your own street.

Originally, 10 visitor permit tickets were offered with every annual renewal, but was withdrawn several years ago and now visitor permits have to be purchased separately. If there is going to be a significant increase in resident permits, then to include visitor permits would soften the blow - even if it was 5 instead of 10 permits.

On-Street Response - Reference Number 498

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 500

I object to the proposed changes.

This is a disproportionate increase. I have personally lived at same address for over 22 years. I have paid for a residents permit and there is no way administration of the scheme would have increased this much over this time period....I understand...I worked government for 18 years as qualified chartered accountant with planning team for

London....the increases are unjustified.

On-Street Response - Reference Number 505

I object to the proposed changes.

In the current climate it is hard for businesses & shops to survive. Parking charges will deter people from using current facilities. Plus this also discriminates against those on tight budgets, those with children or disabilities not able to claim for the blue badge.

On-Street Response - Reference Number 506

I object to the proposed changes.

Please don't do this for the sake of the public and businesses

On-Street Response - Reference Number 507

I object to the proposed changes.

MONEY IS TIGHT ENOUGH WITHOUT COUNCILS TAKING MORE

On-Street Response - Reference Number 508

I support the proposed changes.

I accept that from time to time some adjustment needs to be made to parking charges, and the change in regime may become more acceptable if you recognise that there are many short-term callers to the High Street- particularly those attending church services.

I believe that a more strict supervision of the parking would have been more helpful in enforcing compliance in the past!

On-Street Response - Reference Number 510

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 513

I support the proposed changes.

I accept that inflationary increases are necessary

On-Street Response - Reference Number 514

(no comment supplied).

We presume that the on street parking bays will be suspended within the Road Closure area on Farmers Market days

On-Street Response - Reference Number 515

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 516

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 522

I object to the proposed changes.

Seriously just to line the council pockets? Parking fees are high enough and this is driving small businesses and residents to move away from a quaint village to bigger towns with free parking

On-Street Response - Reference Number 525

I object to the proposed changes.

at present there is no charge for on street parking in West Malling and I think that imposing a charge would be bad for the towns economy.

On-Street Response - Reference Number 526

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 527

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 528

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 531

I object to the proposed changes.

The high street is already struggling & increased charges would prevent me from visiting in favour of Bluewater or hempstead valley benefiting from free parking.

On-Street Response - Reference Number 532

I object to the proposed changes.

Shoppers won't pay they will go elsewhere

On-Street Response - Reference Number 534

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 535

(no comment supplied).

I prefer not to answer this question directly as answering “I support” would have a tremendous impact on surrounding roads outside of the present restricted parking area and car parks. Yet I understand in part TMBC wanting to increase charges and bring WM in line with other areas in the borough. I still think the first period both on street and in the car park should be free. I agree with the email sent by the Vicar (REDACTED) dated 8/12/23 (REDACTED). This is underlined in the views of St Mary’s Parochial Church Council, which you too have received. I see no reason also to change the hours of charging the the Car park behind Tesco’s as it enables parents at present to park there and walk down West Street to the primary school before the start of charging. Introducing an earlier start to charging will exacerbate the rather chaotic way that parents park in Norman and Offham roads when driving their children to school.

On-Street Response - Reference Number 536

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 538

I object to the proposed changes.

Don't we want to encourage people to the village and the high street to support local businesses? If you keep charging them more and more for access they will just go elsewhere and our village centre will die.

On-Street Response - Reference Number 540

I object to the proposed changes.

Please see above.

On-Street Response - Reference Number 541

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 542

I object to the proposed changes.

I believe we pay councils a lot of money already

On-Street Response - Reference Number 543

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 545

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 546

I object to the proposed changes.

When people no longer visit a thriving high street due to parking charges the community suffers, the shops close, you dont get your business rates and shoppers are forced into their cars to drive to Maidstone thus creating more pollution.

On-Street Response - Reference Number 547

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 548

I object to the proposed changes.

See above

On-Street Response - Reference Number 550

I object to the proposed changes.

People are so stretched as it is. If local parking goes up anymore the impact will just push people to use the Internet for shopping more, or to travel to larger shopping complexes where the parking is free and there is a far greater selection of shops.

It's the ease of local shopping that is a large part of the appeal. You would be taking away the appeal.

On-Street Response - Reference Number 551

I object to the proposed changes.

For the reasons as above I object to the revised charges.

On-Street Response - Reference Number 552

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 553

I object to the proposed changes.

Our Council Tax has increased so why should there be this additional levy. You have consistently increased the cost of residents permits and visitors permits whilst access to spaces reduces due to town centre house building. I understand new residents are not allowed to be added to the residents permit scheme but they bring with them visitors, services and vehicles which all use existing limited spaces. Residents are being made to pay more for less. We used to get ten free visitors permits.

On-Street Response - Reference Number 554

I support the proposed changes.

Where there is already parking charges in place I have no problem with a small increase - in line with general inflation. However I do think that Sundays and Bank Holidays should remain free.

On-Street Response - Reference Number 556

I object to the proposed changes.

I object but can understand why the council are proposing the measures.

On-Street Response - Reference Number 558

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 565

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 566

I object to the proposed changes.

By introducing these increased charges, current local residents and visitors will be driven away to other facilities such as Bluewater where parking is free. Please do not destroy our local community.

On-Street Response - Reference Number 568

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 569

I object to the proposed changes.

Parking is expensive as it is - you are going to drive away customers to local shops and restaurants

On-Street Response - Reference Number 570

I object to the proposed changes.

Again, on behalf of the independent small shops and businesses I object to raised parking charges which will discourage passing trade and busy shoppers . People will go to the free parking in out of town supermarkets rather than pay more for parking in West Malling.

We need to champion the High Street shops and support these businesses. We need to reduce car car journeys out of town which contribute to air pollution and climate change.

On-Street Response - Reference Number 571

I object to the proposed changes.

If the payment period started at 10am, i would not object.

On-Street Response - Reference Number 572

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 573

I object to the proposed changes.

TMBC really wants to stop all trading in its small village and direct people to on line and mall shopping. How short sighted is that.

On-Street Response - Reference Number 575

I object to the proposed changes.

You offer no services, there are no wardens. All you do is take rates from the borough subsidise Tonbridge, not that any of that money seems to be on show based on the dump it is.

Please let us leave TMBC when West Malling leaves the parliamentary constituency of Tonbridge and Malling. You only care about Tonbridge.

On-Street Response - Reference Number 576

I object to the proposed changes.

This would be a travesty to our town and all our local business within our community. We are a service led store, running as a Mains post office for the wider local area. Our services include ones which cannot be found at other smaller branches and hence are relied upon not only the local community but of those in and around the west kent area. From operating Passport and Travel services to DVLA to business banking and all forms of postal services, they are not traditional two minute transactions, but take a much longer time to complete. This means our customers have to travel further afield and spend a longer period of time whilst using these essential services. They already find it hard to park in town, with charges introduced they will look to do these services online or at other locations and drive all the footfall from the town. Offering a service draws in customers to a town who then can shop and eat in our independent shops and eateries, with no reason to enter the town. It will dramatically not only affect our business but have an adverse effect upon all local businesses. There is already a huge outcry for banks closing in towns and now this council wants to kill the post office and all the other retail trade within our community.

The arguments against are greater than the arguments for. Surely the monies raised for business rates and economy and the needs of the people the council are meant to serve, outway the money made from parking charges. They have an adverse effect on the community, our businesses and our livelihood. We are vehemently against and will fight it all the way.

On-Street Response - Reference Number 577

I object to the proposed changes.

This would be a travesty to our town and all our local business within our community. We are a service led store, running as a Mains post office for the wider local area. Our services include ones which cannot be found at other smaller branches and hence are relied upon not only the local community but of those in and around the west kent area. From operating Passport and Travel services to DVLA to business banking and all forms of postal services, they are not traditional two minute transactions, but take a much longer time to complete. This means our customers have to travel further afield and spend a longer period of time whilst using these essential services. They already find it hard to park in town, with charges introduced they will look to do these services online or at other locations and drive all the footfall from the town. Offering a service draws in customers to a town who then can shop and eat in our independent shops and eateries, with no reason to enter the town. It will dramatically not only affect our business but have an adverse effect upon all local businesses. There is already a huge outcry for banks closing in towns and now this council wants to kill the post office and all the other retail trade within our community.

The arguments against are greater than the arguments for. Surely the monies raised for business rates and economy and the needs of the people the council are meant to serve, outway the money made from parking charges. They have an adverse effect on the community, our businesses and our livelihood. We are vehemently against and will fight it all the way.

On-Street Response - Reference Number 578

I object to the proposed changes.

if there is a further parking restriction in West Malling, then I would not be visiting and will use other free parkign areas in the county. This will be a big lost to the town and their trade as a whole.

On-Street Response - Reference Number 579

I object to the proposed changes.

if there is a further parking restriction in West Malling, then I would not be visiting and will use other free parkign areas in the county. This will be a big lost to the town and their trade as a whole.

On-Street Response - Reference Number 580

I object to the proposed changes.

if there is a further parking restriction in West Malling, then I would not be visiting and will use other free parkign areas in the county. This will be a big lost to the town and their trade as a whole.

On-Street Response - Reference Number 581

I object to the proposed changes.

if there is a further parking restriction in West Malling, then I would not be visiting and will use other free parkign areas in the county. This will be a big lost to the town and their trade as a whole.

On-Street Response - Reference Number 582

I object to the proposed changes.

if there is a further parking restriction in West Malling, then I would not be visiting and will use other free parking areas in the county. This will be a big loss to the town and their trade as a whole.

On-Street Response - Reference Number 585

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 586

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 587

I object to the proposed changes.

Again it will discourage people using the great variety of businesses in the town.

On-Street Response - Reference Number 588

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 589

I object to the proposed changes.

Why discourage people from going out?!! These proposals are dreadful not just for business but for thriving community including the churches and various local groups.

On-Street Response - Reference Number 591

I object to the proposed changes.

What is the money going towards????? There are pot holes galore on the roads, poor signage . Seriously what are the council planning on spending this extra money on, as paying people we certainly don't see any benefit!

On-Street Response - Reference Number 592

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 593

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 595

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 597

I object to the proposed changes.

Everything is already so expensive!

On-Street Response - Reference Number 598

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 599

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 600

I object to the proposed changes.

We are in a cost of living crisis people will just find other places to park maybe illegally.

On-Street Response - Reference Number 601

I object to the proposed changes.

Will make School run for both my kids at west malling cofe unfeasible

On-Street Response - Reference Number 602

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 603

I object to the proposed changes.

It will kill the high st

On-Street Response - Reference Number 604

I object to the proposed changes.

I feel parking is already expensive and with finances already stretched, all you will do is push people to park on narrow residential streets.

On-Street Response - Reference Number 607

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 610

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 611

I object to the proposed changes.

If the council's reasons for introducing a tariff is because people are parking for longer than one hour, then enforce the current regulations. Do not endanger the safety and wellbeing of the whole community for the actions of a few selfish people. My concerns for the consequences for the shop owners, school community and residents are given above. I also strongly believe that the retail community in West Malling would greatly suffer if these parking proposals were implemented.

On-Street Response - Reference Number 612

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 613

I object to the proposed changes.

Current arrangements appear to be working and rates are already at a high price

On-Street Response - Reference Number 615

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 618

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 619

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 620

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 621

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 623

I object to the proposed changes.

I object to the council increasing on-street parking charges as the council is just trying to make money out of people who are already struggling and don't actually put the money to good use like fixing the potholes which also impact road users.

On-Street Response - Reference Number 624

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 627

I object to the proposed changes.

Charges are high enough already

On-Street Response - Reference Number 628

I object to the proposed changes.

Charges are high enough

On-Street Response - Reference Number 630

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 631

I object to the proposed changes.

As above

On-Street Response - Reference Number 632

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 633

I object to the proposed changes.

People will go elsewhere and the town will suffer further deterioration and empty shops.

On-Street Response - Reference Number 634

I object to the proposed changes.

The only cost to the Council is installing the payment machines. If they are not introduced at no cost then everyone is happy. Please do not proceed with these changes.

On-Street Response - Reference Number 635

I object to the proposed changes.

I honestly feel the 1 hour parking bays are a financially fair option for the shoppers to West Malling who only want to pop to the shop without wasting time and money paying for a ticket for a matter of ten - fifteen minutes.

Here at the Copy Shoppe a lot of our business relies on people coming in to order and returning to collect, which does not take long. I think we would lose custom if people had to pay parking each time they visit to do this. The 1 hour free Bays work well for these visits.

I believe if people are only staying in the town for a short period they would be put off by bay parking charges and would either go elsewhere or chance parking illegally. This would not suit our business, or the Councils.

You say that the Parking Bays are being abused by all day parking stopping spaces to be free for customers, Please could you confirm how you have received this information as I have not seen any cases of this myself, and I'm sure I would notice if the same cars were parked all day. The installation of pay machines would stop this if it is actually happening but it would not then be used by customers as many do not want to pay. So you may be left with Parking Bays with nobody using at all. This again would not suit businesses or the Council.

Ryarsh Car Park is Permit Holders only for weekdays as the cost of having a Permit is really high now, many have not renewed and the car park is always half empty. Maybe an option would be to split the car park into two, half for Permit Holders and half to be a pay and display for visitors to the town. That way the Council can make money from pay and display customers then customers would have somewhere to park if longer than an hour stay. I suggest a cash machine as our society and our Internet service in West Malling is not equipped for Ringo, and many people especially the elderly will not use Apps.

On-Street Response - Reference Number 636

(no comment supplied).

Maybe increase charges within reason so not to put people off coming into West Malling BUT offer some free parking options ie 30-60 mins. Cost of living is just unbearable already and for people like myself a working single parent things like this would make a huge difference.

On-Street Response - Reference Number 637

I object to the proposed changes.

I really don't think there is a need to increase parking charges as its just another way in getting more revenue from people who wish to park for a short while

On-Street Response - Reference Number 638

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 639

I object to the proposed changes.

Drive the customers away.I moved here from the midlands and had seen our prosperous market town die due to the actions and greed of the council.

West malling is a lovely place and I would hate to see any more shops close and businesses fail.once it is lost it can never be returned.

On-Street Response - Reference Number 640

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 641

I object to the proposed changes.

See comments to item 7 above.

On-Street Response - Reference Number 642

I object to the proposed changes.

Increasing parking charges will result in customers going else where.It has happened before, and we also have customers who can't get the through on the app for the parking charges or complain about the charges already in place.

On-Street Response - Reference Number 643

I object to the proposed changes.

Whilst I recognise that there are increased costs for the provision of services, if there is away to avoid increasing charges for the general public when we are in a cost of living crisis, it would be appreciated.

On-Street Response - Reference Number 646

I object to the proposed changes.

Unlikely we will see where the money raised from the increases will go when there are so many other ways in which the council makes its money and needs to address. Reeks of council greed and using the parking as an excuse to take more money from local residents and businesses.

On-Street Response - Reference Number 647

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 648

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 651

I object to the proposed changes.

I would only support the increase in parking charges if this was done instead of, not as well as removing the free parking areas mentioned above

On-Street Response - Reference Number 652

I object to the proposed changes.

I understand the rationale that all costs are increasing however I don't agree with passing these on to the public for passive services which don't directly require increased costs.

On-Street Response - Reference Number 653

I object to the proposed changes.

The on street parking must remain free of charge

On-Street Response - Reference Number 654

I object to the proposed changes.

As above - my objections are the same and I worry for the local businesses. Customers are likely to shop elsewhere rather than pay to park in West Malling.

On-Street Response - Reference Number 655

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 656

I object to the proposed changes.

Again increasing charges needs to be balanced against negative impact on High Streets where reduced economic activity could wipe out any income from charges. It feels very risky as an approach since parking charging is quite sensitive in terms of influencing behaviour in some areas.

On-Street Response - Reference Number 657

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 659

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 660

I object to the proposed changes.

What exactly are these plans looking to achieve other than the appearance of a money making scheme with no benefit to the village. These are simply restricting already limited parking within the village. This will only serve to put people off visiting local businesses so they sadly will suffer. This will also again impact parents of the school... should parents now incur a fee and additional financial burden to drop and collect their children from school?

On-Street Response - Reference Number 661

I object to the proposed changes.

Parking is hard in the high street at the best of times for us school run mums and dads I think its the wrong idea to charge. The sarounding areas will be affected.

On-Street Response - Reference Number 662

I object to the proposed changes.

You shouldn't have to pay it's ridiculous

On-Street Response - Reference Number 663

I object to the proposed changes.

My children are at West Malling School and parking is already a problem at pick up. You have a pretty empty car park that parents could use to move them off the roads but you refuse to change the permit times, you now want to make it even harder to park on the roads. What are you thinking. Do you want kids to get an education or do you want to make money? Ridiculous

On-Street Response - Reference Number 664

I object to the proposed changes.

If only there was a service to consider increasing the cost of !!!

On-Street Response - Reference Number 666

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 667

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 668

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 669

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 670

I object to the proposed changes.

Tax on community that will leave streets desolate, elderly even more isolated and will simply put people off from going to said location. Typically on street parking comes with a raft of rules and restrictions to. Unfortunately in this country people have the power of choice and will simply choose not to. No longer can councils rely on Banks and Post Office to bring in shoppers to their town centre tax traps.

Just looking at your tariff schedule is nauseating - why is it so complicated?

On-Street Response - Reference Number 671

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 672

I object to the proposed changes.

I believe that the charge is high enough when you look at neighbouring villages that have free car parks like larkfield Martin square, leybourne parade, east malling shops and also snodland shops

On-Street Response - Reference Number 674

I object to the proposed changes.

Increased charges will drive people away from West malling. The parking is already quite expensive.

On-Street Response - Reference Number 675

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 676

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 678

I object to the proposed changes.

Cost of living crisis

On-Street Response - Reference Number 679

I object to the proposed changes.

A small town that will now die off!! May as well go to Bluewater where it is free to park☹

On-Street Response - Reference Number 681

I object to the proposed changes.

It's just totally ruin West Malling and the years all the small business owners have put in

On-Street Response - Reference Number 685

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 689

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 691

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 693

I object to the proposed changes.

There have been several rises over the last few years. Time to stop.

On-Street Response - Reference Number 694

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 695

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 696

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 700

I object to the proposed changes.

There is no reason to raise parking charges. It will put people off from visiting the towns which will lead to independent businesses failing.

On-Street Response - Reference Number 703

I object to the proposed changes.

I already pay a huge amount of council tax, pay for my brown bin, pay for a parking permit and visitors permits so don't increase the fee of the residents permits!

The residents permits are not currently value for money as the wardens are scarecly ever seen enforcing the rules which makes it difficult to park in my road during the day.

What an easy option it is to keeping taxing the residents as we have no choice, we have to park; we can only object and I do object!

I will also be objecting further by not voting for this greedy Conservative council who are looking to wring every last bit of money out of the residents.

On-Street Response - Reference Number 704

I object to the proposed changes.

See my comments above in point 7

On-Street Response - Reference Number 705

I object to the proposed changes.

The council are being greedy and short sighted in it's attempt to get more money out of West Malling, it's residents, visitors and businesses. It is also not living up to it's responsibilities in terms of social inclusion. I greatly object to the proposal to increase the charge of residents permits. The rises are only just within inflation and we are all struggling already in the cost of living crisis.

The proposed charges will not be affordable to decent working class people, students, families on universal credit and pensioners. The rich people who can afford to pay the charges will still come; so will those who regularly abuse parking restrictions and park dangerously or illegally because 1. there is inadequate enforcement or 2. they can afford to pay the fines.

I am alarmed that the proposals will push parking away from the High Street and into the residential parking zones, which are already oversubscribed and the restrictions are under enforced. Revellers will be allowed to park for free in my road after 6pm and all day Sundays whereas as a resident I will be forced out onto the streets and car parks where I will have to pay charges up to 8pm. This will be on top of the permit charges I already pay. The council must consider the needs of it's residents in it's proposals and implications, as we have been rudely ignored in this.

On-Street Response - Reference Number 709

I object to the proposed changes.

It is money grabbing and daylight robbery at a time of rising costs. We pay our council tax, now you want us to pay to keep our own high street alive

On-Street Response - Reference Number 714

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 719

I object to the proposed changes.

Further price increased would only drive customers elsewhere where they could park for free; in Kings Hill or Lunsford Park. Therefore reducing additional trade in other independent shops too.

On-Street Response - Reference Number 722

I object to the proposed changes.

I strongly object to the proposed introduction of parking charges across the west malling area and to the increase of existing fees. We are currently in a cost of living crisis and these fees will have only a detrimental effect on everyone in the area! It will prevent the most venerable from being able to freely visit the villages! it will reduce footfall in all local businesses who are already struggling! It will cause local business to close like the introduction of fees has in many other local villages.

West malling has virtually no public transport system due to the council cutting costs, meaning anyone less able bodied or elderly needs a car to visit the town. Introduction of fees will have a huge impact on these people too.

The paid car parks in the area are nearly always full, and the fees are already high. How can the council state they are loosing money when they are a cash cow with minimum upkeep and are all looked after by outside operators like ringo.

I hope the council takes a good look at itself and realises that it is supposed to make decisions in the best interests of the people and business it represents and help those people not harm them more in these trying times.

On-Street Response - Reference Number 725

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 726

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 728

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 729

I object to the proposed changes.

It is already expensive enough!

On-Street Response - Reference Number 730

I object to the proposed changes.

I am a pensioner and park on the one hour spaces regularly to shop in the High Street, I cannot afford to now pay parking charges so would not shop in West Malling anymore if charges are introduced.

On-Street Response - Reference Number 731

I object to the proposed changes.

I object as this will destroy the life of west Malling. There are many local businesses that run out of west Malling, you place the parking charges in - means less people who come to west Malling. Surely we should be increasing the people supporting local businesses, not reducing.

I am very involved in the life of the church and within the week, we have many things going on, putting these parking charges means it's more stressful for people to attend the church events/services and therefore will not happen. This includes funerals...on an already very sad day, you're increasing the pressures and strains on them.

On-Street Response - Reference Number 733

I object to the proposed changes.

This will damage local businesses.

On-Street Response - Reference Number 734

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 735

I object to the proposed changes.

Introducing on street charges will encourage existing shoppers to shop at locations elsewhere offering free parking.

Feedback from customers is that they will no longer shop in West Malling out of principle, why should they pay to visit their local high street and be inconvenienced by the whole rigmarole of fighting with the poor signal and wasting time when they are just 'popping to their local shop'.

The mobile coverage is appalling in West Malling as it is with people already struggling when they park behind Tesco's - people will not park if they have to struggle with the experience.

As a compromise could the first hour not be free and keep Sunday and Bank Holidays as free of charge.

Consider amending Ryarsh Lane car park back to open to all all hours, it is never full with permit users - discount the permit for local businesses and give users an incentive to use this parking space.

Have exemptions for the elderly that do not have smart phones, cannot get to grip with the technology. A great deal of our local customers are this demographic and we need to embrace and support them, where will they go if they cannot shop locally?

West Malling High Street is the heart of our community and is worth protecting and preserving to maintain a healthy vibrant place to visit. It is well documented introducing charges to small towns has a significant negative effect on its life and wellbeing.

The predicted revenue of £50k vs annual predicted running costs of £30k plus install costs does not equate to the long term damage removing all the free parking will do. We appreciate the council needs to have alternative income streams but there must be alternative options - speed cameras on the A20 for example, or the the bypass to Kings Hill/Station?

The disruption of installing this proposed solution, the maintenance of them and the aesthetics just don't suit our small historic market town - and still the question of reception looms.

On-Street Response - Reference Number 736

I object to the proposed changes.

Increased parking costs will reduce shoppers (which is already low since 2020) and in turn result in shops closing. So in time the greed of these increases will result in no income

On-Street Response - Reference Number 737

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 742

I object to the proposed changes.

We already pay enough for a poor service. It is often impossible to find a space on Offham Road despite the current high charges. This will get worse if charges are increased for the High Street and Swan Street.

On-Street Response - Reference Number 744

I support the proposed changes.

Provided there is a two hour free parking before charges commence

On-Street Response - Reference Number 748

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 752

I object to the proposed changes.

Current Parking charges are already high and should not be increased with the current cost of living crisis. We would like our local towns to thrive with visits to them, rather than putting people off visiting.

On-Street Response - Reference Number 753

I object to the proposed changes.

The implication of increasing parking charges will cause people to be less inclined to park and use the local shops. They will go where they can park for free.

On-Street Response - Reference Number 754

I object to the proposed changes.

Don't be ridiculous. We're on our knees as a country as it is.

On-Street Response - Reference Number 755

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 760

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 762

I object to the proposed changes.

The hourly rates you propose are inconsistent. Surely a 30 minute segment has a price and it multiplies up? The price of 30 minutes is too much to be justified. The purpose of these charges should be to keep spaces free not to raise income for the council.

On-Street Response - Reference Number 767

I object to the proposed changes.

There's enough increases everywhere else not needed on street parking too!!!

On-Street Response - Reference Number 768

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 769

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 770

I support the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 771

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 772

I object to the proposed changes.

I fail to see how increasing the on-street charges by more than the rate of inflation can be justified especially during a cost of living crisis

On-Street Response - Reference Number 778

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 779

I object to the proposed changes.

Use your council offices properly.

Stop paying so much on a non starter of a local plan.

Get your councillors to take a pay cut.

Local business should be supported not hindered.

Will just encourage more on line shopping and the death of the high streets.

On-Street Response - Reference Number 780

I object to the proposed changes.

First hour free then charge but charge too much and people will drive where they can shop and park for free, it will work out cheaper as several shops locally have their own, free, car parks.

All these things need seriously looking at again for the benefit of the residents and visitors. A sensible decision now could be seen as fair and, I believe, will actually increase the councils income.

On-Street Response - Reference Number 782

I object to the proposed changes.

people will end up going to places where parking is free or minimal and local shops will suffer.

On-Street Response - Reference Number 787

I object to the proposed changes.

At present there's no charges so an increase can't be implemented.

English Heritage would object to the installation of parking machines on Grade2 listed high st

On-Street Response - Reference Number 789

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 790

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 791

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 793

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 795

I object to the proposed changes.

Introducing on street parking charges will encourage people to go elsewhere and shop where they can get free parking.

The mobile coverage in West Malling and surrounding areas is poor, people will become frustrated with the lack of infrastructure as they already do when parking in Tescos.

There is a high elderly demographic in West Malling and these people do not all have smart phones or are able to use the technology, they are an important customer base to us. What will they do?

To introduce a blanket 8am to 8pm 7 days per week 365 days per year shows no understanding or empathy with West Malling. At least make Sundays and Bank Holidays free of charge.

Has enough consideration been given to adding to the income flow by an alternative manner - Ryarsh Lane car park is never full, perhaps this can be shared between permit holders and regular users at all times. It seems silly to have such an asset sitting empty. Has a study been made of this?

Alternatively speed cameras could be introduced on the A20?

Feedback from our customers is that they will no longer shop in West Malling on principal. It will become too much of a hassle as by the time they have fought with the lack of mobile signal they will lose the will to complete what they have come in for.

At least offer an hour free before charging.

On-Street Response - Reference Number 796

I object to the proposed changes.

How has the "provision of the service" cost increased?!

On-Street Response - Reference Number 797

I object to the proposed changes.

There is a cost of living crisis looming , people can not afford stealth rises , this is wrong and it makes people poorer , this will make the council lose in the long term.

On-Street Response - Reference Number 798

I object to the proposed changes.

First hour should be free with a ticket showing arrival time

On-Street Response - Reference Number 800

I object to the proposed changes.

(no comment supplied)

On-Street Response - Reference Number 801

I object to the proposed changes.

There is no justification for yet another increase in the price of a yearly permit which has increased above the rate of inflation. The price of the permits for the scheme is only supposed to cover administration costs not be a revenue maker.

On-Street Response - Reference Number

This page is intentionally left blank

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

04 March 2024

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

Part 1- Public

Matters For Decision

1 KINGS HILL PARKING REVIEW

Summary

This report updates Members on the outcome of the recent formal consultation on a parking review for Kings Hill and makes recommendations to the Borough Council's Cabinet.

1.1 Introduction

- 1.1.1 Parking on Kings Hill has been an issue of concern for residents for a number of years and is complicated by the number of adopted and private roads.
- 1.1.2 The majority of Kings Hill currently does not have any form of parking control and residents have been able to park in locations that are unsuitable and are contrary to the rules of the Highway Code. Levels of car ownership remains higher than any capacity for any privately facilitated parking.
- 1.1.3 Due a procedural issue on the timing of the implementation of the proposals, Members decided at the September meeting of the Joint Transportation Board that we would embark on another set of statutory consultation.

1.2 Formal consultation

- 1.2.1 We carried out formal consultation and the invitation of objections from 22nd September to 15th October 2023.
- 1.2.2 This entailed letters to frontagers of the areas affected, documents on-deposit at the Council Offices, notices on-street and advertisements in the local press in line with the Local Authorities (Traffic Orders) (Procedures) England and Wales 1996. We also made the details available on our website, and took responses online, by email, by response paper form and in writing.
- 1.2.3 The TRO advertisement is shown in **Annex 1**

1.3 Consultation responses

- 1.3.1 We received a large number of responses to the formal consultation. This consisted of 405 online responses and 56 email, form or letter responses giving a total of 461 responses.
- 1.3.2 Of these 461 replies there were 84 duplicates, so the responses represent the views of 378 discrete households or organisations, also many chose to comment on several areas or responded through several channels.
- 1.3.3 On reviewing the responses to the consultation, it is evident that those that were not in favour of the proposals often tended to comment on many of the locations or on the proposals in their entirety, whereas those that supported changes tended to comment on the specific proposals in their area.
- 1.3.4 Given the level of response, we will consider all of the consultation responses presented for each location, and in relation to the review in its entirety.
- 1.3.5 All of the responses (redacted of personal information) are provided in **Annex 5**.
- 1.3.6 Overall, there were 461 responses, of these, 125 were in favour of the proposals (with 14 of those being duplicates), 336 raised objections (with 70 being duplicates).
- 1.3.7 The responses have been reviewed and categorised as follows

Issue	Frequency	Rank
Concerns about displacement parking	146	1
Concerns over lack of parking	129	2
The proposals are not needed or not necessary	56	3
Parking problems are all down to poor Planning permissions	54	4
Parking restrictions will increase speeding	30	5
Comments in the visual impact of yellow lines that might affect the aesthetic of Kings Hill and depress property prices	19	6
One way system needed	15	7
School drop-off & collection issues	14	8
Verges should be changed to provide parking places & laybys	14	8
Concerns over how are the restrictions going to be enforced (I never see a traffic warden)	13	10
Concerns about the impact of the parking restrictions on local businesses, delivery drivers, contractors or the disabled	9	11
Request for residents' parking facilities to stop non-resident parking	7	12
Provide residents parking in supermarket car parks	7	12
Better public transport required	4	14
Traffic calming needed	2	15
Should not be an opportunity for council to make money	2	15

Issue	Frequency	Rank
There are parking issues in my road, though its not included in the proposals	1	17
Suggestion that residents who don't use their allocated parking could allow others to use it	1	17

1.4 The Parish Council response

1.4.1 Though Kings Hill Parish Council commented in support of the 2019 proposals and suggested minor alterations (with those revisions being taken forward), the Parish Council raised objection at the previous formal consultation stage, and has again re-iterated its position, with an emphasis on addressing parking issues near crossing points and roundabouts, and exploring considerate parking initiatives.

1.4.2 A copy of the Parish Council's latest response is shown in **Annex 8**

1.5 Regent Way and Pearl Way Petition and e-Petition

1.5.1 A petition was submitted by residents of Pearl Way and Regent Way when the previous consultation was carried out, and this was included in the consultation responses at the time.

1.5.2 With the need to re-consult on the proposals the Petition organizers re-submitted their petition (shown in **Annex 7**) as an e-Petition. Accordingly it was placed on the Council's website on 1st October 2023 to 15th November 2023 for others to view and consider adding their support.

1.5.3 Although it was placed on the website for public review and expressions of support, there were no signatories to this e-Petition. The e-Petition is shown in Annex 6

1.5.4 However, this is obviously an issue for the residents of Regent Way and Pearl Way, with 14 responses from Regent Way (3 expressing support, 11 against) and 11 responses from Pearl Way (all against the proposals).

1.6 Analysis

1.6.1 Concurring with the previous consultations, it is evident from the number of responses that there is a level of unhappiness with the proposals, but this stems primarily from perceived deficiencies in the design of the estate, the level of suitable parking provision per property and the perception that parking on-street can be relied upon, even though it may cause issues for others.

1.6.2 However, there is again a significant level of response that parking around roundabouts and junctions is a problem and needs to be addressed – though there is not a consensus on how this should be achieved.

- 1.6.3 The Council's proposals are based on the requirements of the Highway Code – to provide – to deter or prevent parking where it would cause a problem or safety issue to users of the public highway, whether they be drivers, pedestrians or other vulnerable road users. The proposals are intended to maintain access on the main public Highway routes through the estate.
- 1.6.4 It is worth noting that the consultation responses once again commented that there should be a one-way system introduced for Fortune Way and Milton Lane (encompassing part of Queen Street), even though this was discussed in the consultation documents as an issue that is being reviewed separately by Kent County Council as this falls within their remit as the Highway Authority, and was not an issue for the Borough Council to consider.

1.7 Recommendation

- 1.7.1 As the proposals are based on the Highway Code, the national standard that instructs drivers as to their expected behaviour, the proposals should be considered as one piece rather than piecemeal site-by-site basis.
- 1.7.2 With this in mind, the objections should be noted, but be set aside.
- 1.7.3 This would enable the restrictions to be introduced and effective parking enforcement be provided – to address the concerns raised through the Parish Council's 2018 survey.
- 1.7.4 However, in light of the specific comments relating to Regent Way and Pearl Way, it is recommended that the proposals relating to Regent Way and Pearl Way be deleted from the current proposals. Should there be an evident need for these then they could be considered for inclusion in a later phase of the Parking Review should Members wish to proceed in that manner.

1.8 Next Steps – Implementation

- 1.8.1 Should the Board agree to set aside the objections, the proposed changes would be implemented as soon as practicable and will need to pay regard to the road conditions and weather.

1.9 Legal Implications

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

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

1.10 Financial and Value for Money Considerations

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

1.11 Risk Assessment

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

- 1.11.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals both informally and formally. There is also care given to ensuring that schemes are adjusted and adapted in the light of comments and observations received from the local community, without compromising safety.

1.12 Equality Impact Assessment

- 1.12.1 Section 149 of the Equality Act 2010 requires that in the exercise of its functions the Council must have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 1.12.2 This is the “Public Sector Equality Duty” (PSED). Protected characteristics under the Act include age and disability.

- 1.12.3 Unlawful parking, such as “bumping up” onto footpaths, can significantly affect older people who walk with walking aids, or the visually impaired, disproportionately more than people who do not have these protected characteristics, and the introduction of parking controls may advance equality of

opportunity for disabled and elderly persons. It should also be borne in mind, however that parking controls have the ability to negatively affect disabled or elderly people disproportionately over persons who are not disabled or elderly if, for example, they require that person to park at a greater distance from their home or a facility.

1.12.4 In making any decision on these proposals therefore, the Council must have regard to these issues and the requirement of the PSED.

1.13 Policy Considerations

1.13.1 Asset Management

1.13.2 Communications

1.13.3 Community

1.13.4 Customer Contact

1.13.5 Health and Safety

1.14 Recommendations

It is RECOMMENDED to Borough Cabinet that

- (1) It be noted that there were a significant number of responses to the consultation and that the proposed restrictions should be introduced as advertised, save for the omission of restrictions on Regent Way and Pearl Way.

Background papers:

Annex 1 Draft Traffic Regulation Order

Annex 2 TRO Intends Notice

Annex 3 Plans

Annex 4 Statement of Reasons

Annex 5 Redacted responses

Annex 6 e-Petition relating to Regent Way & Pearl Way

Annex 7 Petition relating to Regent Way & Pearl Way

Annex 8 Parish Council response

contact: Andy Bracey
Parking Manager

Robert Styles

Director of Street Scene, Leisure & Technical Services

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING) (WAITING RESTRICTIONS &
ON-STREET PARKING PLACES)
(Amendment 41) ORDER, 2023**

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

Citation and Commencement

This Order may be cited as “The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-street Parking Places) (Amendment 41) Order, 2023” (this Order)

The Consolidation Order “The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-street Parking Places) (Consolidation) Order, 2011” shall have effect as outlined in the Schedules of this Order and shall come into operation on *TO BE CONFIRMED*.

Given under the Common Seal of the Kent County Council

This day of

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

Authorised Signatory

*Explanatory note (not forming part of the Order):-
Items in red are existing items to be deleted
Items in green are new items to be included.*

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

Appendix 24 (West Malling)

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	n/a	Alma Road	n/a	Both	From the north-eastern kerbline of Fartherwell Avenue, north-eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0001
1	n/a	Alma Road	n/a	Both	from the southwestern kerbline of Norman Road, south-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0002
1	n/a	Alma Road	n/a	Both	for 15m from the junction with Norman Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0003
1	n/a	Churchfields	North-eastern junction	Northeast	from the southern kerbline of Offham Road, southwards for 6m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0004
1	n/a	Churchfields	Southwestern junction	Southwest	from the south-eastern kerbline of Offham Road, south-eastwards for 16m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0005
1	n/a	Churchfields	Southwestern junction	Southwest	from 1.5m west of the western side of the western vehicle access to St Mary's Court car park, eastwards to 1.5m east of the same access.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0006
1	n/a	Ewell Avenue	n/a	Both	From the southwestern kerbline of Fartherwell Avenue, south-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0007
1	n/a	Fartherwell Avenue	n/a	Both	From the north-eastern kerbline of Fartherwell Avenue, north-eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0008
1	n/a	Fartherwell Avenue	southwestern cul-de-sac	Both	from the south-eastern kerbline of the Fartherwell Avenue south-westwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0009
1	n/a	Fartherwell Avenue	n/a	Northeast	from the north-western kerbline of Offham Road, north-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0010
1	n/a	Fartherwell Avenue	n/a	Northeast	from the boundary of No's 4 & 6, north-westwards to the south-eastern kerbline of Sandown Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0011
1	n/a	Fartherwell Avenue	n/a	Northeast	from the boundary of No's 8 & 10, south-eastwards to the north-western kerbline of Sandown Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0012
1	n/a	Fartherwell Avenue	n/a	Northeast	from the south-eastern kerbline of Alma Road, south-eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0013
1	n/a	Fartherwell Avenue	n/a	Northeast	from the north-western kerbline of Alma Road, north-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0014
1	n/a	Fartherwell Avenue	n/a	Southwest	from the north-western kerbline of Offham Road, north-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0015

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	n/a	Fartherwell Avenue	n/a	Southwest	From opposite the boundary of No's 4 & 6, north-westwards to the south-eastern kerbline of Ewell Avenue	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0016
1	n/a	Fartherwell Avenue	n/a	Southwest	From the north-western kerbline of Ewell Avenue, north-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0017
1	n/a	Fartherwell Avenue	n/a	Southwest	from the south-eastern kerbline of Stratford Road, south-eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0018
1	n/a	Fartherwell Avenue	n/a	Southwest	from the north-western kerbline of Stratford Road, north-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0019
1	n/a	Fartherwell Avenue	n/a	Southwest	from the south-eastern kerbline of the Fartherwell Avenue southwestern cul-de-sac, south-eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0020
1	n/a	Fartherwell Avenue	n/a	Southwest	from the north-western kerbline of the Fartherwell Avenue southwestern cul-de-sac, north-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0021
	n/a	Frog Lane	n/a	East	from the junction with Swan Street for 50.5m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0022
	n/a	Frog Lane	n/a	East	from a point 74.5m north of the junction with Swan Street for 2m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0023
	n/a	Frog Lane	n/a	East	from a point 50.5m north of the junction with Swan Street for 24m in a northerly direction	Parking place for permit holders only	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM2	n/a	T2, T3, T4	Except permit holders	App24-0024
1	n/a	Frog Lane	n/a	West	from the junction with Swan Street to a point 16m north of the party wall of 13/15 Frog Lane	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0025
1	n/a	High Street	n/a	East	from a point in line with the southern boundary of 129 High Street to the junction with St Leonard's Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0026
1	n/a	High Street	n/a	East	from a point 9m south of the centre of the junction with Water Lane for 63m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0027
1	n/a	High Street	n/a	East	from a point in line with the southern flank wall of 97 High Street for 8m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0028
1	n/a	High Street	n/a	East	from a point 10m south of the centre of the junction with Swan Street to a point 3m north of the party wall of 25/27 High Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0029
1	n/a	High Street	n/a	East	from a point 9m north of the party wall of 25/27 High Street for 7m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0030

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	n/a	High Street	n/a	East	from a point 2m north of the southern flank wall of 9 High Street for 6m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0031
1	n/a	High Street	n/a	East	from a point 1 metre south of the northern flank wall of 5 High Street to a point 1 metre north of the southern flank wall of 63 Town Hill	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0032
1	n/a	High Street	n/a	East	from the southern boundary wall of 17 High Street for 6m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0033
1	n/a	High Street	n/a	East	from a point 12m south of the southern boundary wall of 17 High Street for 6m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0034
1	n/a	High Street	n/a	East	from a point 18m south of the southern boundary wall of 17 High Street for 6m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0035
3	n/a	High Street	n/a	East	between a point 20m north east and 3.5m south west of the southern boundary of 81 High Street	Parking place	Monday to Saturday	12 noon - 6.30pm	1 hour	2 hours	n/a	n/a	n/a	n/a	App24-0036
3	n/a	High Street	n/a	East	between a point 20m north east and 3.5m south west of the southern boundary of 81 High Street	Parking place	Monday to Saturday	6.30am - 12 noon	n/a	n/a	n/a	Goods vehicles only	n/a	n/a	App24-0037
3	n/a	High Street	n/a	East	from south of the entrance to No. 5t, south to 42m north of the centre of the junction with Swan Street; excluding the north and south entrances to Abingdon House, Post Office entrance and the entrance between Scott House and Southern Warmth	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	n/a	n/a	n/a	n/a	App24-0038
3	n/a	High Street	n/a	East	from a point 24m south of the centre of the junction with West Street for 6.6m southwards	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App24-0039
3	n/a	High Street	n/a	East	from a point in line with the southern boundary of 129 High Street for 24m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0040
3	n/a	High Street	n/a	East	from a point 9m north of the centre of the junction with Wickens Place for 10m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	App24-0041
3	n/a	High Street	n/a	East	from a point 27m north of Wickens Place for 27m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	App24-0042

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
3	n/a	High Street	n/a	East	from a point 10m south of the centre of the junction with Swan Street in a southerly direction to a point 1.6m south of the southern flank wall of 69 High Street	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	App24-0043
3	n/a	High Street	n/a	East	from a point 99m north of the centre of the junction with Swan Street for 50.5m in a northerly direction but excluding the entrances between 9 and 15; and 17 and 19 High Street	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0044
3	n/a	High Street	n/a	East	from a point 5m north of northern boundary of 15 High Street, northwards for 30m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0045
3	n/a	High Street	n/a	West	from 2m south of the northern flank wall of No.84, southwards for 4.8m	Parking place	all days	at any time	n/a	n/a	n/a	Licensed Hackney Carriages	n/a	n/a	App24-0046
1	n/a	High Street	n/a	West	from a point 3.5m south of the southern wall of 136 High Street to the junction with St Leonards Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0047
1	n/a	High Street	n/a	West	from the northern flank wall of 20 High Street to a point 4m north of the southern flank wall of 58 Town Hill	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0048
1	n/a	High Street	n/a	West	from the southern flank wall of 100 High Street for 4m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0049
1	n/a	High Street	n/a	West	from the northern flank wall of 60 High Street for 48m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0050
1	n/a	High Street	n/a	West	from a point 11.5m north of the southern flank wall of 116 High Street for 7m in a northerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0051
1	n/a	High Street	n/a	West	from a point 1.5m north of the southern flank wall of 116 High Street for 11.5m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0052
1	n/a	High Street	n/a	West	from the party wall of 126/128 High Street for 26m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0053
3	n/a	High Street	n/a	West	from a point 3.5m south of the southern flank wall of 136 High Street for 29m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0054
3	n/a	High Street	n/a	West	from the southern flank wall of 126 High Street for 17m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0055

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
3	n/a	High Street	n/a	West	from a point 1.5m south of southern flank wall of 116 High Street for 10m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0056
3	n/a	High Street	n/a	West	from the southern flank wall of 112 High Street to a northern flank wall of 104 High Street	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	App24-0057
3	n/a	High Street	n/a	West	from the southern flank wall of 100 High Street for 28m in northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	App24-0058
3	n/a	High Street	n/a	West	from the northern flank wall of 60 High Street for 25m in a southerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	App24-0059
3	n/a	High Street	n/a	West	from a point 48m north of the northern flank wall of 60 High Street for 52m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM1	n/a	T2, T3, T4	Except permit holders	App24-0060
1	n/a	King Street	southern junction to High Street	Both	for its entire length	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0061
Page 347	n/a	King Street	n/a	East	from the northern kerbline of West Street, northwards for 40m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0062
	n/a	King Street	n/a	East	from a point opposite 2.8m south of the southern flank wall of No. 20, northwards to the end of the southern access to the High Street.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0063
	n/a	King Street	n/a	East	from the southern junction with the High Street, northwards to opposite the northern kerbline of Ryarsh Lane	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0064
	1	n/a	King Street	n/a	East	from 20m north of opposite the northern kerbline of Ryarsh Lane, northwards to the end of the road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0065
1	n/a	King Street	n/a	West	from the boundary of No's 2 & 4, northwards to the southern kerbline of Ryarsh Lane	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0066
1	n/a	King Street	n/a	West	from the southern kerbline of Ryarsh Lane, northwards to the southern side of the access to the Ryarsh Lane car park.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0067
1	n/a	King Street	n/a	West	from the northern side of the access to the Ryarsh Lane car park to the western kerbline of High Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0068
3	n/a	King Street	n/a	West	from the boundary of No's 8 & 10, northwards to the boundary of No's 2 & 4	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0069

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	n/a	Lavenders Road	n/a	Both	from a point 15m south of the junction with Lucks Hill to a point 90m south of the junction with Water Lane	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0070
1	n/a	Lavenders Road	n/a	Both	including junction splitter from the junction with Swan Street for 20m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0071
1	n/a	London Road	A20	South	Any part of the southern side of the road that may fall within the Parish of West Malling from a point in line with the eastern kerblines of Birling Road, eastwards to a point 2m west of the inscribed circle of the Town Hill roundabout.	No waiting	Monday to Friday	10.30am - 12.30pm	n/a	n/a	n/a	n/a	n/a	n/a	App24-0072
1	n/a	London Road	A20	South	from opposite the eastern kerblines of Birling Road, westwards to the eastern side of the eastern entrance to Parkfoot Garage	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0073
Page-348	n/a	London Road	A20	South	from the western side of the eastern entrance to Parkfoot Garage, to the eastern side of the western entrance	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0074
	n/a	London Road	A20	South	from the western side of the western entrance to Parkfoot Garage, westwards to in line with the boundary of No's 267 & 269	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0075
1	n/a	London Road	A20	South	from the eastern kerblines of Brickfields, eastwards for 5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0076
1	n/a	London Road	A20	South	from the western kerblines of Brickfields, westwards for 25m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0077
4	n/a	Lucks Hill	More Park RC Primary School	North	from a point 45.5m from east of the school boundary wall, for 31.0m in an easterly direction	Prohibition of stopping outside schools	School days	8.30am - 3.30pm	n/a	n/a	n/a	n/a	n/a	n/a	App24-0078
4	n/a	Lucks Hill	More Park RC Primary School	North	from a point 112m east of the school boundary wall, for 32.0m in an easterly direction	Prohibition of stopping outside schools	School days	8.30am - 3.30pm	n/a	n/a	n/a	n/a	n/a	n/a	App24-0079
1	n/a	Lucks Hill	n/a	North	between points 25m and 195m east of the junction with Lavenders Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0080
1	n/a	Lucks Hill	n/a	North	between points 338m and 692m east of the junction with Lavenders Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0081
1	n/a	Lucks Hill	n/a	North	between points 195m and 338m east of the junction with Lavenders Road	No waiting	Monday to Saturday	10am - 2pm	n/a	n/a	n/a	n/a	n/a	n/a	App24-0082

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	n/a	Lucks Hill	n/a	South	between points 25m and 692m east of the junction with Lavenders Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0083
1	n/a	Meadow Bank	n/a	Northwest and northeast	from the northern side of the railway bridge, north-eastwards and south-eastwards to in line with the western flank wall of No.10 Meadow Bank Mews	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0084
1	n/a	Meadow Bank	n/a	Northwest and northeast	from the eastern flank wall of No.7 Meadow Bank Mews, eastwards and around all the extents of the cul-de-sac.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0085
3	n/a	Meadow Bank	n/a	Southeast	from 3m northeast of the northern side of the railway bridge, north-eastwards for 15.3m	Parking place for permit holders only	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM2	n/a	T2, T3, T4	Except permit holders	App24-0086
1	n/a	Meadow Bank	n/a	Southeast and southwest	from 18.3m northeast of the northern side of the railway bridge, north-eastwards and south-eastwards to the end of the road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0087
1	n/a	Nevill Court	n/a	North	from the eastern kerbline of Town Hill, eastwards to a point 6.5m west of the western flank wall of No.27	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0088
1	n/a	Nevill Court	n/a	North	from a point 1.5m east of the boundary of No's 21 & 22, eastwards to the end of the road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0089
1	n/a	Nevill Court	n/a	North	from a point 6.5m west of the western flank wall of No.27 eastwards to a point 1.5m east of the boundary of No's 21 & 22	Limited waiting parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM4	n/a	T2, T3, T4	Except permit holders	App24-0090
1	n/a	Nevill Court	n/a	South	from the eastern kerbline of Town Hill, eastwards for 17m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0091
1	n/a	Nevill Court	n/a	South	from a point 36m east of the eastern kerbline of Town Hill, eastwards for 10.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0092
1	n/a	Nevill Court	n/a	South	from a point 56.5 east of the eastern kerbline of Town Hill, eastwards to the end of the road, including the end of the road.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0093
3	n/a	Nevill Court	n/a	South	from a point 17m east of the eastern kerbline of Town Hill, eastwards for 19m	Limited waiting parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM4	n/a	T2, T3, T4	Except permit holders	App24-0094
3	n/a	Nevill Court	n/a	South	from a point 46.5m east of the eastern kerbline of Town Hill, eastwards for 10m	Limited waiting parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM4	n/a	T2, T3, T4	Except permit holders	App24-0095
1	n/a	Norman Road	n/a	North	from the junction with West Street, westwards for 24m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0096

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	n/a	Norman Road	n/a	North	from a point 51.56m west of the western flank wall of 6 Norman Road, westwards to a point 6.6m east of a point in line with the north-western boundary between 49 and 51 Norman Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0097
1	n/a	Norman Road	n/a	North	from a point in line with the north-western boundary between 49 and 51 Norman Road, westwards for 4m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0098
1	n/a	Norman Road	n/a	North	from a point 65.3m northwest of the north-western boundary between 49 and 51 Norman Road, north-westwards for 25m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0099
1	n/a	Norman Road	n/a	North	from opposite 52.4m southeast of the south-eastern kerbline of Alma Road, north-westwards to 10m northwest of the northwest kerbline of Alma Road.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0100
3	n/a	Norman Road	n/a	North	from a point 4m northwest of the north-western boundary between 49 and 51 Norman Road, north-westwards for 61.3m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM6	n/a	T2, T3, T4	Except permit holders	App24-0101
3	n/a	Norman Road	n/a	North	from a point 90.3m northwest of the north-western boundary between 49 and 51 Norman Road, north-westwards to opposite 52.4m southeast of the south-eastern kerbline of Alma Road	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM6	n/a	T2, T3, T4	Except permit holders	App24-0102
4	n/a	Norman Road	West Malling C. of E. Primary School	North	from a point 8m west of the western flank wall of 6 Norman Road for 43.56m in a westerly direction	Prohibition of stopping outside schools	School days	8.30am - 3.00pm	n/a	n/a	n/a	n/a	n/a	n/a	App24-0103
3	n/a	Norman Road	n/a	North	from a point in line with the north-western boundary between 49 and 51 Norman Road for 6.6m in the south-easterly direction	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App24-0104
3	n/a	Norman Road	n/a	North	from 4m west of a point in line with the north-western boundary between 49 and 51 Norman Road,	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM6	n/a	T2, T3, T4	Except permit holders	App24-0105
1	n/a	Norman Road	n/a	South	from the western kerbline of Alma Road, westwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0106
1	n/a	Norman Road	n/a	South	from the eastern kerbline of Alma Road, eastwards to the boundary of No's 37 & 39	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0107
1	n/a	Norman Road	n/a	South	from the western kerbline of Offham Road, westwards to 9.3m east of the boundary of No's 7 & 9.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0108

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	n/a	Norman Road	n/a	South	from the boundary of No's 7 & 9, westwards for 6.3m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0109
1	n/a	Norman Road	n/a	South	from 19.8m west of the boundary of No's 7 & 9, westwards to 1.6m west of the boundary of No's 15 & 17.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0110
1	n/a	Norman Road	n/a	South	from 19m west of the boundary of No's 17 & 15, westwards for 4.6m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0111
1	n/a	Norman Road	n/a	South	from 5.6m east of the boundary of No's 23 & 25, westwards to 3.3m west of the same boundary.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0112
1	n/a	Norman Road	n/a	South	from 19.6m west of the boundary of No's 23 & 25, westwards for 5.6m.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0113
1	n/a	Norman Road	n/a	South	from 3.1m east of the boundary of No's 31 & 33, westwards to 3.8m west of the same boundary.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0114
1	n/a	Norman Road	n/a	South	from 3.7m east of the boundary of No's 35 & 37, westwards to 3.5m west of the same boundary.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0115
Page 351	n/a	Norman Road	n/a	South	from the boundary of No's 7 & 9, eastwards for 9.3m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0116
	n/a	Norman Road	n/a	South	from 6.3m west of the boundary of No's 7 & 9, westwards for 13.5m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0117
3	n/a	Norman Road	n/a	South	from 1.6m west of the boundary of No's 17 & 15, westwards for 5.5m	Parking place	all days	at any time	n/a	n/a	n/a	Disabled persons vehicles	n/a	n/a	App24-0118
3	n/a	Norman Road	n/a	South	from 7.1m west of the boundary of No's 17 & 15, westwards for 11.9m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0119
3	n/a	Norman Road	n/a	South	from 23.6m west of the boundary of No's 17 & 15, westwards for 16m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0120
3	n/a	Norman Road	n/a	South	from 3.3m west of the boundary of No's 23 & 25, westwards for 16.3m.	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0121
3	n/a	Norman Road	n/a	South	from 25.2m west of the boundary of No's 23 & 25, westwards for 14.5m.	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0122
3	n/a	Norman Road	n/a	South	from 3.8m west of the boundary of No's 31 & 33, westwards for 16.7m.	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0123

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
3	n/a	Norman Road	n/a	South	from 3.5m west of the boundary of No's 35 & 37, westwards to the boundary of No's 37 & 39.	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0124
1	n/a	Offham Road	n/a	Northwest	from the southern kerbline of Norman Road, south-westwards to 4.9m northeast of the boundary of No's 40 & 42	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0125
1	n/a	Offham Road	n/a	Northwest	from 3.3m southwest of the boundary of No's 40 & 42, south-westwards for 11.7m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0126
1	n/a	Offham Road	n/a	Northwest	from 26.4m southwest of the boundary of No's 40 & 42, south-westwards for 9m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0127
1	n/a	Offham Road	n/a	Northwest	from 44.2m southwest of the boundary of No's 40 & 42, south-westwards for 4.2m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0128
1	n/a	Offham Road	n/a	Northwest	from 3.9m northeast of the boundary of No's 54 & 56, south-westwards for 7.8m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0129
Page 352	n/a	Offham Road	n/a	Northwest	from 9.8m southwest of the boundary of No's 54 & 56, south-westwards for 8.2m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0130
	n/a	Offham Road	n/a	Northwest	from 24.5m southwest of the boundary of No's 54 & 56, south-westwards for 6.6m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0131
	n/a	Offham Road	n/a	Northwest	from 43.7m southwest of the boundary of No's 54 & 56, south-westwards for 17.9m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0132
1	n/a	Offham Road	n/a	Northwest	from the southwestern kerbline of Fartherwell Avenue, southwards to 15.7m southwest of the boundary of No's 94 & 96	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0133
3	n/a	Offham Road	n/a	Northwest	from 4.9m northeast of the boundary of No's 40 & 42, south-westwards for 8.2m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0134
3	n/a	Offham Road	n/a	Northwest	from 15m southwest of the boundary of No's 40 & 42, south-westwards for 11.4m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0135
3	n/a	Offham Road	n/a	Northwest	from 35.4m southwest of the boundary of No's 40 & 42, south-westwards for 8.8m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0136
3	n/a	Offham Road	n/a	Northwest	from 48.4m southwest of the boundary of No's 40 & 42, south-westwards to 3.9m northeast of the boundary of No's 54 & 56	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0137
3	n/a	Offham Road	n/a	Northwest	from 3.9m southwest of the boundary of No's 54 & 56, south-westwards for 5.9m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0138

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
3	n/a	Offham Road	n/a	Northwest	from 18m southwest of the boundary of No's 54 & 56, south-westwards for 6.5m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0139
3	n/a	Offham Road	n/a	Northwest	from 31.1m southwest of the boundary of No's 54 & 56, south-westwards for 12.6m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0140
3	n/a	Offham Road	n/a	Northwest	from 61.6m southwest of the boundary of No's 54 & 56, south-westwards to 15m northeast of the northeast kerbline of Fartherwell Avenue	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0141
1	n/a	Offham Road	n/a	Southeast	from the southern kerbline of West Street, south-westwards to 0.9m southwest of the boundary of No's 3 & 5	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0142
1	n/a	Offham Road	n/a	Southeast	from 37.9m southwest of the boundary of No's 3 & 5, south-westwards for 6.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0143
1	n/a	Offham Road	n/a	Southeast	from 48.2m southwest of the boundary of No's 3 & 5, south-westwards for 6.8m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0144
Page 353	n/a	Offham Road	n/a	Southeast	from the boundary of No's 25 & 27, south-westwards to 1.8m southwest of the boundary of No's 41 & 43.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0145
	n/a	Offham Road	n/a	Southeast	from 11.8m southwest of the boundary of No's 41 & 43, south-westwards to the north easternmost kerbline of Churchfields	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0146
1	n/a	Offham Road	n/a	Southeast	from the southwestern kerbline of Churchfields (eastern junction) to the north-eastern kerbline of Churchfields (western junction)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0147
1	n/a	Offham Road	n/a	Southeast	from the southwestern kerbline of Churchfields (western junction), south-westwards for 16.4m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0148
1	n/a	Offham Road	n/a	Southeast	from 34.5m northeast of opposite the boundary of No's 92 & 94, south-westwards for 96m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0149
3	n/a	Offham Road	n/a	Southeast	from 0.9m southwest of the boundary of No's 3 & 5, south-westwards for 37m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0150
3	n/a	Offham Road	n/a	Southeast	from 44.4m southwest of the boundary of No's 3 & 5, south-westwards for 3.8m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0151

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
3	n/a	Offham Road	n/a	Southeast	from 55m southwest of the boundary of No's 3 & 5, south-westwards to the boundary of No's 25 & 27	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0152
3	n/a	Offham Road	n/a	Southeast	from 1.8m southwest of the boundary of No's 41 & 43, south-westwards for 10m	Parking place	Monday to Saturday	8am - 6pm	2 hours	3 hours	WM5	n/a	T2, T3, T4	Except permit holders	App24-0153
1	n/a	Old Parsonage Court	eastern section	Northeast	from the south-eastern kerbline of Old Parsonage Court (western section), south-eastwards for 10m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0154
1	n/a	Old Parsonage Court	eastern section	Northeast	from the south-eastern kerbline of Old Parsonage Court (western section), south-eastwards to the eastern flank wall of No.8	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0155
1	n/a	Old Parsonage Court	western section	Northwest	from the southwestern kerbline of Water Lane, south-westwards for 60m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0156
1	n/a	Old Parsonage Court	western section	Southeast	from the southwestern kerbline of Water Lane, south-westwards for 33m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0157
1	n/a	Police Station Road	n/a	East	from the northern kerbline of Swan Street, northwards to 10.5m north of the southern boundary of No. 28	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0158
1	n/a	Police Station Road	n/a	East	from 15m north of the southern boundary of No. 28, northwards to the boundary of No's 54 & 56	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0159
3	n/a	Police Station Road	n/a	East	from 10.5m north of the southern boundary of No. 28, northwards for 4.5m	Parking place for permit holders only	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM2	n/a	T2, T3, T4	Except permit holders	App24-0160
3	n/a	Police Station Road	n/a	East	from the boundary of No's 54 & 56, northwards to the southern side of the access to No. 68	Parking place for permit holders only	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM2	n/a	T2, T3, T4	Except permit holders	App24-0161
3	n/a	Police Station Road	n/a	East	from the northern side of the access to No. 68, northwards for 19.6m	Parking place for permit holders only	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM2	n/a	T2, T3, T4	Except permit holders	App24-0162
3	n/a	Police Station Road	n/a	Northeast	from in line with the western flank wall of No.10 Meadow Bank Mews, south-eastwards to the eastern flank wall of No. 7 Meadow Bank Mews	Parking place for permit holders only	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM2	n/a	T2, T3, T4	Except permit holders	App24-0163
1	n/a	Police Station Road	n/a	West	from the northern kerbline of Swan Street, northwards to the northern side of the railway bridge	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0164
1	n/a	Ryarsh Lane	n/a	Both	from the junction with King Street for 20m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0165

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	n/a	St Leonard's Street	n/a	Northwest	from the junction with High Street, south-westwards to the north-eastern kerbline of the entrance to Douces Manor	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0166
1	n/a	St Leonard's Street	n/a	Northwest	from the southwestern kerbline of the entrance to Douces Manor, south-westwards for 24m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0167
1	n/a	St Leonard's Street	n/a	Northwest	from a point 54m southwest of the southwestern kerbline of the entrance to Douces Manor, south-westwards for 30m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0168
1	n/a	St Leonard's Street	n/a	Northwest	from a point 114m southwest of the southwestern kerbline of the entrance to Douces Manor, south-westwards for 30m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0169
1	n/a	St Leonard's Street	n/a	Northwest	from a point 174m southwest of the southwestern kerbline of the entrance to Douces Manor, south-westwards for 5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0170
1	n/a	St Leonard's Street	n/a	Northwest	from a point 192m southwest of the southwestern kerbline of the entrance to Douces Manor, south-westwards for 5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0171
Page 355	n/a	St Leonard's Street	n/a	Northwest	from a point 219m southwest of the southwestern kerbline of the entrance to Douces Manor, south-westwards for 67m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0172
3	n/a	St Leonard's Street	n/a	Northwest	from a point 24m southwest of the southwestern kerbline of the entrance to Douces Manor, south-westwards for 30m	Parking place	all days	at any time	n/a	n/a	WM	Private & light goods only	n/a	n/a	App24-0173
3	n/a	St Leonard's Street	n/a	Northwest	from a point 84m southwest of the southwestern kerbline of the entrance to Douces Manor, south-westwards for 30m	Parking place	all days	at any time	n/a	n/a	WM	Private & light goods only	n/a	n/a	App24-0174
3	n/a	St Leonard's Street	n/a	Northwest	from a point 144m southwest of the southwestern kerbline of the entrance to Douces Manor, south-westwards for 30m	Parking place	all days	at any time	n/a	n/a	WM	Private & light goods only	n/a	n/a	App24-0175
3	n/a	St Leonard's Street	n/a	Northwest	from a point 197m southwest of the southwestern kerbline of the entrance to Douces Manor, south-westwards for 22m	Parking place	all days	at any time	n/a	n/a	WM	Private & light goods only	n/a	n/a	App24-0176
1	n/a	St Leonard's Street	n/a	Southeast	from the junction with High Street, south-westwards to the north-eastern kerbline of the entrance to the West Malling Country Park vehicle access	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0177

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	n/a	Station Approach	n/a	Both	Its entire length but not including the lay-by located on the south side of its northern loop section between a point 36m due east of the junction of Station Approach with Station Road and a point 32.5m north-east of that point.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0178
2	n/a	Station Approach	n/a	Both	its entire length, but not including the lay-by on the southern side of the northern loop between 36m east of the junction of Station Approach with Station Road and a point 32.5m northeast of that point.	No loading	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0179
3	n/a	Station Approach	n/a	South	in the lay-by located on the south side of its northern loop section a point 36.00 metres due east of the junction of Station Approach with Station Road and a point 32.50 metres north-east of that point	Parking place	all days	at any time	20 minutes	20 minutes	n/a	n/a	n/a	n/a	App24-0180
Page-356	n/a	Station Road North	n/a	Both	from the junction with Lucks Hill for its entire length, including the turning circle and drop off/pick up areas	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0181
	n/a	Stratford Road	n/a	Both	From the southwestern kerbline of Fartherwell Avenue, south-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0182
	n/a	Swan Street	n/a	North	from the western flank wall of 69 Swan Street to a point 25m east of the centre of the junction with Lavender Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0183
1	n/a	Swan Street	n/a	North	from the junction with High Street in an easterly direction to a point 3m east of the western boundary of the Swan Hotel	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0184
1	n/a	Swan Street	n/a	North	between points 22m east and 10m west of the centre of the junction with Police Station Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0185
1	n/a	Swan Street	n/a	North	from a point 36m west of the junction with Police Station Road for 7.5m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0186
1	n/a	Swan Street	n/a	North	from a point 28.8m east of the eastern kerbline of Police Station Road eastwards for 5.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0187
3	n/a	Swan Street	n/a	North	from a point 8m west of the junction with Police Station Road westwards for 28m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0188

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
3	n/a	Swan Street	n/a	North	from a point 11m west of the western flank wall of 41 Swan Street, westwards for 10m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0189
3	n/a	Swan Street	n/a	North	from a point 22.6m east of the eastern kerbline of Police Station Road eastwards for 6.2m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0190
3	n/a	Swan Street	n/a	North	from a point 34.3m east of the eastern kerbline of Police Station Road eastwards to the western boundary of No.69	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0191
1	n/a	Swan Street	n/a	South	from the junction with High Street in an easterly direction to a point 30m east of the centre of the junction with Police Station Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0192
1	n/a	Swan Street	n/a	South	from the western flank wall of 69 Swan Street eastwards to a point 25m east of the centre of the junction with Lavender Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0193
3	n/a	Swan Street	n/a	South	from the western flank wall of 69 Swan Street opposite, westwards for 41m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	A	n/a	T2, T3, T4	Except permit holders	App24-0194
Page 357	n/a	Town Hill	n/a	East	from a point 8m north of the party wall of 59/61 Town Hill, northwards to the Town Hill roundabout	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0195
	n/a	Town Hill	n/a	East	from a point 1 metre north of the southern flank wall of 63 Town Hill for 5.5m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0196
	3	n/a	Town Hill	n/a	East	from a point 1 metre north of the southern flank wall of 63 Town Hill for 17m in a northerly direction	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM4	n/a	T2, T3, T4	Except permit holders
1	n/a	Town Hill	n/a	West	from the southern flank wall of 46 Town Hill for 28m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0198
1	n/a	Town Hill	n/a	West	from the southern flank wall of 38 Town Hill northwards to the Town Hill roundabout	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0199
3	n/a	Town Hill	n/a	West	from the southern flank wall of 38 Town Hill, southwards for 27m	Parking place	Monday to Saturday	8am - 6pm	3 hours	1 hour	WM4	n/a	T2, T3, T4	Except permit holders	App24-0200
3	n/a	Town Hill	n/a	West	from a point 28m south of the southern flank wall of 46 Town Hill, southwards for 10m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM4	n/a	T2, T3, T4	Except permit holders	App24-0201
1	n/a	Water Lane	n/a	Both	from the junction with Lavenders Road for 75m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0202

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	n/a	Water Lane	n/a	North	from the eastern kerbline of High Street, eastwards to a point 12m east of the eastern boundary of No.9	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0203
1	n/a	Water Lane	n/a	North	from the boundary of No's 21 & 23, eastwards for 7m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0204
1	n/a	Water Lane	n/a	North	from a point 30.5m east of the boundary of No's 21 & 23, eastwards for 33m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0205
3	n/a	Water Lane	n/a	North	from a point 12m east of the eastern boundary of No.9, eastwards to the boundary of No's 21 & 23	Parking place	all days	at any time	n/a	n/a	WM	Private & light goods only	n/a	n/a	App24-0206
3	n/a	Water Lane	n/a	North	from a point 7m east of the boundary of No's 21 & 23, eastwards for 23.5m	Parking place	all days	at any time	n/a	n/a	WM	Private & light goods only	n/a	n/a	App24-0207
1	n/a	Water Lane	n/a	South	from the eastern kerbline of High Street, eastwards to the west side of the entrance to Parsonage Court	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0208
1	n/a	Water Lane	n/a	South	from the east side of the entrance to Parsonage Court, eastwards for 111m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0209
1	n/a	West Street	n/a	North	from the junction with High Street westwards to the junction with Norman Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0210
1	n/a	West Street	n/a	South	from the junction with High Street to a point 4.5m west of the western flank wall of 5 West Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0211
1	n/a	West Street	n/a	South	from a point 19.5m west of the western flank wall of 5 West Street to a point 6.5m west of the eastern boundary of 15 West Street	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0212
1	n/a	West Street	n/a	South	from a point 17.5m west of the eastern boundary of 15 West Street for 10m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0213
1	n/a	West Street	n/a	South	from a point 33.5m west of the eastern boundary of 15 West Street for 7m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0214
1	n/a	West Street	n/a	South	from a point 6m east of the boundary wall of 23/25 West Street for 11.5m in a westerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0215
1	n/a	West Street	n/a	South	from a point 16.5m west of the boundary wall of 23/25 West Street to the junction of West Street and Norman Road	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0216

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
3	n/a	West Street	n/a	South	from a point 4.5m west of the western flank wall of 5 West Street westwards for 14m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0217
3	n/a	West Street	n/a	South	from a point 6.5m west of the eastern boundary of 15 West Street westwards for 11m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0218
3	n/a	West Street	n/a	South	from a point 27.5m west of the eastern boundary of 15 West Street westwards for 6m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0219
3	n/a	West Street	n/a	South	from a point 5m west of the eastern boundary of 23 West Street, westwards for 6m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0220
3	n/a	West Street	n/a	South	from a point 6m west of the eastern boundary of 25 West Street, westwards for 11m	Parking place	Monday to Saturday	8am - 6pm	1 hour	2 hours	WM3	n/a	T2, T3, T4	Except permit holders	App24-0221
1	Kings Hill	Alderwick Grove	n/a	Both	from the southern kerbline of Discovery Drive, southwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0222
Page 359	4	Kings Hill	Alexander Grove	n/a	West	From a point 16m south of the southern kerbline of Crispin Way, southwards for 41m	Prohibition of stopping outside schools	Monday to Friday	8.30am – 3.30pm	n/a	n/a	n/a	n/a	n/a	App24-0223
	Kings Hill	Alexander Grove	n/a	West	from the northern kerbline of the Discovery Drive & Alton Avenue roundabout, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0224	
	Kings Hill	Alexander Grove	n/a	East	from the northern kerbline of the Discovery Drive & Alton Avenue roundabout, northwards to the southern kerbline of Milton Lane	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0225	
	1	Kings Hill	Alexander Grove	n/a	East	from the northern kerbline of Milton Lane, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	App24-0226	
1	Kings Hill	Alexander Grove	n/a	East	from 3m north of the southern flank wall of No.39, northwards to the extent of public highway	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0227	
1	Kings Hill	Alexander Grove	n/a	West	From the southern kerbline of Crispin Way, southwards for 16m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0228	
1	Kings Hill	Alexander Grove	n/a	East	between points 14m north and 14m south of the junction with Milton Lane	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	To be revoked
1	Kings Hill	Alexander Grove	n/a	West	from the junction with Crispin Way for 16m in a southerly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	To be revoked
4	Kings Hill	Alexander Grove	Alexander Grove	West	From a point 16m south of the junction with Crispin Way for 41m in a southerly direction	Prohibition of stopping outside schools	School days	8.30am – 3.30pm	n/a	n/a	n/a	n/a	n/a	n/a	To be revoked

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	Kings Hill	Alfriston Grove	n/a	Both	from the southwestern kerbline of Boverde Avenue, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0229
1	Kings Hill	Alton Avenue	n/a	Both	from the southern kerbline of the Discovery Drive & Alton Avenue roundabout, southwards for 19m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0230
1	Kings Hill	Bancroft Lane	n/a	Both	From the south-eastern kerbline of Discovery Drive, south-eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0235
1	Kings Hill	Bovarde Avenue	n/a	Southwest	from the northern kerbline of Discovery Drive, north-westwards to the southern kerbline of Alfriston Grove	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0236
1	Kings Hill	Bovarde Avenue	n/a	Southwest	from the northern kerbline of Alfriston Grove north-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0237
1	Kings Hill	Bovarde Avenue	n/a	Southwest	from 3.5m southeast of the boundary of No's 1 & 3 Boverde Avenue, north-westwards for 7m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0238
Page 360	Kings Hill	Bovarde Avenue	n/a	Southwest	from 3.7m southeast of the boundary of No's 5 & 7 Boverde Avenue, north-westwards to the southern kerbline of Tower View, including the south side of the Regent Way roundabout	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0239
	Kings Hill	Bovarde Avenue	n/a	Northeast	from the northern kerbline of Discovery Drive, north-westwards for 22.5m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0240
1	Kings Hill	Bovarde Avenue	n/a	Northeast	from 5.5m northwest of the boundary of No's 6 & 8, north-westwards to the south-eastern kerbline of Regent Way	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0241
1	Kings Hill	Braeburn Way	n/a	Both	from the western kerbline of Winston Avenue, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0242
1	Kings Hill	Braeburn Way	n/a	Both	from the eastern kerbline of Winston Avenue, eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0243
1	Kings Hill	Braeburn Way	n/a	Both	from the western kerbline of Melrose Avenue, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0244
1	Kings Hill	Braeburn Way	n/a	Both	from the eastern kerbline of Melrose Avenue, eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0245
1	Kings Hill	Braeburn Way	n/a	Both	from the northern kerbline of Discovery Drive, north-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0246
1	Kings Hill	Clearheart Lane	n/a	Both	from the southern kerbline of Discovery Drive, southwards to 9.5m north of the boundary of No's 13 & 14 Clearheart Lane	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0247

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	Kings Hill	Cobham Drive	n/a	North	from the northern kerbline of Discovery Drive, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0248
1	Kings Hill	Crispin Way	n/a	South side of westbound section	From the western kerbline of the eastern school vehicle access, westwards for 19m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0249
1	Kings Hill	Crispin Way	n/a	South side of westbound section	From the western kerbline of Alexander Grove, westwards to the eastern kerbline of the eastern school vehicle access	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0250
1	Kings Hill	Crispin Way	n/a	South side of westbound section	From a point 7m east of the centreline of the central pedestrian access, westwards for 14m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0251
1	Kings Hill	Crispin Way	n/a	South side of westbound section	From the eastern kerbline of the western vehicle access, eastwards for 16m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0252
1	Kings Hill	Crispin Way	n/a	Western end and north side	From the western side of the western school vehicle access, northwards and eastwards to the western side of the northern car park access	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0253
Page 361	Kings Hill	Crispin Way	n/a	North side	From eastern side of the northern car park access, eastwards to the west side of the northern car park exit	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0254
	Kings Hill	Crispin Way	n/a	North side	From eastern side of the northern car park exit, eastwards to the western kerbline of Alexander Grove	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0255
	1	Kings Hill	Crispin Way	n/a	Central island	All sides of the central island	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0256
1	Kings Hill	Dawn Lane	n/a	Both	from the northern kerbline of Discovery Drive, northwards to a point in line with 2m north of the flank wall of No.1 Dawn Lane	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0257
1	Kings Hill	Discovery Drive	n/a	Both	from the western kerbline of the Discovery Drive & Alton Avenue roundabout, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0258
1	Kings Hill	Discovery Drive	n/a	Both	from the eastern kerbline of the Discovery Drive & Alton Avenue roundabout, eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0259
1	Kings Hill	Discovery Drive	n/a	South	from 15m west of the western side if the access to Elstar Place, eastwards to 15m east of the eastern side of the access to Rubin Place	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0260
1	Kings Hill	Discovery Drive	n/a	Both	from the western kerbline of the Fortune Way roundabout, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0261

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	Kings Hill	Discovery Drive	n/a	North	from the eastern kerbline of the Fortune Way roundabout, eastwards to 1.5m east of the boundary of No's 69-79 and 81	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0262
1	Kings Hill	Discovery Drive	n/a	North	from the western kerbline of Winston Avenue, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0263
1	Kings Hill	Discovery Drive	n/a	North	from the eastern kerbline of Winston Avenue, eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0264
1	Kings Hill	Discovery Drive	n/a	North	from the western kerbline of Melrose Avenue, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0265
1	Kings Hill	Discovery Drive	n/a	North	from the eastern kerbline of Melrose Avenue, eastwards for 18m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0266
1	Kings Hill	Discovery Drive	n/a	North	from 31m east of the eastern kerbline of Melrose Avenue, eastwards to 4m west of the boundary of No's 107 & 109	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0267
Page 362	Kings Hill	Discovery Drive	n/a	North	from the western kerbline of Braeburn Way, westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0268
	Kings Hill	Discovery Drive	n/a	North and northwest	from the eastern kerbline of Braeburn Way, eastwards and north-eastwards to 7.5m south of the boundary of No's 113 & 115	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0269
	Kings Hill	Discovery Drive	n/a	Northwest	from the north-eastern flank wall of No.115, north-eastwards to eastern kerbline of Braeburn Way, eastwards and north-eastwards to the southwestern kerbline of Boverde Avenue	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0270
1	Kings Hill	Discovery Drive	n/a	South	from the eastern kerbline of the Fortune Way roundabout, eastwards to a point opposite 2.5m east of the boundary of No's 87 & 89	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0271
1	Kings Hill	Discovery Drive	n/a	South	from a point opposite 15.5m east of the boundary of No's 87 & 89, eastwards to the western kerbline of the western end of Rougemont	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0272
1	Kings Hill	Discovery Drive	n/a	South	from the eastern kerbline of the western end of Rougemont, eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0273
1	Kings Hill	Discovery Drive	n/a	South	from the western kerbline of the eastern end of Rougemont, westwards for 110m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0274
1	Kings Hill	Discovery Drive	n/a	South	from the eastern kerbline of the eastern end of Rougemont, eastwards for 55m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0275

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	Kings Hill	Discovery Drive	n/a	Southeast	from the southwestern kerbline of Bancroft Lane, south-westwards for 46m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0276
1	Kings Hill	Discovery Drive	n/a	Southeast	from the north-eastern kerbline of Bancroft Lane, north-eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0277
1	Kings Hill	Discovery Drive	n/a	North	from the eastern kerbline of Bovarde Avenue, eastwards to a point 7m west of the boundary of No's 125 & 127	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0278
1	Kings Hill	Discovery Drive	n/a	North	from the western kerbline of Cobham Drive, westwards to 11m east of the boundary of No's 125 & 127	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0279
1	Kings Hill	Discovery Drive	n/a	North	from the eastern kerbline of Cobham Drive, eastwards to the western kerbline of Dawn Lane	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0280
1	Kings Hill	Discovery Drive	n/a	South	from the western kerbline of Alderwick Grove, westwards to the eastern flank wall of No.2 Discovery Drive	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0281
1	Kings Hill	Discovery Drive	n/a	South	from the eastern kerbline of Alderwick Grove, eastwards to 3m east of the boundary of No's 20 & 22 Discovery Drive	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0282
1	Kings Hill	Discovery Drive	n/a	South	from the western kerbline of Quindell Place, westwards for 11m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0283
1	Kings Hill	Discovery Drive	n/a	South	from the eastern kerbline of Quindell Place, eastwards to the boundary of No's 24 & 26 Discovery Drive	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0284
1	Kings Hill	Discovery Drive	n/a	South	From the western kerbline of Clearheart Lane, westwards to 5m east of the western flank wall of No.34 Discovery Drive	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0285
1	Kings Hill	Discovery Drive	n/a	Southeast	From the eastern kerbline of Clearheart Lane, north-eastwards to the southern kerbline of McArthur Drive (southern junction)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0286
1	Kings Hill	Discovery Drive	n/a	Southeast and east	From the northern kerbline of McArthur Drive (southern junction), northwards to the southern kerbline of McArthur Drive (northern junction)	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0287
1	Kings Hill	Discovery Drive	n/a	East	From the northern kerbline of McArthur Drive (northern junction), northwards to the northern flank wall of No.68 Discovery Drive	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0288

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	Kings Hill	Discovery Drive	n/a	East	from the southern kerbline of Victory Drive, southwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0289
1	Kings Hill	Discovery Drive	n/a	East	from the northern kerbline of Victory Drive, northwards to 3.5m south of the boundary of No's 78 & 80 Discovery Drive	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0290
1	Kings Hill	Discovery Drive	n/a	East	from 3.5m south of the boundary of No's 78 & 80 Discovery Drive, northwards for 22m	No waiting	Monday to Friday	8am-10am, 2pm-4pm	n/a	n/a	n/a	n/a	n/a	n/a	App24-0291
1	Kings Hill	Discovery Drive	n/a	East	from 18.5m north of the boundary of No's 78 & 80 Discovery Drive, northwards to the southern side of the southern school entrance	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0292
1	Kings Hill	Discovery Drive	n/a	East	from the northern side of the southern school entrance, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0293
1	Kings Hill	Discovery Drive	n/a	East	from the southern side of the northern school entrance, southwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0294
Page 364	Kings Hill	Discovery Drive	n/a	East	from the northern side of the northern school entrance, northwards to a point 4.5m south of the southern flank wall of No.20 Atlas Close	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0295
	Kings Hill	Discovery Drive	n/a	Northwest	From the north-eastern kerbline of Dawn Lane, north-eastwards to a point 9m northeast of the adjacent roundabout splitter island	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0296
1	Kings Hill	Discovery Drive	n/a	West	from the boundary of No's 155 & 157 Discovery Drive, northwards to the southern kerbline of Eden Way	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0297
1	Kings Hill	Discovery Drive	n/a	West	from the northern kerbline of Eden Way, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0298
1	Kings Hill	Discovery Drive	n/a	West	from 29m north of the northern kerbline of Eden Way, northwards to the southern kerbline of Tiffen Way	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0299
1	Kings Hill	Discovery Drive	n/a	West	from the northern kerbline of Tiffen Way, northwards for 39m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0300
1	Kings Hill	Discovery Drive	n/a	West	from 20m south of the southern flank wall of No.183 Discovery Drive, northwards to 2m south of the boundary of No's 187 & 189 Discovery Drive	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0301
1	Kings Hill	Discovery Drive	n/a	East	from 2m south of the boundary of No's 187 & 189 Discovery Drive, northwards for 29m	No waiting	Monday to Friday	8am-10am,	n/a	n/a	n/a	n/a	n/a	n/a	App24-0302

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
								2pm-4pm							
1	Kings Hill	Discovery Drive	n/a	West	from 27m north of the boundary of No's 187 & 189 Discovery Drive, northwards to the southern kerbline of Holly Way	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0303
1	Kings Hill	Discovery Drive	n/a	West	from the northern kerbline of Holly Way, northwards to the extent of the public highway	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0304
1	Kings Hill	Eden Way	n/a	Both	from the western kerbline of Discovery Drive, westwards to the extent of the public highway	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0305
1	Kings Hill	Forest Way	n/a	East	From the Silver Ball roundabout, southwards to a point 13.5m south of the southern tip of the northern central island.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0306
1	Kings Hill	Forest Way	n/a	West	From the Silver Ball roundabout, southwards to a point 13.5m south of the southern tip of the northern central island.	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0307
1	Kings Hill	Fortune Way	n/a	West	From the southern kerbline of the Discovery Drive roundabout, southwards to the northern kerbline of Cleeve Court	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0308
Page 365	Kings Hill	Fortune Way	n/a	East	From the southern kerbline of the Discovery Drive roundabout, southwards to 15m south of the southern kerbline of the Golf Club car park access	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0309
	Kings Hill	Fortune Way	n/a	Both	From the northern kerbline of the Discovery Drive roundabout, northwards to a point 3.5m south of the southern corner of No.6 Fortune Way	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0314
1	Kings Hill	Gibson Drive	n/a	Northeast	from the eastern kerbline of the King Hill & Malling Road roundabout, south-eastwards for 103m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0322
1	Kings Hill	Gibson Drive	n/a	Northeast	from 121.5m southeast of the eastern kerbline of the King Hill & Malling Road roundabout, south-eastwards to the Silver Ball roundabout	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0323
1	Kings Hill	Gibson Drive	n/a	Both	From the Silver Ball roundabout, eastwards to the extent of the public highway	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0324
1	Kings Hill	Gibson Drive	n/a	Southwest	from the eastern kerbline of the King Hill & Malling Road roundabout, south-eastwards to the western kerbline of the western exit from the TMBC Council Offices	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0325

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	Kings Hill	Gibson Drive	n/a	Southwest	from the eastern kerbline of the western exit from the TMBC Council Offices, eastwards for 47m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0326
1	Kings Hill	Gibson Drive	n/a	Southwest	from 66m east of the eastern kerbline of the western exit from the TMBC Council Offices, eastwards to the western kerbline of the eastern exit to the TMBC Council Offices	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0327
1	Kings Hill	Gibson Drive	n/a	Southwest	from the eastern kerbline of the eastern exit to the TMBC Council Offices, eastwards to the Silver Ball roundabout	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0328
1	Kings Hill	Gibson Drive	n/a	Both	from a point at the Silver Ball Roundabout, 35m east of the junction with the access road to TMBC Car Park, in a westerly direction for 95m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	To be revoked
1	Kings Hill	Gibson Drive	(Access Road to TMBC Offices and Car Park)	East	from the junction with Gibson Drive in a southerly, westerly then northerly direction for 60m to Garages	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	To be revoked
1	Kings Hill	Gibson Drive	(Access Road to TMBC Offices and Car Park)	West	from the junction with Gibson Drive in a southerly direction for 35m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	To be revoked
1	Kings Hill	Holly Way	n/a	Both	from the western kerbline of Discovery Drive, westwards to the extent of the public highway	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0329
1	Kings Hill	Kendall Avenue	n/a	Both	from the north-western kerbline of Regent Way, north-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0330
1	Kings Hill	Kings Hill Avenue	n/a	Both	From the Silver Ball roundabout, northwards to the extent of the public highway	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0331
1	Kings Hill	McArthur Drive	(southern junction)	Both	from the eastern kerbline of Discovery Drive, eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0335
1	Kings Hill	McArthur Drive	(northern junction)	Both	from the eastern kerbline of Discovery Drive, eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0336
1	Kings Hill	Melrose Avenue	n/a	Both	from the southern kerbline of Tower View, southwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0337
1	Kings Hill	Melrose Avenue	n/a	Both	from the northern kerbline of Braeburn Way, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0338

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	Kings Hill	Melrose Avenue	n/a	Both	from the southern kerbline of Braeburn Way, southwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0339
1	Kings Hill	Milton Lane	n/a	Both	from the junction with Alexander Grove for 14m in an easterly direction	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0342
1	Kings Hill	Orient Court	n/a	East	From the southern kerbline of Queen Street, southwards to the end of the public highway	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0343
1	Kings Hill	Pearl Way	n/a	Both	from the southeaster kerbline of Regent Way, south-eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0344
1	Kings Hill	Quindell Place	n/a	Both	from the southern kerbline of Discovery Drive, southwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0349
1	Kings Hill	Regent Way	n/a	North	from the northern kerbline of Tower View, north-eastwards to the southwestern kerbline of Kendall Avenue	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0350
1	Kings Hill	Regent Way	n/a	North	from the north-eastern kerbline of Kendall Avenue, north-eastwards to the southwestern kerbline of Ruby Walk	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0351
Page 367	Kings Hill	Regent Way	n/a	North	from the north-eastern kerbline of Ruby Walk, north-eastwards to the end of the public highway	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0352
	Kings Hill	Regent Way	n/a	South	from the north-eastern kerbline of Boverde Avenue, north-eastwards to 56 southwest of the southwestern kerbline of Pearl Way	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0353
	1	Kings Hill	Regent Way	n/a	South	from the southwestern kerbline of Pearl Way, south-westwards for 32m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0354
	1	Kings Hill	Regent Way	n/a	South	from the north-eastern kerbline of Pearl Way, north-eastwards for 70m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0355
	1	Kings Hill	Regent Way	n/a	South	from the southwestern kerbline of Sunrise Way, south-westwards to the boundary of No's 12 & 14 Regent Way	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0356
	1	Kings Hill	Regent Way	n/a	South	from the north-eastern kerbline of Sunrise Way, north-eastwards to the extent of the highway boundary	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0357
	1	Kings Hill	Rougemont	Eastern junction	Both	from the southern kerbline of Discovery Drive, southwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0359
	1	Kings Hill	Ruby Walk	n/a	Both	from the north-western kerbline of Regent Way, north-westwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	App24-0360

Sch	N'ho od	Road	Sub name / number	Side	Location	Type	Days	Times	Max	NR	Area	Class of vehicle	Tariff	Except	TMBC 2023 Amend 41
1	Kings Hill	Sunrise Way	n/a	Both	from the southeaster kerbline of Regent Way, south-eastwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0361
1	Kings Hill	Tiffen Way	n/a	Both	from the western kerbline of Discovery Drive, westwards to the extent of the public highway	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0362
2	Kings Hill	Tower View	n/a	Both	from the western kerbline of the Boverde Avenue & Regent Way junction, westwards towards the Fortune Way & Hazen Road roundabout, to the extent of the public highway	No waiting and no loading & unloading	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0363
1 & 2	Kings Hill	Tower View	n/a	Both	From its roundabout junction with Regent Way to its roundabout junction with Hazen Road	No waiting and no loading & unloading	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	To be revoked
1	Kings Hill	Victory Drive	n/a	Both	from the eastern kerbline of Discovery Drive, eastwards to the extent of public highway	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0364
Page 368	Kings Hill	Winston Avenue	n/a	Both	from the southern kerbline of Tower View, southwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0366
	Kings Hill	Winston Avenue	n/a	Both	from the northern kerbline of Braeburn Way, northwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0367
	Kings Hill	Winston Avenue	n/a	Both	from the southern kerbline of Braeburn Way, southwards for 15m	No waiting	all days	at any time	n/a	n/a	n/a	n/a	n/a	n/a	App24-0368

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING) (WAITING
RESTRICTIONS AND ON-STREET PARKING PLACES)
(AMENDMENT 41) ORDER 2023**



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

In the Parish of Kings Hill

Location	Proposal
Alderwick Grove (at the junction with Discovery Drive)	New double yellow lines
Alexander Grove	New double yellow lines
Alfriston Grove (at the junction with Bovarde Avenue)	New double yellow lines
Alton Avenue (at the Discovery Drive roundabout)	New double yellow lines
Bancroft Lane (at the junction with Discovery Drive)	New double yellow lines
Bovarde Avenue	New double yellow lines and bus stop clearways
Braeburn Way	New double yellow lines
Clearheart Lane (at the Discovery Drive roundabout)	New double yellow lines
Cobham Drive (at the junction with Discovery Drive)	New double yellow lines
Crispin Way	New double yellow lines
Dawn Lane (at the Discovery Drive roundabout)	New double yellow lines
Discovery Drive	New double yellow lines, new "School Keep Clear" restrictions, new single yellow lines, and new bus stop clearways
Eden Way (at the junction with Discovery Drive)	New double yellow lines
Forest Way (at the Silver Ball roundabout)	New double yellow lines
Fortune Way	New double yellow lines
Gibson Drive	New double yellow lines
Holly Way (at the junction with Discovery Drive)	New double yellow lines
Kendall Avenue (at the junction with Regent Way)	New double yellow lines
Kings Hill Avenue (at the Silver Ball roundabout)	New double yellow lines
McArthur Drive (at the junctions with Discovery Drive)	New double yellow lines
Melrose Avenue	New double yellow lines
Pearl Way (at the junction with Regent Way)	New double yellow lines
Quindell Place (at the junction with Discovery Drive)	New double yellow lines
Rougemont (at the junction with Discovery Drive)	New double yellow lines
Ruby Walk (at the junction with Regent Way)	New double yellow lines
Sunrise Way (at the junction with Regent Way)	New double yellow lines
Tower View	New bus stop clearways
Winston Avenue	New double yellow lines

A copy of the draft Order and a statement of reasons for proposing to make the Order may be inspected during normal working hours at the offices of Tonbridge and Malling Council Offices, Kings Hill, West Malling or Tonbridge Castle and at the Kent County Council Offices, Sessions House, County Hall, Maidstone, Kent.

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

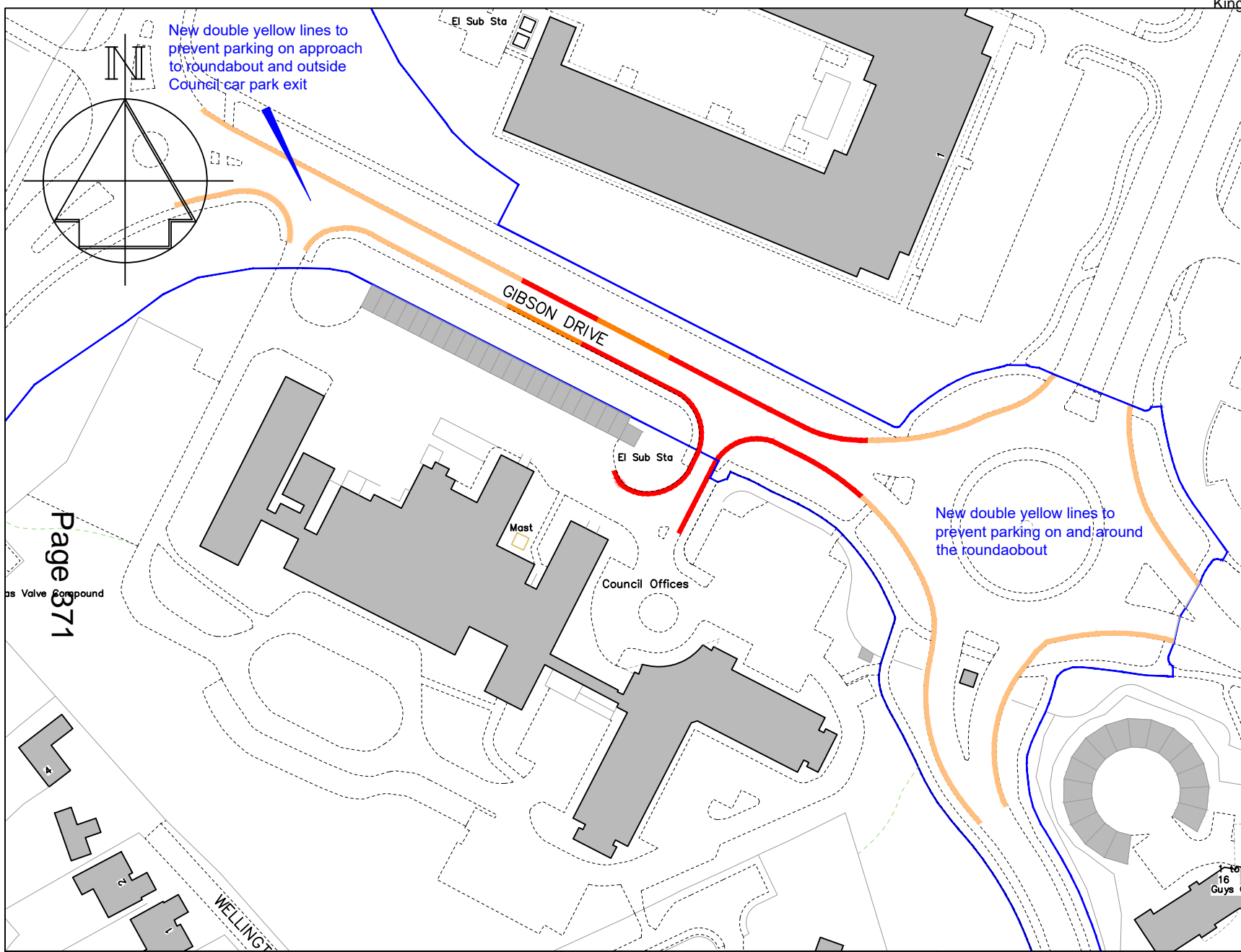
Anyone wishing to support these proposals, or object to them, should write stating reasons, and quoting the name of the Order, **by no later than 15th October 2023** to;

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

Dated 22nd September 2023

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

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



New double yellow lines to prevent parking on approach to roundabout and outside Council car park exit

New double yellow lines to prevent parking on and around the roundabout

- KEY**
- Existing "No waiting at any time" (double yellow lines)
 - Proposed "No waiting at any time" (double yellow lines)
 - Existing "Bus Stop Clearway" (yellow bus stop marking)

Page 371

B	Key amended, revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



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

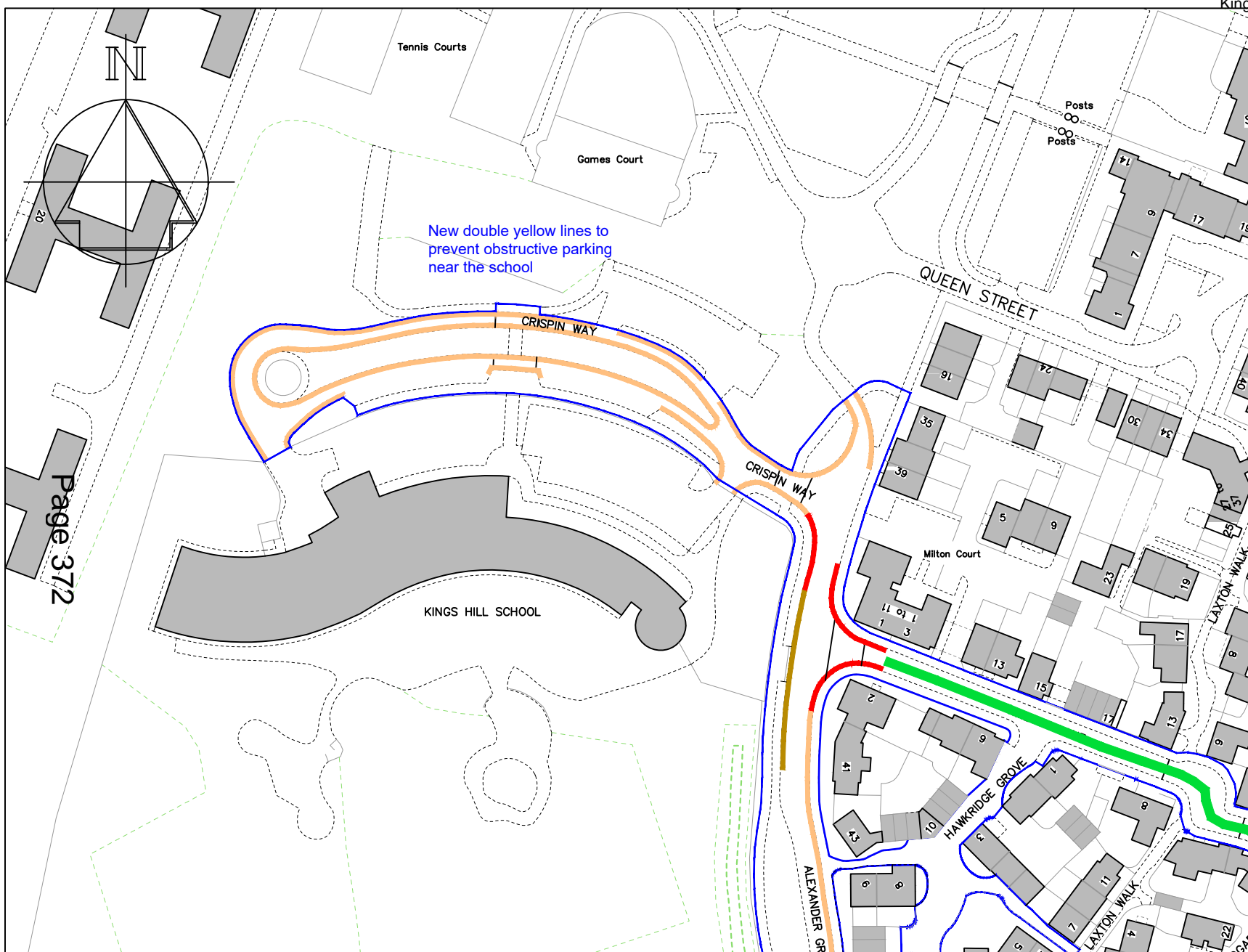
Project Title
Kings Hill Parking Review
 Formal consultation

Drawing Title
Gibson Drive

Drawn	Checked	Date
ACB	AE	1/2019

Scale 1 : 1250 @ A4

Drawing No. DD/586/07	Rev B
--------------------------	----------



- KEY**
- Existing "No waiting at any time" (double yellow lines)
 - Proposed "No waiting at any time" (double yellow lines)
 - Existing "School Keep Clear" (yellow zig-zag marking)
 - Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)
 - Road being considered separately by Kent County Council to become one-way (direction to be established).

Page 372

B	Key amended, potential one-way added, revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



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

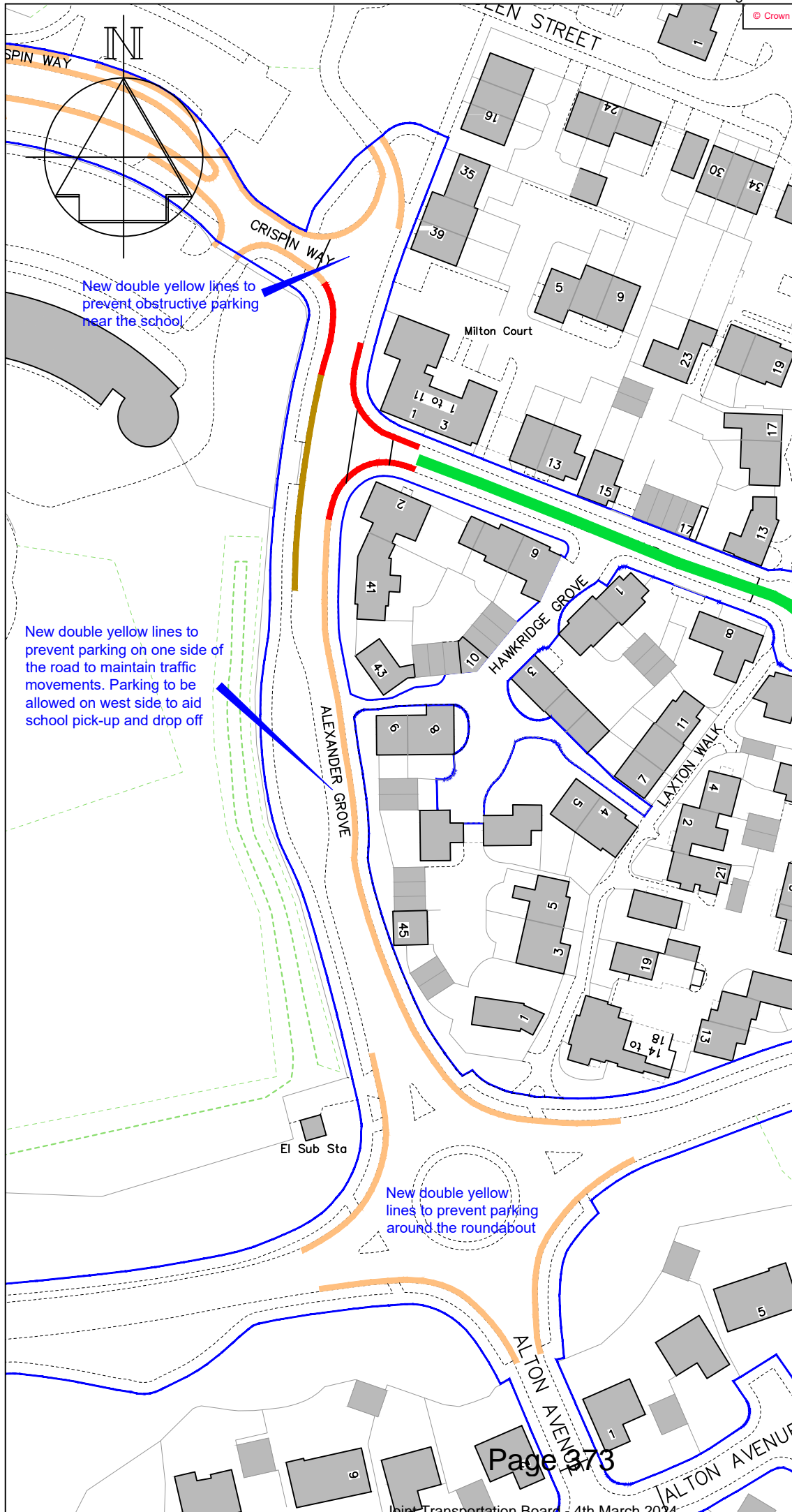
Project Title
Kings Hill Parking Review
 Formal consultation

Drawing Title
Crispin Way

Drawn	Checked	Date
ACB	AE	1/2019

Scale 1 : 1250 @ A4

Drawing No. DD/586/08	Rev B
--------------------------	----------



- KEY**
- Existing "No waiting at any time" (double yellow lines)
 - Proposed "No waiting at any time" (double yellow lines)
 - Existing "School Keep Clear" (yellow zig-zag marking)
 - Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)
 - Road being considered separately by Kent County Council to become one-way (direction to be established).

B	Key amended, possible one-way added, Revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



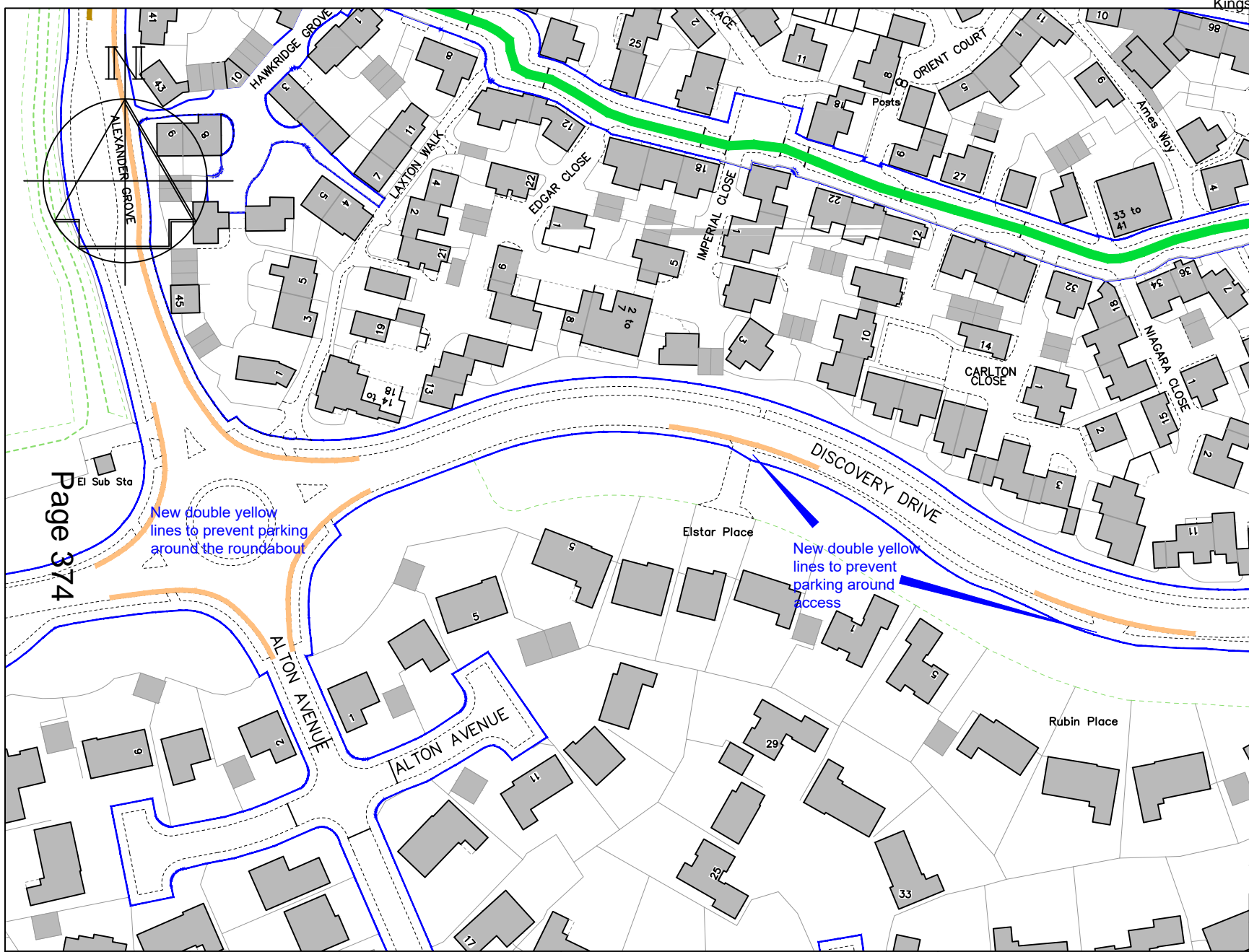
Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
**Kings Hill Parking Review
 Formal consultation**

Drawing Title
**Alexander Grove, Discovery
 Drive and Alton Avenue**

Drawn ACB Checked AE Date 1/2019
 Scale 1 : 1250 @ A4

Drawing No. DD/586/09	Rev B
--------------------------	----------



- KEY**
- Proposed "No waiting at any time" (double yellow lines)
 - Proposed "Bus Stop Clearway" (yellow bus stop marking)
 - Existing "School Keep Clear" (yellow zig-zag marking)
 - Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)
 - Road being considered separately by Kent County Council to become one-way (direction to be established).

Page 374

New double yellow lines to prevent parking around the roundabout

New double yellow lines to prevent parking around access

B	Key amended, potential one-way added, revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



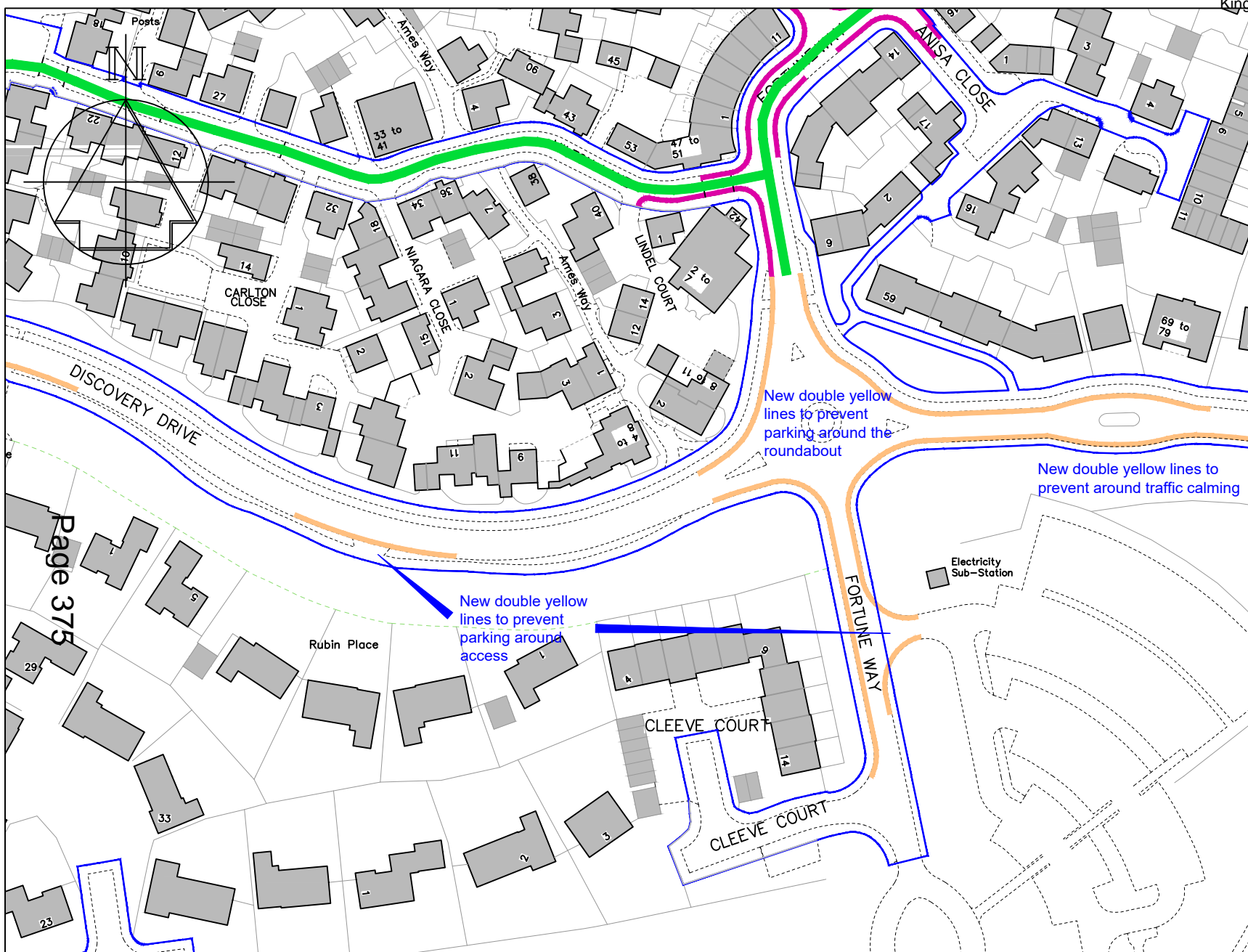
Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
Kings Hill Parking Review
 Formal consultation

Drawing Title
Discovery Drive (east of Alexander Grove)

Drawn	Checked	Date
ACB	AE	1/2019

Scale 1 : 1250 @ A4	
Drawing No. DD/586/10	Rev B



- KEY**
- Existing "No waiting at any time" (double yellow lines)
 - Proposed "No waiting at any time" (double yellow lines)
 - Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)
 - Road being considered separately by Kent County Council to become one-way (direction to be established).
 - Proposed "No waiting at any time" (double yellow lines), not being taken forward until KCC's one-way street proposals are resolved.

New double yellow lines to prevent parking around the roundabout

New double yellow lines to prevent around traffic calming

New double yellow lines to prevent parking around access

B	Key amended, potential one-way added, revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



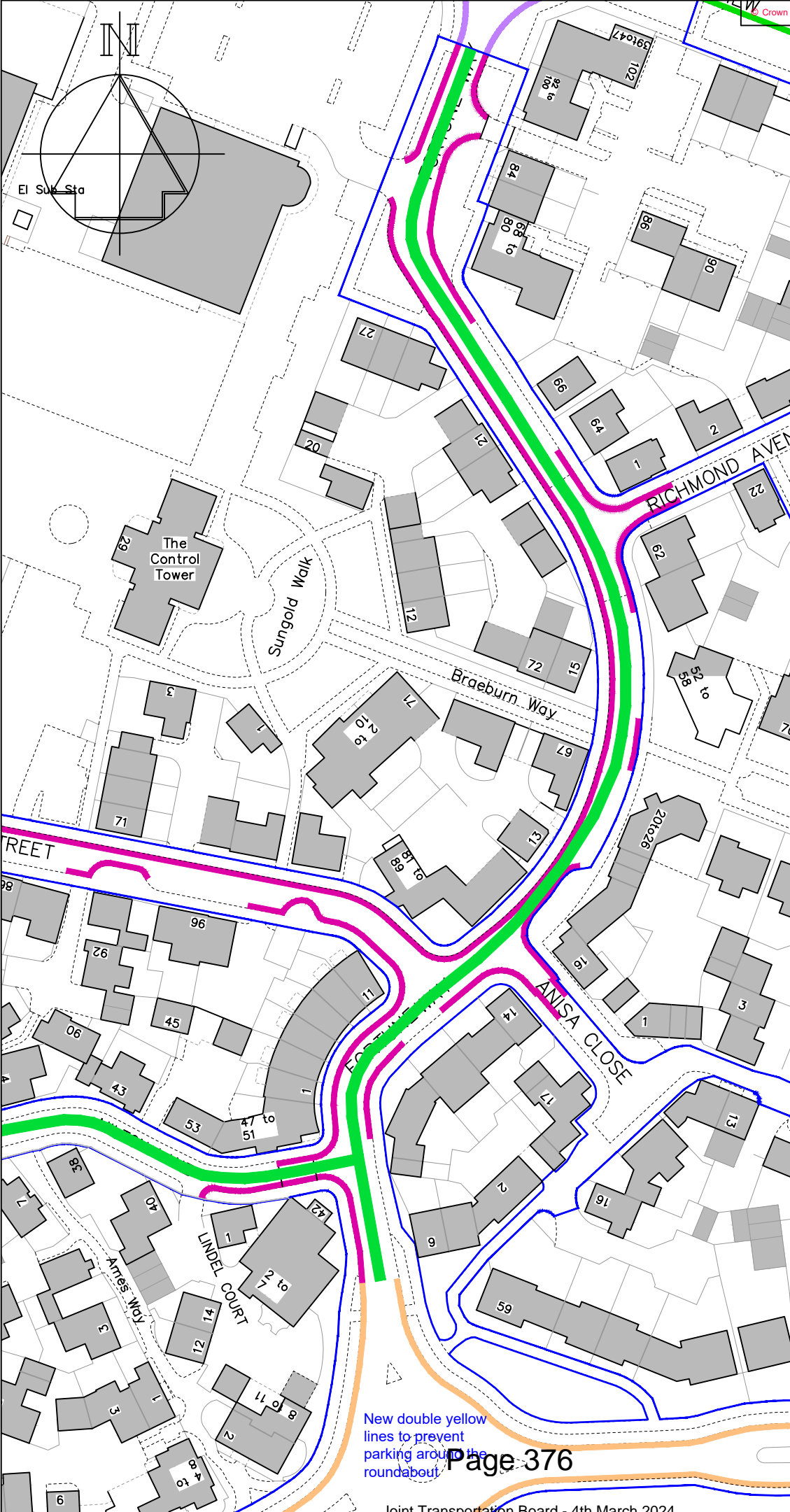
Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
Kings Hill Parking Review
 Formal consultation

Drawing Title
Discovery Drive and Fortune Way
 (southern section)

Drawn	Checked	Date
ACB	AE	1/2019

Scale 1 : 1250 @ A4	
Drawing No. DD/586/11	Rev B



- KEY**
- Existing "No waiting at any time" (double yellow lines)
 - Proposed "No waiting at any time" (double yellow lines) should the road be adopted by Kent County Council
 - Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)
 - Road being considered separately by Kent County Council to become one-way (direction to be established).
 - Proposed "No waiting at any time" (double yellow lines), not being taken forward until KCC's one-way street proposals are resolved.

B	Key amended, possible one-way added, Revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



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

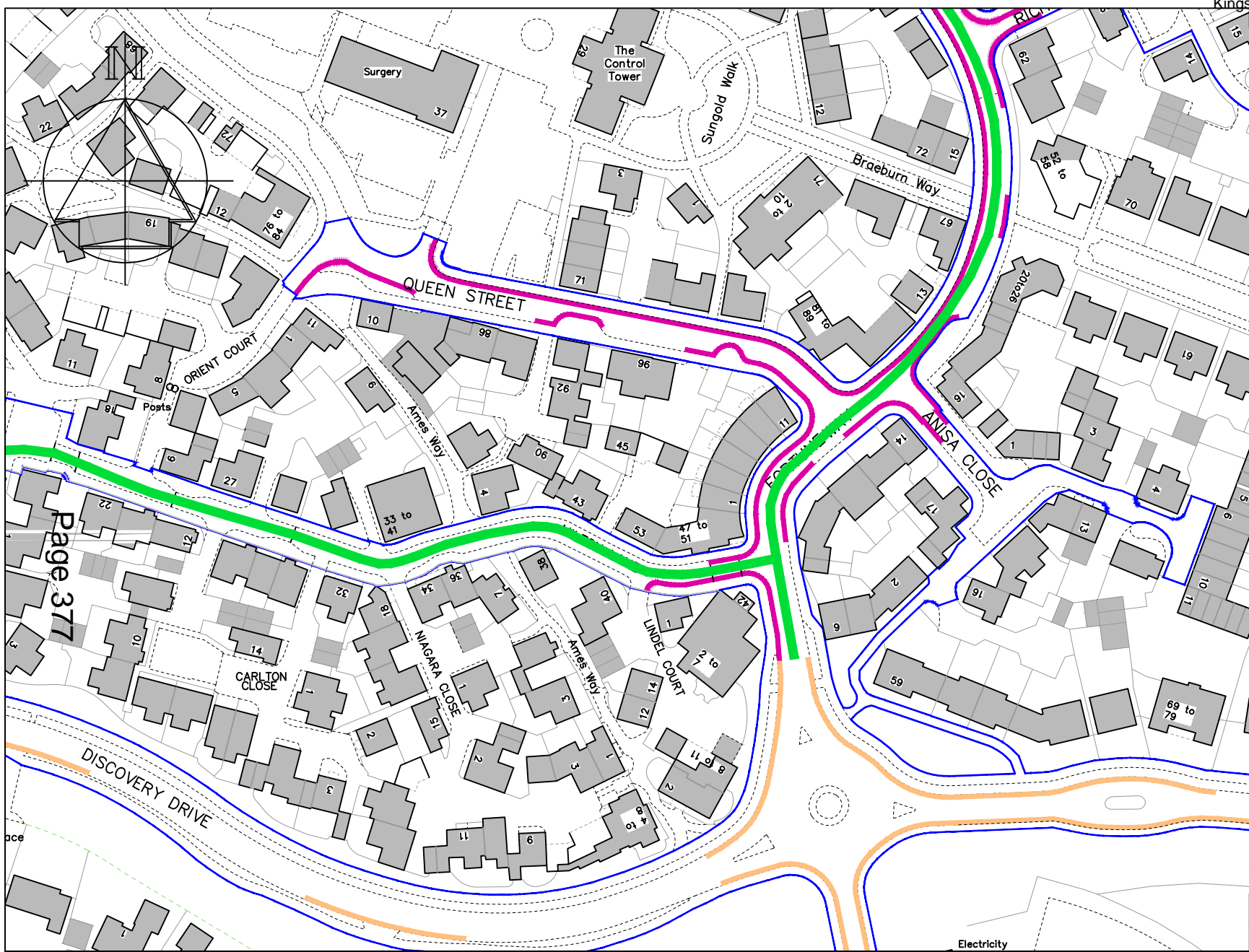
Project Title
 Kings Hill Parking Review
 Formal consultation

Drawing Title
 Fortune Way

Drawn ACB Checked AE Date 1/2019
 Scale 1 : 1250 @ A4

Drawing No. DD/586/12	Rev B
--------------------------	----------

New double yellow lines to prevent parking around the roundabout.
Page 376



- KEY**
- Existing "No waiting at any time" (double yellow lines)
 - Proposed "No waiting at any time" (double yellow lines)
 - Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)
 - Road being considered separately by Kent County Council to become one-way (direction to be established).
 - Proposed "No waiting at any time" (double yellow lines), not being taken forward until KCC's one-way street proposals are resolved.

Page 377

B	Key amended, potential one-way added, revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



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

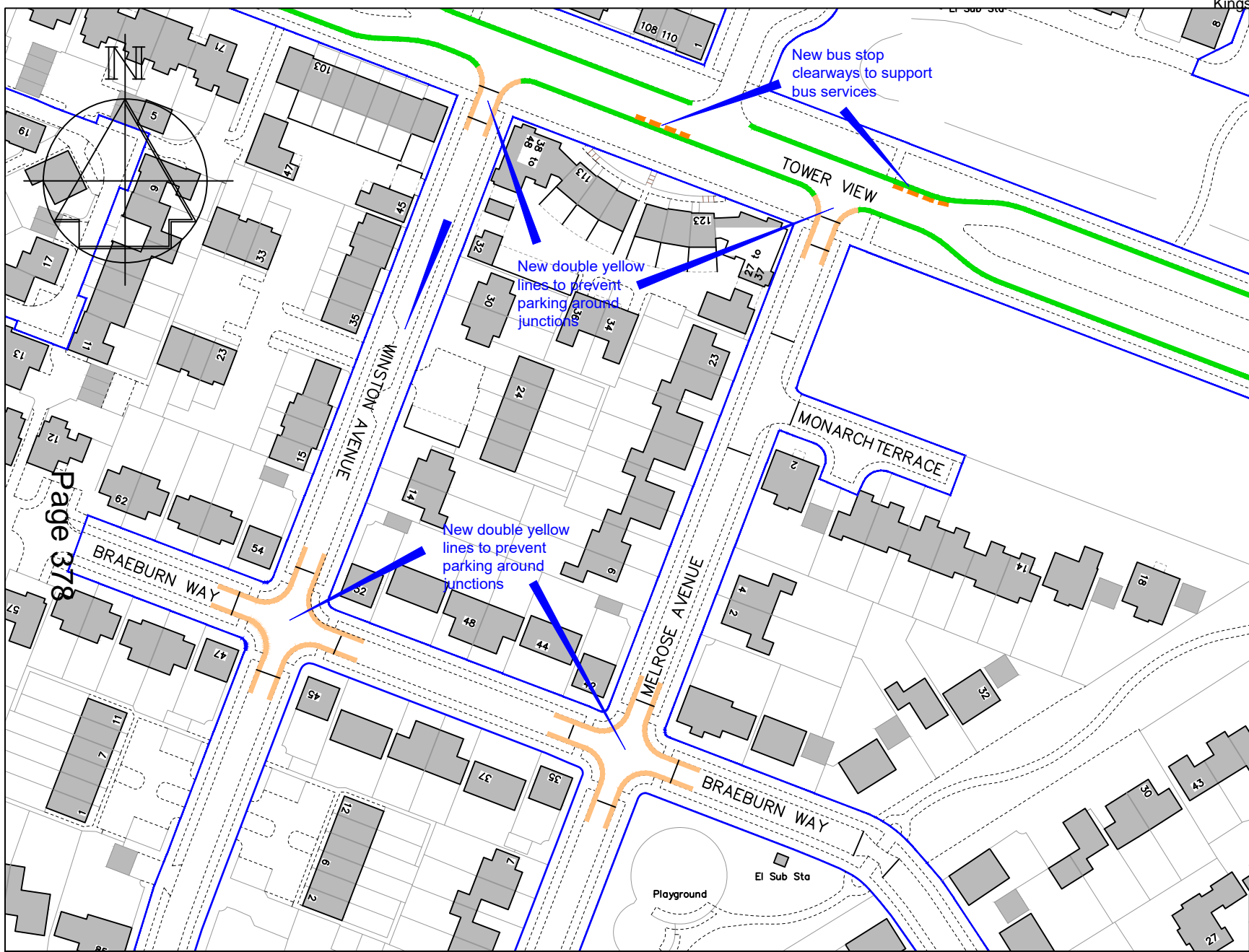
Project Title
Kings Hill Parking Review
 Formal consultation

Drawing Title
Queen Street

Drawn	Checked	Date
ACB	AE	1/2019

Scale 1 : 1250 @ A4

Drawing No. DD/586/13	Rev B
--------------------------	----------



- KEY**
- Proposed "No waiting at any time" (double yellow lines)
 - - - Proposed "Bus Stop Clearway" (yellow bus stop marking)
 - Existing "No waiting at any time and No loading at any time" (double yellow line with double kerb markings)
 - Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)

Page 378

B	Key amended, revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date

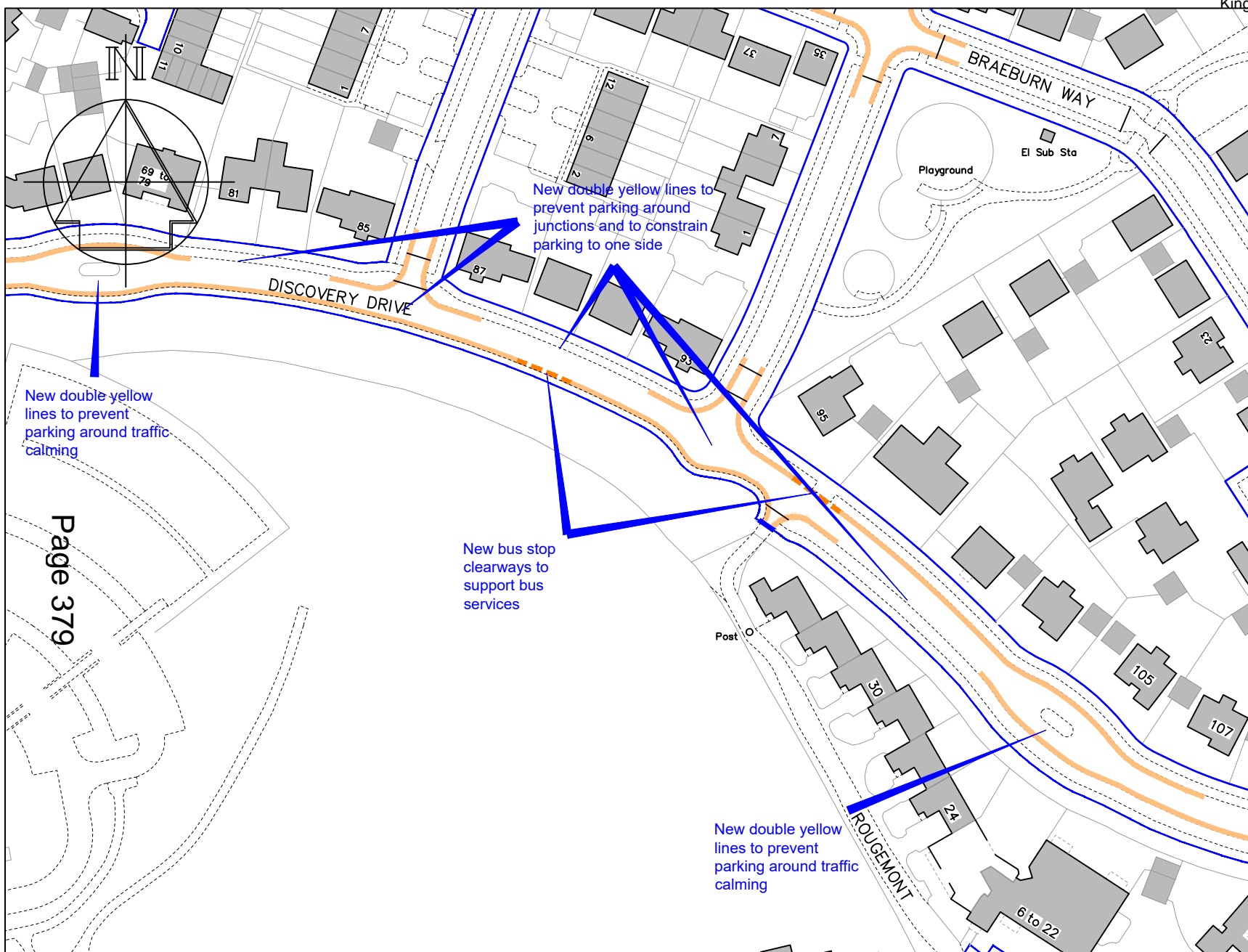


Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
Kings Hill Parking Review
 Formal consultation

Drawing Title
Braeburn Way, Tower View,
Winston Ave and Melrose Ave

Drawn	Checked	Date
ACB	AE	1/2019
Scale 1 : 1250 @ A4		
Drawing No.	Rev	
DD/586/14	B	



- KEY**
- — — — — Proposed "No waiting at any time" (double yellow lines)
 - - - - - Proposed "Bus Stop Clearway" (yellow bus stop marking)
 - — — — — Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)

New double yellow lines to prevent parking around traffic calming

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

New bus stop clearways to support bus services

New double yellow lines to prevent parking around traffic calming

Page 379

B	Key amended, revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



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

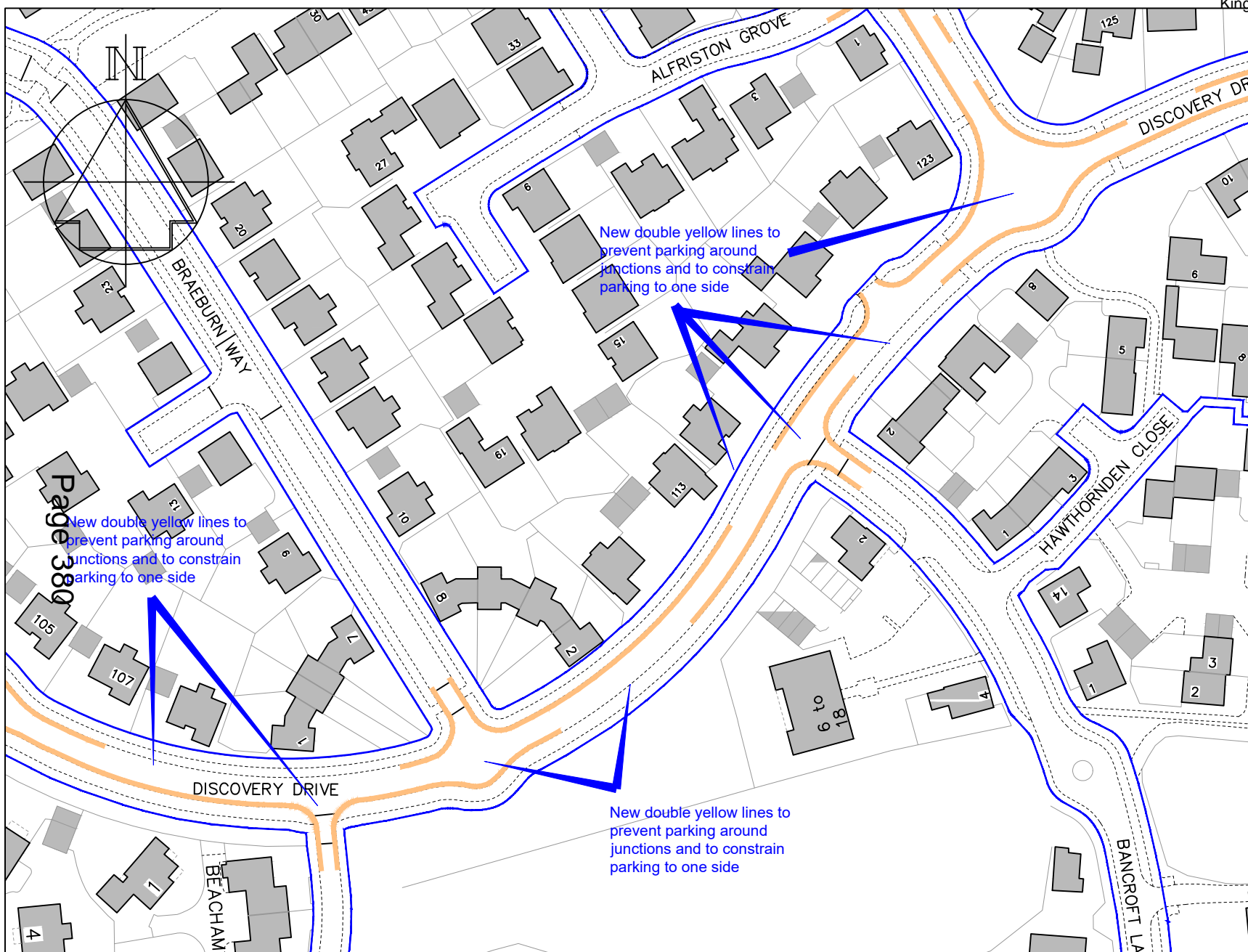
Project Title
Kings Hill Parking Review
 Formal consultation

Drawing Title
Discovery Drive (Winston Avenue - Melrose Avenue area)

Drawn	Checked	Date
ACB	AE	1/2019

Scale 1 : 1250 @ A4

Drawing No. DD/586/15	Rev B
--------------------------	----------



- KEY**
- Proposed "No waiting at any time" (double yellow lines)
 - Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)

Page 380

B	Key amended, revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date

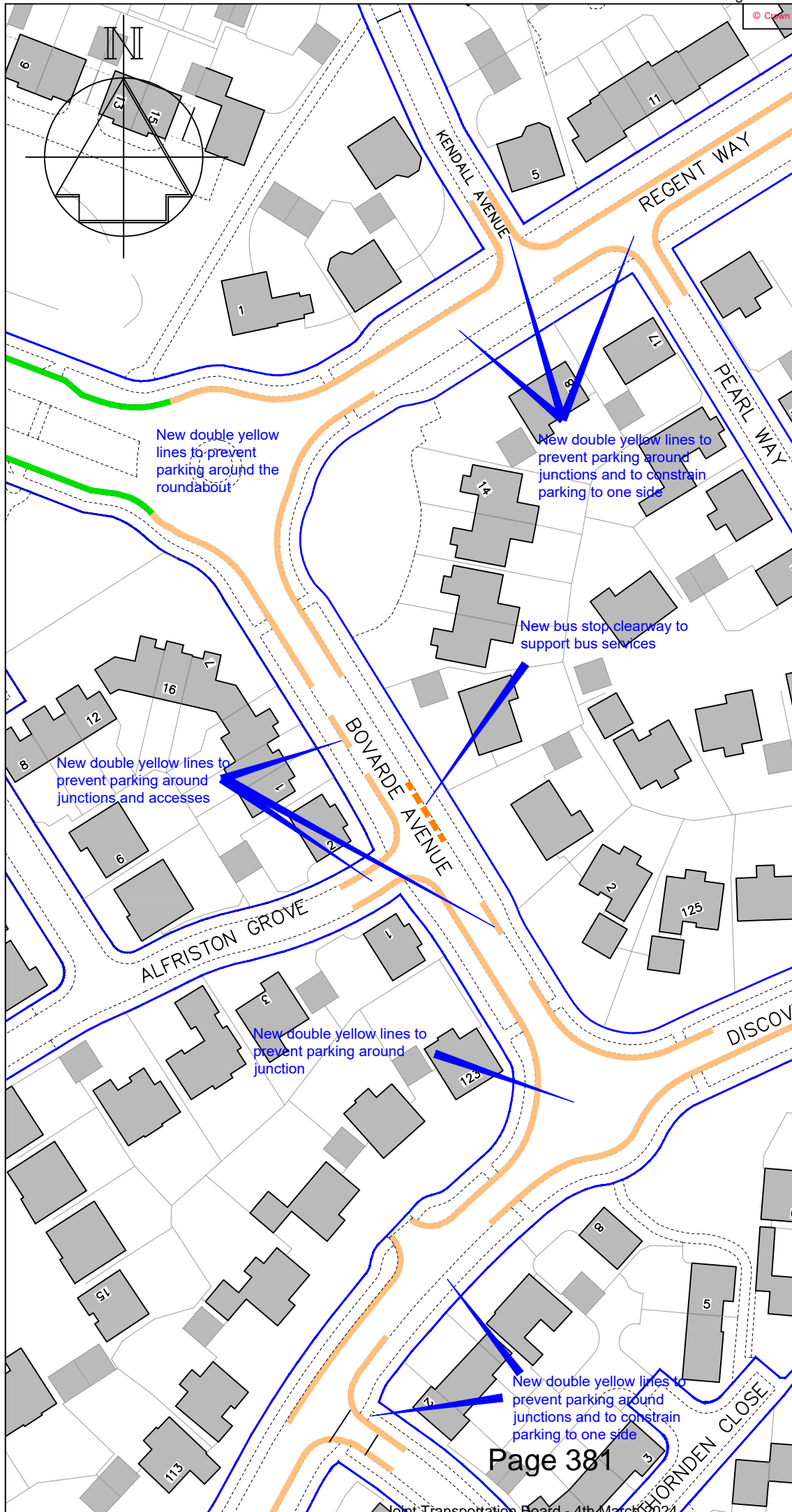


Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
Kings Hill Parking Review
 Formal consultation

Drawing Title
Discovery Drive (Rougemont to Boverde Avenue)

Drawn	Checked	Date
ACB	AE	1/2019
Scale 1 : 1250 @ A4		
Drawing No. DD/586/16	Rev B	



KEY

- Proposed "No waiting at any time" (double yellow lines)
- Proposed "Bus Stop Clearway" (yellow bus stop marking)
- Existing "No waiting at any time and No loading at any time" (double yellow line with double kerb markings)
- Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)

B	Key amended, possible one-way added, Revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



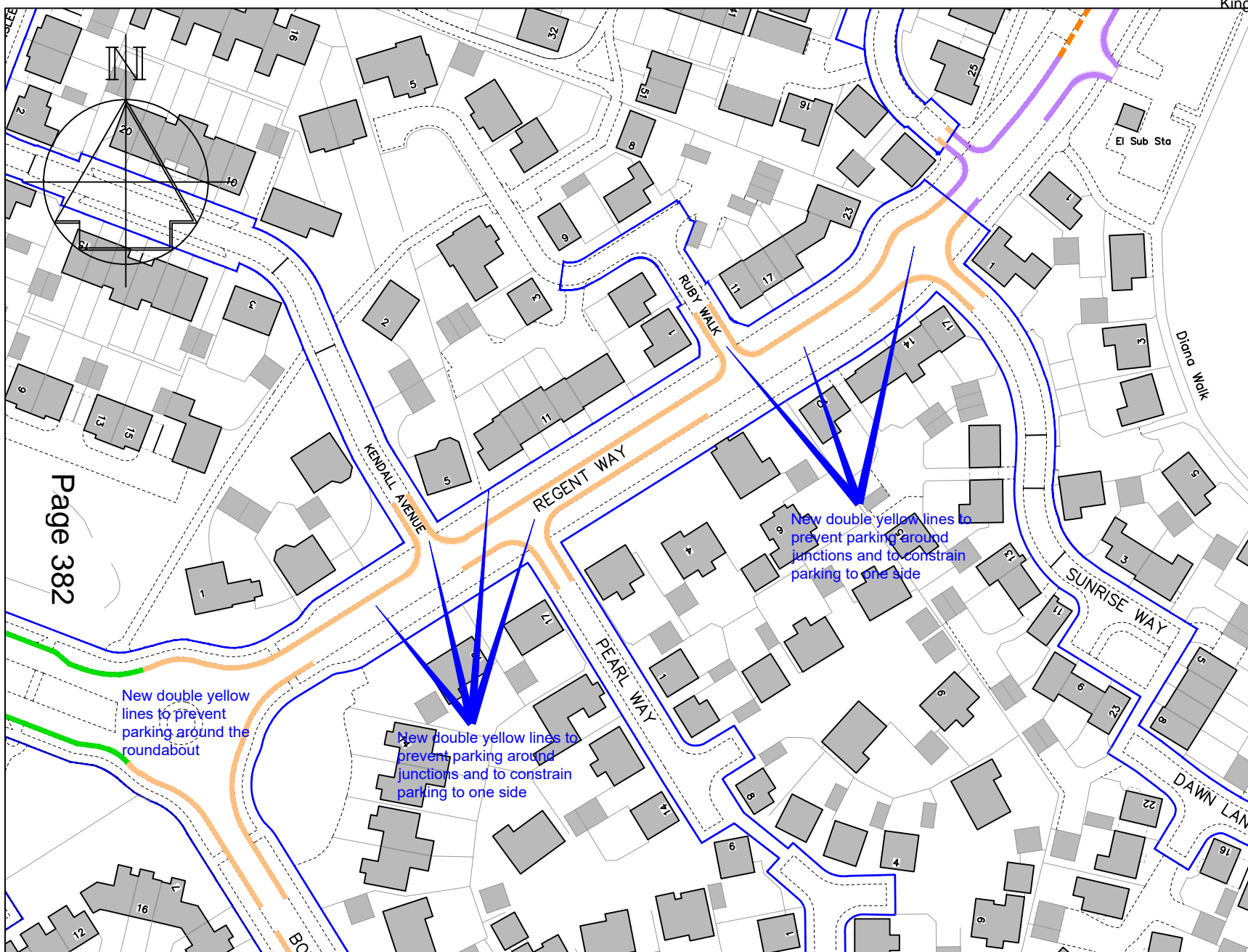
Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
 Kings Hill Parking Review
 Formal consultation

Drawing Title
 Bovarde Avenue

Drawn ACB Checked AE Date 1/2019
 Scale 1 : 1250 @ A4

Drawing No. DD/586/17	Rev B
--------------------------	----------



KEY

- Proposed "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines) should the road be adopted by Kent County Council
- Proposed "Bus Stop Clearway" (yellow bus stop marking)
- Existing "No waiting at any time and No loading at any time" (double yellow line with double kerb markings)
- Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)

Page 382

B	Key amended, revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



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

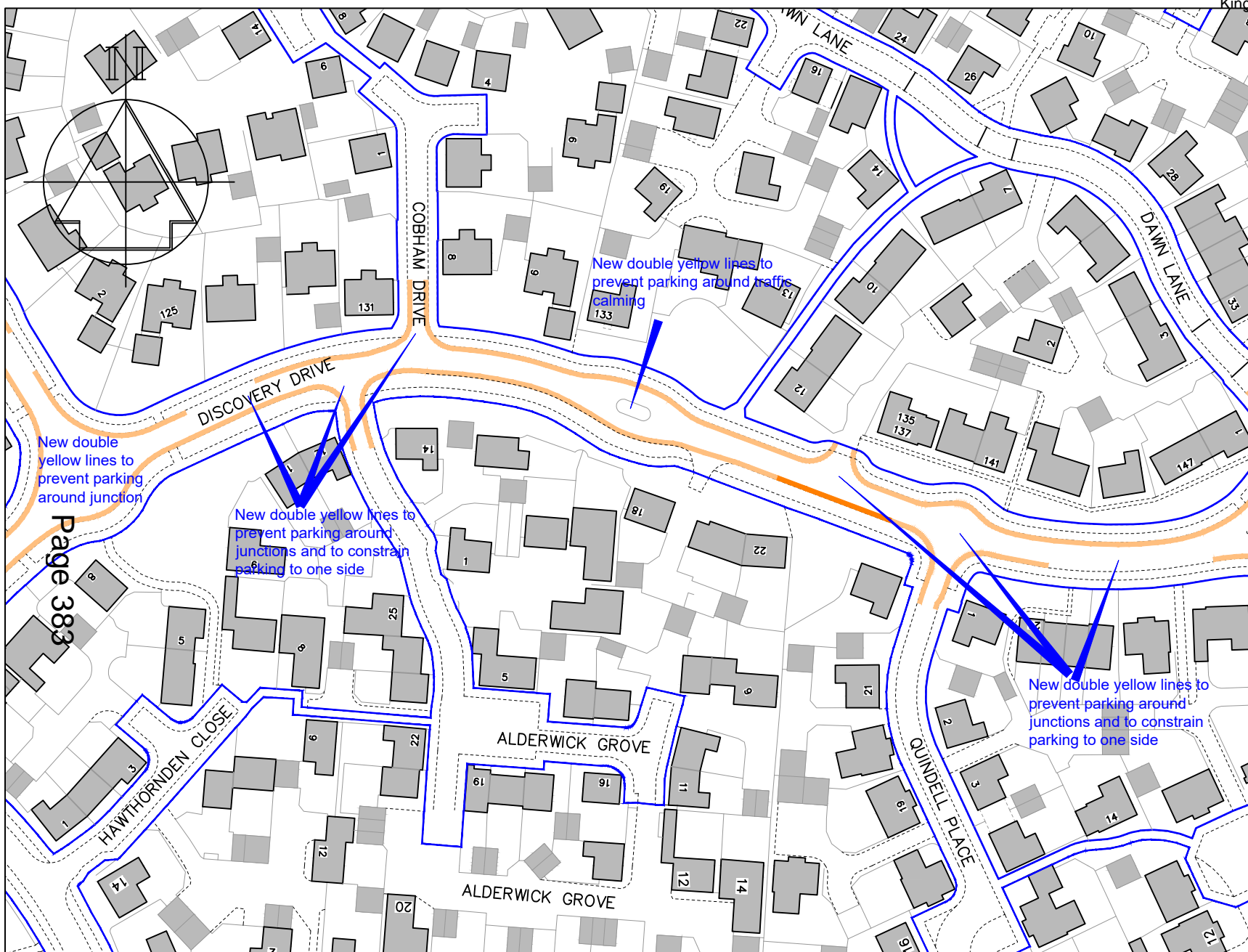
Project Title
Kings Hill Parking Review
 Formal consultation

Drawing Title
Regent Way (Tower View to Sunrise Way)

Drawn	Checked	Date
ACB	AE	1/2019

Scale 1 : 1250 @ A4

Drawing No. DD/586/18	Rev B
--------------------------	----------



KEY

- Proposed "No waiting at any time" (double yellow lines)
- Existing "Bus Stop Clearway" (yellow bus stop marking)
- Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)

Page 383

B	Key amended, revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



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

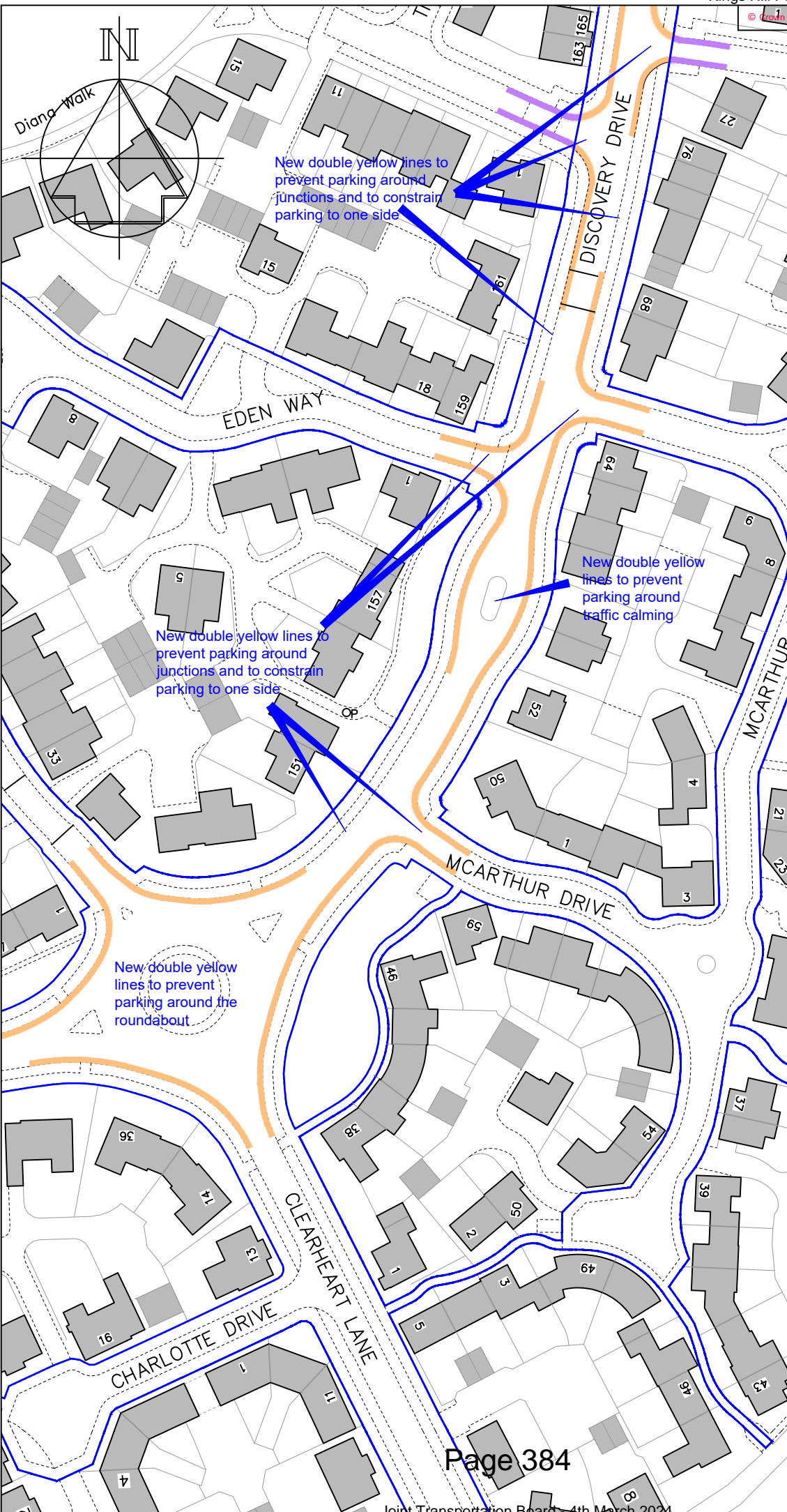
Project Title
Kings Hill Parking Review
 Formal consultation

Drawing Title
Discovery Drive (Bovarde Avenue to Quindell Place)

Drawn	Checked	Date
ACB	AE	1/2019

Scale 1 : 1250 @ A4

Drawing No. DD/586/19	Rev B
--------------------------	----------



- KEY**
- Proposed "No waiting at any time" (double yellow lines)
 - Proposed "No waiting at any time" (double yellow lines) should the road be adopted by Kent County Council
 - Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)

B	Key amended, possible one-way added, Revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



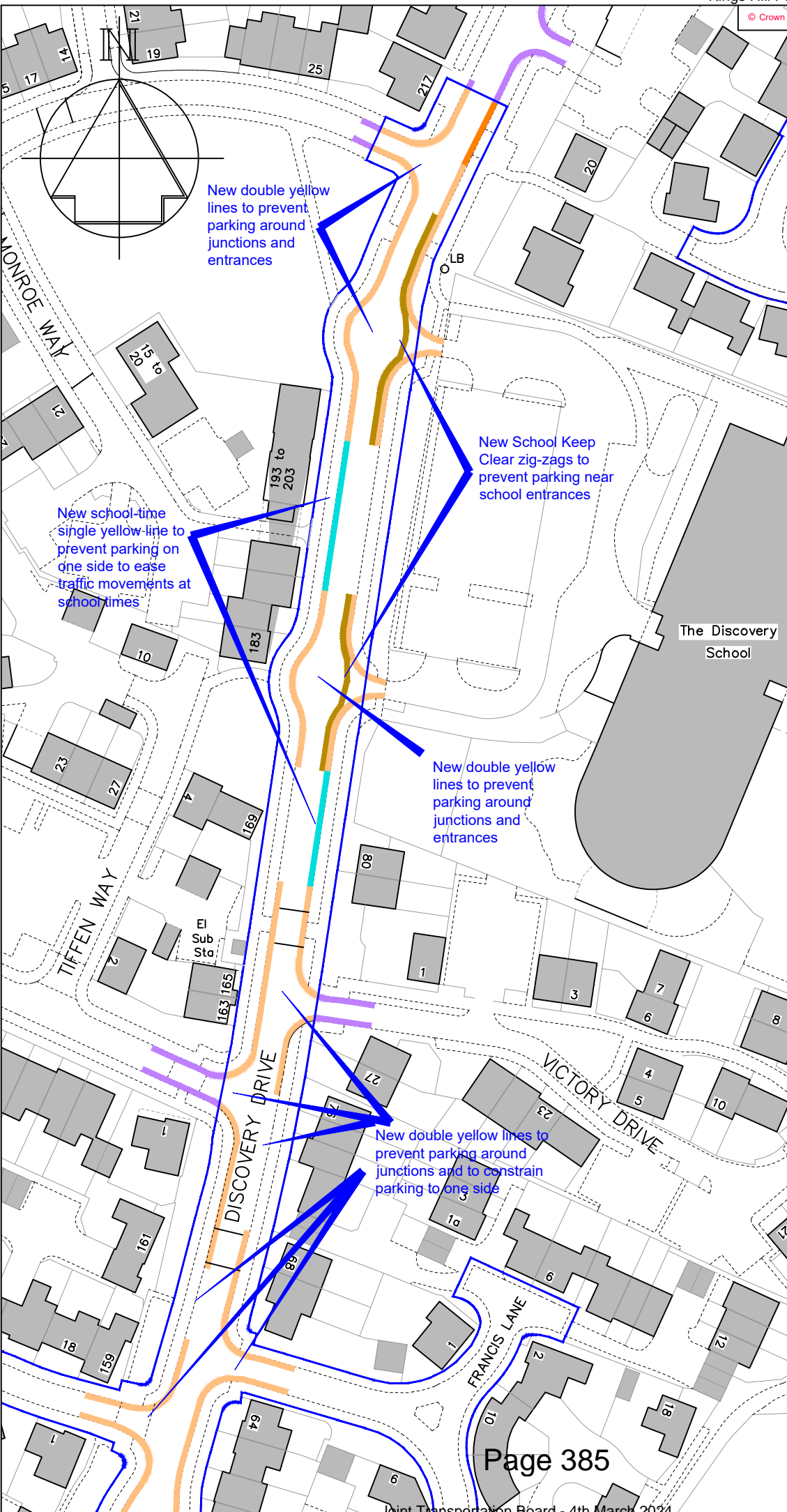
Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
 Kings Hill Parking Review
 Formal consultation

Drawing Title
 Discovery Drive (Clearheart Lane to Tiffen Way)

Drawn ACB Checked AE Date 1/2019
 Scale 1 : 1250 @ A4

Drawing No. DD/586/20	Rev B
--------------------------	----------



KEY

- Proposed "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines) should the road be adopted by Kent County Council
- Existing "Bus Stop Clearway" (yellow bus stop marking)
- Proposed "School Keep Clear" (yellow zig-zag marking)
- Proposed "No waiting, Mon-Fri, 8-10am & 2-4pm" (single yellow line)
- Highway boundary (TMBC cannot introduce parking restrictions to roads that are not adopted as public highway)

B	Key amended, possible one-way added, Revised to 2nd Formal	9/23
A	Revised to Formal	2/21
	Revision	Date



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

Project Title
 Kings Hill Parking Review
 Formal consultation

Drawing Title
 Discovery Drive (Tiffen Way to Holly Way)

Drawn ACB Checked AE Date 1/2019
 Scale 1 : 1250 @ A4

Drawing No. DD/586/21	Rev B
--------------------------	----------

This page is intentionally left blank

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING) (WAITING RESTRICTIONS & ON-STREET PARKING PLACES)
(Amendment 41) ORDER, 2021**

Statement of Reasons

In the Parish of Kings Hill

The Borough Council, working with Kings Hill Parish Council and Liberty Property Trust are proposing new parking restrictions on the adopted roads of the Kings Hill development.

The aims of the restrictions are;

- to improve traffic movements,
- to maintain access to properties,
- to maintain public transport facilities
- to visibility at junctions
- to improve safety near schools

The locations where changes are proposed are as follows;

Location	Proposal
Alderwick Grove (at the junction with Discovery Drive)	New double yellow lines
Alexander Grove	New double yellow lines
Alfriston Grove (at the junction with Boverde Avenue)	New double yellow lines
Alton Avenue (at the Discovery Drive roundabout)	New double yellow lines
Bancroft Lane (at the junction with Discovery Drive)	New double yellow lines
Bovarde Avenue	New double yellow lines and bus stop clearways
Braeburn Way	New double yellow lines
Clearheart Lane (at the Discovery Drive roundabout)	New double yellow lines
Cobham Drive (at the junction with Discovery Drive)	New double yellow lines
Crispin Way	New double yellow lines
Dawn Lane (at the Discovery Drive roundabout)	New double yellow lines

Location	Proposal
Discovery Drive	New double yellow lines, new “School Keep Clear” restrictions, new single yellow lines, and new bus stop clearways
Eden Way (at the junction with Discovery Drive)	New double yellow lines
Forest Way (at the Silver Ball roundabout)	New double yellow lines
Fortune Way	New double yellow lines
Gibson Drive	New double yellow lines
Holly Way (at the junction with Discovery Drive)	New double yellow lines
Kendall Avenue (at the junction with Regent Way)	New double yellow lines
Kings Hill Avenue (at the Silver Ball roundabout)	New double yellow lines
McArthur Drive (at the junctions with Discovery Drive)	New double yellow lines
Melrose Avenue	New double yellow lines
Pearl Way (at the junction with Regent Way)	New double yellow lines
Quindell Place (at the junction with Discovery Drive)	New double yellow lines
Rougemont (at the junction with Discovery Drive)	New double yellow lines
Ruby Walk (at the junction with Regent Way)	New double yellow lines
Sunrise Way (at the junction with Regent Way)	New double yellow lines
Tower View	New bus stop clearways
Winston Avenue	New double yellow lines

e-Petition relating to parking restrictions along Regent Way and Pearl Way

A petition was submitted by residents of Pearl Way and Regent Way when the previous consultation was carried out, and this was included in the consultation responses at the time.

With the need to re-consult on the proposals the Petition organizers re-submitted their petition as an e-Petition. Accordingly it was placed on the Council's website on 1st October 2023 to 15th November 2023 for others to view and consider adding their support.

However, there were no signatories to this e-Petition.

Title: *Kings Hill Proposed Parking Restrictions*

Statement:

We the undersigned petition the Borough Council to Cancel the current plans to implement parking restrictions along Regent Way and Pearl Way.

Justification:

The petition was signed by residents of Pearl Way during the July 2021 consultation, hand delivered to TMBC and sent via email to parking.office@tmbc.gov.uk and no acknowledgement has been received to date. The proposed parking restrictions have not been changed in the current consultation and so it seems that no consideration has been given to the petition and the views of the residents who will live with the consequences of the restrictions, if implemented. The letter which was signed by the residents, outlines the reasons for the objection to the parking restrictions and provides significant reasoning and evidence to show that the proposed parking restrictions are excessive, unjustified and will lead to speeding issues and safety problems where there currently are none. The fact that there are no recorded personal injury crashes along the whole length of Regent Way and Pearl Way indicates these roads are safe as they are, without the restrictions. The existing on-street parking along Regent Way slows traffic speeds and acts as traffic calming. There is no safety problem and no regular issues relating to access. Why not spend the limited resources available on areas where there is already a proven crash record and where that funding can make a positive impact to highway safety!?

Submitted by: *Louise Gordon*

Status: *Requested*

Date submitted: *01/10/2023*

This page is intentionally left blank

From: [Karen Bell](#)
To: [Andy Bracey](#)
Subject: TMBC - Kings Hill Parking Review 2nd Formal Consultation:
Date: 06 October 2023 12:52:20

Dear Andy

At yesterday's meeting of the Parish Councils Planning & Transport Committee, the council considered the council's response to the consultation and takes the opportunity to respond as follows:

1. Can TMBC clarify the position regarding Regent Way.
2. The Parish Council would like more weight to be given to the feedback from those residents who might be more negatively impacted by the implementation of double yellow lines.
3. The Parish Council would like TMBC to consider an alternative and more measured approach to the parking situation in Kings Hill.
4. The Parish Council would like TMBC to reiterate the comments submitted by residents in previous consultations.
5. The Parish Council would like TMBC to fully explore considerate parking initiatives.
6. The Parish Council would like parking proposals to focus on the problems created by those choosing to park near crossing points and roundabouts.
7. The Parish Council would like TMBC to consider the migration of displaced vehicles and the negative impact this would have on other areas not directly affected by the double lining proposals.

I hope you will consider the council's feedback constructive and helpful.

Kind regards


Karen Bell
Clerk and Responsible Finance Officer
Kings Hill Parish Council
Kings Hill Community Centre
70 Gibson Drive
West Malling
Kent
ME19 4LG
Tel: 01732 870382 / 
www.kingshillparish.gov.uk

Enhancing the lives of the Kings Hill Community

You have received this email from Kings Hill Parish Council. The content of this email is confidential, may be legally privileged and intended for the recipient specified in the message only. It is strictly forbidden to share any part of this message with any third party without written consent of the sender. If you received this message by mistake please reply to this message and follow with its deletion so that we can ensure such a mistake does not occur in the future. Kings Hill Parish Council ensures that email security is a high priority. Therefore, we have

put efforts into ensuring that the message is error and virus free. Unfortunately full security of the email cannot be ensured as despite our efforts the data included in emails could be infected, intercepted or corrupted. Therefore the recipient should check the email for threats with proper software as the sender does not accept liability for any damage inflicted by viewing the content of this email.

A copy of the Kings Hill Parish Council Privacy Notice is on our website
www.kingshillparish.gov.uk

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

04 March 2024

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

Part 1- Public

Matters For Decision

1 PARKING ACTION PLAN, PHASE 14

Summary

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

This report covers the formal consultation stage of the parking restriction proposals contained in Phase 14 of the Parking Action Plan, and seeks approval to implement the changes.

1.1 Introduction

1.1.1 Following the June 2023 meeting of the Joint Transportation Board, investigations into proposed parking changes were undertaken at 32 sites across the Borough.

1.1.2 These proposals were then reported back to the September 2023 meeting of the Board, where it was decided that 17 locations should proceed to formal consultation and invitation of objections.

1.2 Phase 14 - Informal Consultation

1.2.1 Formal consultation was carried out on the 17 locations from 6th October to 29th October 2023 and letters were sent directly to the frontagers affected, notices were placed on-street and in the local press, and documents were available on-deposit at TMBC and Kent County Council offices. The details were also available on the Borough Council’s website.

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

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

1.2.4 **Annex 3** contains plans of the Phase 14 proposals that were circulated as part of the consultation.

- 1.2.5 **Annex 4** contains the revised plan for Aylesford – The Avenue & Premier Parade (DD/598/03A).
- 1.2.6 **Annex 5** contains a redacted copy of all the consultation responses relating to the Phase 14 proposals that have been received within the consultation period.

1.3 Legal Implications

- 1.3.1 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, Page 15 4 JTB - Part 1 Public 21 September 2020 section 122 of the Road Traffic Regulation 1984 Act imposes a general duty on local authorities exercising functions under the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of safe and adequate parking facilities on and off the highway.
- 1.3.2 The Borough Council carries out parking enforcement under an Agency agreement with Kent County Council by way of a Traffic Regulation Order, under the terms of the Road Traffic Act 1988 (and its amendments), the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.
- 1.3.3 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
- 1.3.4 The matters raised in this report are considered to be routine, uncontroversial or not legally complex.

1.4 Financial and Value for Money Considerations

- 1.4.1 Funding for the development and implementation of the Parking Plan is provided within existing revenue budgets.
- 1.4.2 On-street Parking currently runs to a loss, so changes to charges would have a beneficial effect on the Council Taxpayer as a whole.
- 1.4.3 Full details on income estimates and their impact on the budget will be presented to Cabinet in due course.

1.5 Risk Assessment

- 1.5.1 The comprehensive assessment and consultation process applied to Parking Action Plans provides the assurance that the Borough Council has the will and

ability to adapt proposals brought forward, in the light of comment and circumstances, and to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that the Council correctly and effectively manages on-street parking in these areas, as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.

- 1.5.2 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.

1.6 Equality Impact Assessment

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

1.7 Policy Considerations

- 1.7.1 Asset Management
- 1.7.2 Communications
- 1.7.3 Community
- 1.7.4 Customer Contact
- 1.7.5 Health and Safety

1.8 Recommendations

- 1.8.1 It is RECOMMENDED that the recommendations for each location for Phase 14 shown in Annex 1 to the reports be adopted and where appropriate the proposals be implemented.

Background papers:

- Annex 1 – List of locations and recommendations
- Annex 2 – Location summaries
- Annex 3 – Plans of proposals at consultation
- Annex 4 – DD/598/03A Plan of Aylesford - The Avenue & Premier Parade
- Annex 5 – Redacted consultation responses

contact: Andy Bracey
Parking Manager

Robert Styles
Director of Street Scene, Leisure & Technical Services

This page is intentionally left blank

Parking Action Plan – Annex 1 (Phase 14 Locations and recommendations)

Location ref	Town	Location	Issue	Plan ref DD/598/	Requested by	Issue	Summary	Recommendation
Ph14-01	Aylesford	Howick Close	Parking at the junction	01	Waste Services	Vehicles parking on both sides at the entrance to the road obstruct refuse collection vehicles.	New double yellow lines	Set aside objections and agree for implementation
Ph14-02	Aylesford	Rochester Road	Access obstruction	02	Local resident	Would like double yellow lines around access	New double yellow lines	Set aside objections and agree for implementation
Ph14-03	Aylesford	The Avenue / Premier Parade	Parking on the bend	03	Parish Council	Parking on the bend causes issues	New double yellow lines	Reduce proposals (as DD/598/03A) due to objections and agree for implementation
Ph14-04	Aylesford	The Avenue / The Oaks	Parking at the junction	04	Parish Council	Parking at the junction causes issues	New double yellow lines	Set aside objections and agree for implementation
Ph14-05	Blue Bell Hill	Common Road	Obstructive parking	05	Local resident	Would like single yellow lines between 10-18 Common Road, Blue Bell Hill changed to double yellow lines	New double yellow lines	Set aside objections and agree for implementation
Ph14-06	Ditton	Cherry Orchard	Obstructive parking	06	Local resident	Would like double yellow lines in turning area to prevent parking	New double yellow lines	Abandoned after informal consultation

Parking Action Plan – Annex 1 (Phase 14 Locations)

Location ref	Town	Location	Issue	Plan ref DD/598/	Requested by	Issue	Summary	Recommendation
Ph14-07	East Malling	Cottenham Close	Obstructive parking	07	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	Note the objections and abandon the proposals
Ph14-08	East Malling	Edward Walk (near Elm Crescent)	Obstructive parking	08	Cllr Roger Roud	Would like double yellow lines to prevent obstructive parking.	New double yellow lines	Note that the changes are to be implemented
Ph14-09	East Peckham	Branbridges Industrial Estate (south of roundabout)	Obstructive parking	09	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	Set aside objections and agree for implementation
Ph14-10	Eccles	Bull Lane / Alma Road	Obstructive parking	10	Aylesford Parish Council	Parking outside No.206 causes obstruction issues	New double yellow lines	Abandoned after informal consultation
Ph14-11	Eccles	Hawkes Road	Obstructive parking	11	Local resident	Obstructive parking near and opposite driveways	New double yellow lines	Abandoned after informal consultation

Parking Action Plan – Annex 1 (Phase 14 Locations)

Location ref	Town	Location	Issue	Plan ref DD/598/	Requested by	Issue	Summary	Recommendation
Ph14-12	Hildenborough	Woodview Crescent & Brookmead	Parking at the junction	12	Local resident	Would like junction protection	New double yellow lines	Set aside objections and agree for implementation
Ph14-13	Larkfield	The Lakes / Reed Close	Parking at the junction	13	Local resident	Would like double yellow lines at junction to prevent obstructive parking	Combined with Ph14-15	Abandoned after informal consultation
Ph14-14	Larkfield	Swallow Road	Obstructive parking	14	Local resident	Wants double yellow lines extended outside No.102 to edge of driveway	Extend double yellow lines	Abandoned after informal consultation
Ph14-15	Larkfield	The Lakes / Reed Close	Non-resident parking	15	Local resident	Would like residents parking scheme to deter Leybourne Lakes visitors from parking for free & Reed Close - Would like double yellow lines at junction to prevent obstructive parking	Permit parking restrictions & Double yellow lines	Abandoned after informal consultation
Ph14-16	Larkfield	Springfield Road (bend near Lunsford Lane)	Parking on the bend	16	Petition of local residents	Would like double yellow lines to prevent parking on the bend	New double yellow lines	Set aside objections and agree for implementation
Ph14-17	Leybourne	Little Oxley	Obstructive parking	17	Local resident	Request for double yellow lines - Little Oxley, Leybourne TS/2020/35	New double yellow lines	Abandoned after informal consultation

Parking Action Plan – Annex 1 (Phase 14 Locations)

Location ref	Town	Location	Issue	Plan ref DD/598/	Requested by	Issue	Summary	Recommendation
Ph14-18	Platt	Grange Road (opposite The Blue Anchor)	Obstructive parking	18	Local resident	Would like double yellow lines to prevent driveway obstruction and parking close by visitors to The Blue Anchor	New double yellow lines	Abandoned after informal consultation
Ph14-19	Snodland	Bramley Road	Non-resident parking	19	Local resident	Would like permit parking to deter non-resident parking	Permit parking restrictions	Abandoned after informal consultation
Ph14-20	Snodland	Nevill Road	Access issues	20	Local resident	Would like double yellow lines at junction near No.24 to prevent obstructive parking	New double yellow lines	Abandoned after informal consultation
Ph14-21	Tonbridge (Cage Green)	Howard Drive	Obstructive parking	21	Local resident	Would like double yellow lines to make access / egress / visibility better	New double yellow lines	Set aside objections and agree for implementation
Ph14-22	Tonbridge (Higham)	Lawrence Road	Obstructive parking	22	Local resident	Would like new double yellow lines on Lawrence Road to keep parking to one side only	New double yellow lines	Abandoned after informal consultation
Ph14-23	Tonbridge (Medway)	Royal Rise	Non-resident parking	23	Local resident	Would like a resident permit scheme	Permit parking restrictions	Abandoned after informal consultation
Ph14-24	Tonbridge (Medway)	Mill Lane	Additional parking request	24	Local resident	Would like parking bays in Mill Lane (just off Hadlow Road) extended	Permit parking restrictions	Abandoned after informal consultation

Parking Action Plan – Annex 1 (Phase 14 Locations)

Location ref	Town	Location	Issue	Plan ref DD/598/	Requested by	Issue	Summary	Recommendation
Ph14-25	Tonbridge (Trench)	The Chase	Parking on the bend	25	Cllr Thomas	Extend double yellow lines from bend on The Chase to improve safety and visibility.	Extend double yellow lines	Abandoned after informal consultation
Ph14-26	Tonbridge (Trench)	Forest Grove & 18-24 Forest Grove	Obstructive parking	26	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	Set aside objections and agree for implementation
Ph14-27	Tonbridge (Vauxhall)	Baltic Road	Obstructive parking	27	Cllr Hoskins	Would like double yellow lines across access to rear of properties and garages (east of The Drive)	New double yellow lines	Note that the changes are to be implemented
Ph14-28	Tonbridge (Vauxhall)	Woodside Road	Non-resident parking	28	Local resident	Would like all-day permit parking controls to deter non-resident parking	Extend permit parking times	Set aside objections and agree for implementation
Ph14-29	Walderslade	Woodbury Road	Obstructive parking	29	Local resident	Would like double yellow lines restrictions outside 44 & 46 Woodbury Road	Not progressing (dropped prior to informal consultation)	

Parking Action Plan – Annex 1 (Phase 14 Locations)

Location ref	Town	Location	Issue	Plan ref DD/598/	Requested by	Issue	Summary	Recommendation
Ph14-30	Walderslade	Woodbury Road & Falkland Place	Parking at the junction	30	Local resident	Would like double yellow lines to prevent parking close to the junction	New double yellow lines	Set aside objections and agree for implementation
Ph14-31	Walderslade	87 Tunbury Avenue	Obstructive parking	31	Local resident	Would like double yellow lines to prevent obstructive parking in front of access	New double yellow lines	Set aside objections and agree for implementation
Ph14-32	Wrotham	West Street	Obstructive parking	32	Local resident	Would like double yellow lines to prevent obstruction of driveway	New double yellow lines	Seek the views of local Members.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-01
Town	Aylesford
Ward	Aylesford South & Ditton
Ward Members	Cllr Robert Cannon Cllr Steve Hammond Cllr Colin Williams
Road / Area	Howick Close
Requested by	TMBC Waste Services
Plan reference:	DD/598/01

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

The Councils Waste Services have reported frequent obstruction due to vehicle parking on both sides of the road and at junctions.

Initial Proposal

To address this we are proposing new double yellow lines at the junction and to prevent parking on both sides of the road, and at junctions, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 38 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 8 (21%) plus 2 duplicates	3 (38%)	4 (50%)	1 (12%)

Informal consultation responses

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

Discussion

The access issues continue and rely upon residents remembering not to cause an obstruction on refuse collection days. Problems with refuse collection access is also indicative of problems for emergency service vehicles (particularly fire appliances) that may encounter similar problems.

Recommendation after informal consultation

In light of the mixed responses, and the continued access requirements, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
8 (plus 1 duplicate)	3 (37.5%)	5 (62.5%) plus 1 duplicate

Formal consultation responses

The response rate to the formal consultation was again fair for this sort of proposal, with the responses again split between those in favour and those against.

Analysis

The objections all followed the theme that parking in the road is already limited and restrictions would reduce parking opportunities for residents.

However, the proposals are intended to maintain access for large vehicles, including refuse freighters and fire appliances. The proposals echo the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction or where it would cause an obstruction. Drivers should already be abiding by this requirement.

Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced as advertised.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-02
Town	Aylesford
Ward	Aylesford North & North Downs
Ward Members	Cllr Roger Dalton Cllr Dave Davis Cllr Alex McDermott
Road / Area	Rochester Road
Requested by	Local resident
Plan reference:	DD/598/02

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have requested double yellow lines around accesses due to obstructive parking.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking and to maintain access, in line with requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 9 (45%)	7 (78%)	2 (22%)	0

Informal consultation responses

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

Discussion

There were also comments from residents of Unwin Close, to extend the existing parking controls at the junction further in to Unwin Close, but this would seem to be a different issue and may need to be considered separately as a later item for the Parking Action Plan.

Recommendation after informal consultation

In light of the support from residents, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
12 (plus 1 duplicate)	10 (83.4%)	2 (16.6%) plus 1 duplicate

Formal consultation responses

The response rate to the formal consultation was good for this sort of proposal, with most respondents supporting the proposed changes.

Analysis

One objection was that the proposals may displace parking further up Rochester Road, and the other was that they did not feel the need for restrictions and feared that parking restrictions would devalue their property.

However, the proposals are intended to maintain visibility and prevent obstructive parking. The proposals echo the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction or where it would cause an obstruction. Drivers should already be abiding by this requirement.

Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Whilst there may be some element of parking displacement to areas where parking is not wanted, the aim is to discourage parking in the areas where parking should already be prevented.

Other issues

Several of the respondents asked for the existing double yellow lines at the entrance to Unwin Close to be extended further in to the close. This was not part of the proposals so cannot be included at this time, but the request has been added to the holding list for consideration as part of a later Phase of the Parking Action Plan.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced as advertised.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-03
Town	Aylesford
Ward	Aylesford South & Ditton
Ward Members	Cllr Robert Cannon Cllr Steve Hammond Cllr Colin Williams
Road / Area	The Avenue, Premier Parade & The Lindens
Requested by	Parish Council
Plan reference:	DD/598/03

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

The Parish Council has reported that parking at the junctions and on bends causes issues.

Initial Proposal

To address this we are proposing new double yellow lines to prevent parking at junctions and on bends, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 7 (26%)	4 (57%)	1 (14%)	2 (29%)

Informal consultation responses

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

The "don't know" comments supported introducing restrictions on bends and junctions but questioned the introduction of restrictions directly in front of the shops.

Analysis

The proposed restrictions are intended to address the reported problems of obstructive parking, and also to deal with potential displacement issues that could cause access issues for Premier Parade, where parking directly outside the shops prevents access to the echelon parking laybys.

Recommendation after informal consultation

In light of the mixed responses, and the continued access requirements, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
25 (plus 5 duplicate)	6 (24%) plus 1 duplicate	19 (76%) plus 4 duplicate

Aylesford Parish Council also responded, however, their response was a query as to the background for the proposals rather than a comment on the proposals themselves.

Formal consultation responses

The response rate to the formal consultation was good for this sort of proposal, with the majority of respondents against the proposals.

Analysis

From the responses it is evident that the proposals in their advertised form were too extensive, with many questioning the need for restrictions in Premier Parade or extending in to The Lindens, though many welcomed the proposal for double yellow lines on The Avenue, around the bend.

There is a way forward from the advertised proposals – The Council has the facility to amend proposals by reduction following receipt of objections, as long as the only changes are reducing the extent and not changing the type of restriction.

With this in mind the proposals for Premier Parade can be deleted, and the proposals for The Lindens can be reduced to standard junction protection, as shown in revised drawing DD/598/03A (Annex XX)

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board consider the objections and the revised restrictions shown in DD/598/03A, and agree that the revised restrictions should be introduced.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-04
Town	Aylesford
Ward	Aylesford South & Ditton
Ward Members	Cllr Robert Cannon Cllr Steve Hammond Cllr Colin Williams
Road / Area	The Avenue, The Oaks & Elm Walk
Requested by	Local resident
Plan reference:	DD/598/04

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

The Parish Council has reported that obstructive parking is taking place and that parking on the bend causes issues.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking and parking on the bends in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 38 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 10 (26%) plus 2 duplicates	5 (50%)	4 (40%)	1 (10%)

Informal consultation responses

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

Analysis

The responses against the proposals cover a number of issues – the potential loss of facility to park near or outside homes (and the inconvenience this may cause), that the parking problems only occur at school times, that the junctions are already covered by the requirements of the Highway Code (and that adding double yellow lines at these locations would set a confusing precedent).

The majority of the responses indicate that there is a problem of parking at the junction, whether it be at any time, or is limited to school times. However, the only tool for dealing with parking on or around junctions is “no waiting at any times” (double yellow lines), as these reinforce the requirements of the Highway Code.

Recommendation after informal consultation

In light of the mixed responses, and the reported parking issues around the junctions, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
18 plus 3 duplicates	9 (50%)	9 (50%) plus 3 duplicates

Aylesford Parish Council also responded, however, their response was a query as to the background for the proposals rather than a comment on the proposals themselves.

Formal consultation responses

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

Analysis

The proposals against were predominantly on the basis that residents wished to retain parking outside their own homes. Interestingly a number of those who objected actually confirmed that there were parking issues at the junctions, though only at certain times during the day.

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction. Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

The only restriction that we can introduce is "no waiting at any time" (double yellow lines) as any restriction to prevent parking at certain times condones parking at the other times.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Other issues

One of the consultation responses also asked for slow signs and markings in the bend in The Avenue, However, the provision of SLOW markings and warning signs would be for Kent County Council to consider, as they are the Highway Authority and are responsible for these matters.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-05
Town	Blue Bell Hill
Ward	Aylesford North & North Downs
Ward Members	Cllr Roger Dalton Cllr Dave Davis Cllr Alex McDermott
Road / Area	Common Road
Requested by	Local resident
Plan reference:	DD/598/05

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have reported obstructive parking at the single yellow lines, and white access protection markings.

Initial Proposal

To address this we are proposing to change the single yellow lines, and the white access protection markings, to double yellow lines to prevent obstructive parking.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 3 (50%)	2 (67%)	1 (33%)	0

Informal consultation responses

The response rate to the informal consultation was very good for this sort of proposal, with the majority of the respondents against the proposed changes, though the number of properties consulted was small.

Analysis

The objection related to the loss of parking for visitors, and that visitors with disabilities may be disadvantaged (though these may benefit from use of a disabled "blue badge"). Concern was also raised that parking by visitors to the Picnic Site would displace further in to Maidstone Road.

Recommendation after informal consultation

In light of the mixed responses, and the reported parking issues around the junctions, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
2	1 (50%)	1 (50%)

Formal consultation responses

The response rate to the formal consultation was fair for this sort of proposal, with the responses split.

Analysis

The objection was on the basis that it would displace parking to other locations in Common Road.

The proposals are intended to deter parking on the bridge and near to the properties where parking on the existing single yellow lines has caused problems.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objection and agree that the proposed changes be introduced.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-06
Town	Ditton
Ward	Aylesford South & Ditton
Ward Members	Cllr Robert Cannon Cllr Steve Hammond Cllr Colin Williams
Road / Area	Cherry Orchard & Kiln Barn Road
Requested by	Local resident
Plan reference:	DD/598/06

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have reported obstructive parking at the junctions and turning area.

Initial Proposal

To address this we are proposing new double yellow lines to prevent parking at the junctions and turning area in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 18 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 10 (56%)	1 (10%)	9 (90%)	0

Informal consultation responses

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

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-07
Town	East Malling
Ward	East Malling, West Malling & Offham
Ward Members	Cllr Trudy Dean Cllr Roger Roud Cllr Michell Tatton
Road / Area	Cottenham Close
Requested by	Cllr Roud
Plan reference:	DD/598/07

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Councillor Roud has reported that obstructive parking occurs around the bend.

Initial Proposal

To address this we are proposing to extend the double yellow lines to prevent parking around the bend in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 77 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 22 (29%) plus 1 duplicate	16 (73%)	6 (27%)	0

Informal consultation responses

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

Analysis

The responses against the proposals indicated that they did not think that there was a parking issue, that any parking on the bend helped reduce vehicle speeds and also raised concerns that excluding parking on the bend would displace parking further in to Cottenham Close.

Recommendation after informal consultation

In light of the mixed responses, and the reported parking on the bend, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
46 (plus 1 duplicate)	14 (30.4%)	32 (69.6%) plus 1 duplicate

Formal consultation responses

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

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board uphold the objections and abandon the proposals.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-08
Town	East Malling
Ward	East Malling, West Malling & Offham
Ward Members	Cllr Trudy Dean Cllr Roger Roud Cllr Michell Tatton
Road / Area	Edward Walk
Requested by	Cllr Roud
Plan reference:	DD/598/08

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Councillor Roud has reported obstructive parking along Edward Walk and at the end of the path.

Initial Proposal

To address this we are proposing new double yellow lines to prevent parking on both sides of the road, and at the end of the path, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 26 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 1 (4%)	0	1 (100%)	0

Informal consultation responses

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

Analysis

The response against the proposal was that the proposals were a waste of money, as they had not observed problem parking at this location, and that the money would be better spent filling potholes (though this would be an issue for Kent County Council as the Highway Authority to address).

Recommendation after informal consultation

In light of the low level of response, and the intention to prevent obstructive parking, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices.

We received no responses to the formal consultation

Implementation

As there were no objections to the proposals at the formal consultation stage, the Board should note that the proposals are to be implemented as proposed.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-09
Town	East Peckham
Ward	East Peckham, West Peckham, Mereworth & Wateringbury
Ward Members	Cllr Matt Boughton Cllr Sarah Hudson
Road / Area	Branbridges Road
Requested by	Local businesses
Plan reference:	DD/598/09

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Local businesses have reported that obstructive parking, also causing visibility issues, regularly takes place in the spur road off the roundabout.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 22 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 3 (14%)	2 (67%)	1 (33%)	0

Informal consultation responses

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

The objection related to a nearby business who wished to store recovered vehicles awaiting repair in this area. However, it has to be considered whether this is a valid use of the public highway.

Recommendation after informal consultation

In light of the low level of response, and the intention to prevent obstructive parking, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
25 plus 1 duplicate	12 (48%) plus 1 duplicate	13 (52%)

Formal consultation responses

The response rate to the formal consultation was good for this sort of proposal, with the responses split between support and objection.

Analysis

The comments in support indicate that there is an issue with parking close to the roundabout and access to the business premises at the end of the road, whilst the objections raise that they do not feel that parking at this location is an issue.

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction or where it would cause an obstruction.

Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem. It also has to be considered that there is no right for businesses to setup or trade from the public highway.

Our aim is to maintain access along the public Highway and to and from commercial premises for large vehicles.

One objection was actually a request for traffic calming on Branbridges Road and Hale Street, though this would be for Kent County Council (as the Highway Authority) to consider.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-10
Town	Eccles
Ward	Aylesford North & North Downs
Ward Members	Cllr Roger Dalton Cllr Dave Davis Cllr Alex McDermott
Road / Area	Bull Lane
Requested by	Local resident
Plan reference:	DD/598/10

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Aylesford Parish Council has reported obstructive parking taking place near the Church and 206 Bull Lane.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 5 (25%)	1 (20%)	4 (80%)	0

Informal consultation responses

The response rate to the informal consultation was fair for this sort of proposal, with the majority of the respondents against the proposed changes, mainly citing lack of parking and potential displacement to other locations.

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-11
Town	Eccles
Ward	Aylesford North & North Downs
Ward Members	Cllr Roger Dalton Cllr Dave Davis Cllr Alex McDermott
Road / Area	Hawkes Road
Requested by	Local resident
Plan reference:	DD/598/11

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have reported obstructive parking near and opposite driveways and off-street parking areas and on both sides of the road.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 12 (13%)	4 (33%)	8 (67%)	0

Informal consultation responses

The response rate to the informal consultation was low for this sort of proposal, with the majority of the respondents against the proposed changes. There were comments relating to problems with parking associated with nearby football matches, but there was not a willingness to have parking restrictions.

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-12
Town	Hildenborough
Ward	Hildenborough
Ward Members	Cllr Kath Barton Cllr Mark Rhodes
Road / Area	Brookmead & Woodview Crescent
Requested by	Local resident
Plan reference:	DD/598/12

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have reported that obstructive parking regularly takes place at the junction.

Initial Proposal

To address this we are proposing new double yellow lines to prevent parking at the junction, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 2 (14%)	1 (50%)	1 (50%)	0

Informal consultation responses

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

Analysis

The objection actually commented that they were not opposed to the proposals, but was concerned about parking displacement that may affect their property.

Recommendation after informal consultation

In light of the low level of response, and the intention to prevent obstructive parking, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
3	2 (67%)	1 (33%)

Formal consultation responses

The response rate to the formal consultation was low for this sort of proposal, with the responses split.

Analysis

The objection is that the proposals could mean that residents may have to park further down the road.

However, the Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction. Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Whilst there may be some element of parking displacement to areas where parking is not wanted, the aim is to discourage parking in the areas where parking should already be prevented.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-13
Town	Larkfield
Ward	Larkfield
Ward Members	Cllr Timothy Bishop Cllr Anita Oakley Cllr David Thornewell
Road / Area	The Lakes & Reed Close
Requested by	Local resident
Plan reference:	

Summary

Request for double yellow lines around the junction.

Issue

Parking around the junction of The Lakes and Reed Close has caused concern for residents.

Initial Proposal

This location has been combined with The Lakes as a wider area.

At the June 2023 meeting of the Joint Transportation Board it was agreed that the proposals should be combined with wider proposals for The Lakes.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-14
Town	Larkfield
Ward	Larkfield
Ward Members	Cllr Timothy Bishop Cllr Anita Oakley Cllr David Thornewell
Road / Area	Swallow Road
Requested by	Local resident
Plan reference:	DD/598/14

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have reported that obstructive parking regularly takes place across the driveway to number 102.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 11 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 3 (27%)	1 (33%)	2 (67%)	0

Informal consultation responses

The response rate to the informal consultation was good for this sort of proposal, with the majority of the respondents against the proposed changes, though the number of properties consulted was small.

Analysis

One of the properties that responded against the proposals was the originator of the request, who no longer wished for the changes to be introduced.

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-15 (including Phase 14-13 Reed Close)
Town	Larkfield
Ward	Larkfield
Ward Members	Cllr Timothy Bishop Cllr Anita Oakley Cllr David Thornewell
Road / Area	The Lakes area
Requested by	Local resident
Plan reference:	DD/598/15

Summary

Permit parking scheme and new double yellow lines

Issue

Residents have requested a permit scheme as visitors to the nearby Country Park are parking in The Lakes development. Residents also reported obstructive parking at the junction to Reed Close.

Initial Proposal

To address this we are proposing permit parking restrictions to prevent non-resident parking and double yellow lines to prevent obstructive parking.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 337 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 112 (35%)	28 (25%)	76 (68%)	8 (7%)

Informal consultation responses

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

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-16
Town	Larkfield
Ward	Larkfield
Ward Members	Cllr Timothy Bishop Cllr Anita Oakley Cllr David Thornewell
Road / Area	Springfield Road
Requested by	Local resident
Plan reference:	DD/598/16

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

The Council has received a petition from residents asking for double yellow lines to prevent parking around the bend.

Initial Proposal

To address this we are proposing new double yellow lines to prevent parking around the bend, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 5 (21%)	3 (60%)	1 (20%)	1 (20%)

Informal consultation responses

The response rate to the informal consultation was fair for this sort of proposal, with the majority of the respondents supporting the proposal.

Analysis

The "don't know" comment actually supported the proposal but wished for additional time limited parking restrictions.

Recommendation after informal consultation

In light of the positive responses, and the intention to prevent obstructive parking, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
7	3 (43%)	4 (57%)

Formal consultation responses

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

Analysis

One objection was that the changes would displace parking along the road, to the inconvenience of residents, Another wished to retain the parking as it slowed people down. A third commented that there should be parking close to Hanover Green to allow residents to park with their shopping and one objection gave no reasons.

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction, bend or where it would cause an obstruction. Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Whilst there may be some element of parking displacement to areas where parking is not wanted, the aim is to discourage parking in the areas where parking should already be prevented. However, it remains that loading and unloading can still take place on double yellow lines so residents wishing to unload shopping nearby can still do so.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced.

It should be noted that this is the second time this location has progressed through the Parking Action Plan, and should Members decided not to implement these proposals then no further requests for similar restrictions will be considered by the Borough at this location. Any further requests would need to be considered by Kent County Council as the Highway Authority

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-17
Town	Leybourne
Ward	Birling, Leybourne & Ryarsh
Ward Members	Cllr Bill Banks Cllr Paul Boxall
Road / Area	Little Oxley & Copse Hill
Requested by	Local resident
Plan reference:	DD/598/17

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have reported that obstructive parking occurs.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking around junctions, accesses and garages, in line with requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 62 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 41 (66%) plus 5 duplicates	7 (15%)	38 (83%)	1 (2%)

Informal consultation responses

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

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-18
Town	Platt
Ward	Borough Green & Platt
Ward Members	Cllr Wendy Palmer Cllr Mike Taylor
Road / Area	Grange Road
Requested by	Local resident
Plan reference:	DD/598/18

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have reported that obstructive parking occurs across and near driveways affecting visibility, and at junctions.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 21 (68%)	6 (29%)	14 (67%)	1 (5%)

Informal consultation responses

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

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-19
Town	Snodland
Ward	Snodland East & Ham Hill
Ward Members	Cllr Sue Bell Cllr Wayne Mallard
Road / Area	Bramley Road & Recreation Avenue
Requested by	Local resident
Plan reference:	DD/598/19

Summary

Permit parking scheme and new double yellow lines

Issue

Residents have requested a permit scheme due to frequent parking by non-residents.

Initial Proposal

To address this we are proposing a permit scheme to prevent parking during restricted days and times without a permit.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 102 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 35 (34%)	14 (40%)	21 (60%)	0

Informal consultation responses

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

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-20
Town	Snodland
Ward	Snodland East & Ham Hill
Ward Members	Cllr Sue Bell Cllr Wayne Mallard
Road / Area	Nevill Road & Nevill Place
Requested by	Local resident
Plan reference:	DD/598/20

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have reported that obstructive parking occurs.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking and to maintain access, in line with requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 4 (10%)	0	3 (75%)	1 (25%)

Informal consultation responses

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

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-21
Town	Tonbridge
Ward	Cage Green & Angel
Ward Members	Cllr Anna Cope Cllr Robert Oliver Cllr Bethan Parry
Road / Area	Howard Drive
Requested by	Local resident
Plan reference:	DD/598/21

Summary

Permit parking scheme

Issue

Residents have requested a permit scheme due to frequent parking by non-residents. Residents also requested double yellow lines to improve visibility and access.

Initial Proposal

To address this we are proposing permit parking restrictions to prevent non-resident parking and double yellow lines to improve visibility and access.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 83 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 32 (39%)	8 (25%)	18 (56%)	6 (19%)

Informal consultation responses

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

Analysis

There were a number of responses (either objecting or “Don’t know”) indicating that they were against the permit parking proposals, but actually supported the changes to the double yellow lines.

Amended proposals

The proposals should be revised to reflect the negative comments relating to the parking permits and the supportive comments relating to the double yellow lines, as shown in Plan Ref DD/598/21A

Recommendation after informal consultation

In light of the negative responses relating to the permit parking arrangements, it is recommended that the Joint Transportation Board agree that the proposals should be adjusted to omit the permit parking arrangements, but keep the double yellow line changes, and that the redrawn proposals should proceed to formal consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
9 plus 2 duplicates	8 (88.9%) plus 1 duplicate	1 (11.1%) plus 1 duplicate

Formal consultation responses

The response rate to the formal consultation was average for this sort of proposal, and much lower than the initial consultation, indicating more acceptance of the revised proposals.

Analysis

The objections covered that the respondent thought that the restrictions should go further, Also discussed was that the proposals were a waste of money and that the changes were not wanted. However this seems contrary to the responses in favour of the changes.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-22
Town	Tonbridge
Ward	Higham
Ward Members	Cllr Lee Athwal Cllr Dennis King
Road / Area	Lawrence Road
Requested by	Local resident
Plan reference:	DD/598/22

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have requested double yellow lines to keep parking on one side of the road due to obstructive parking.

Initial Proposal

To address this we are proposing new double yellow lines to prevent parking on both sides of the road and at the junction, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 44 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 18 (41%)	6 (33%)	11 (61%)	1 (6%)

Informal consultation responses

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

Analysis

The majority of objections related to the lack of alternative parking and the existing parking pressures in the area. However, the Borough Council is unable to create additional parking facilities.

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-23
Town	Tonbridge
Ward	Vauxhall
Ward Members	Cllr Garry Bridge Cllr James Clokey Cllr Frani Hoskins
Road / Area	Royal Rise
Requested by	Local resident
Plan reference:	DD/598/23

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have requested double yellow lines to prevent obstructive parking.

Initial Proposal

To address this we are proposing changing the existing single yellow lines, and the white access protection marking outside number 1, to double yellow lines, in line with the requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 14 (58%)	6 (43%)	8 (57%)	0

Informal consultation responses

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

Analysis

There were a number of comments that the proposals would prevent visitors from parking, and suggestions that the parking restrictions should be Monday to Friday only. However, the existing restrictions already operate during Monday to Friday, 9am-4pm.

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-24
Town	Tonbridge
Ward	Cage Green & Angel
Ward Members	Cllr Anna Cope Cllr Robert Oliver Cllr Bethan Parry
Road / Area	Mill Lane
Requested by	Local business
Plan reference:	DD/598/24

Summary

Extended parking bays

Issue

Residents have requested that the permit parking bay (just off Hadlow Road) is extended to create additional parking.

Initial Proposal

To address this we are proposing to extend the permit parking bay.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 1 (11%)	0	1 (100%)	0

Informal consultation responses

The response rate to the informal consultation was very low for this sort of proposal, though the number of properties consulted was also small. The only respondent was against the proposed changes.

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-25
Town	Tonbridge
Ward	Trench
Ward Members	Cllr Adem Mehmet Cllr Keith Tunstall
Road / Area	The Chase
Requested by	Local resident
Plan reference:	DD/598/25

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Former Councillor Thomas has requested that the existing double yellow lines are extended to prevent obstructive parking to improve safety and visibility.

Initial Proposal

To address this we are proposing extending the existing double yellow lines to prevent obstructive parking to improve safety and visibility, in line with requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

Response rate	In favour	Against	Don't Know
Overall 11 (26%) plus 1 duplicate	2 (18%)	9 (82%)	1 (9%)

Informal consultation responses

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

Recommendation after informal consultation

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

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should be abandoned.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-26
Town	Tonbridge
Ward	Trench
Ward Members	Cllr Adem Mehmet Cllr Keith Tunstall
Road / Area	Forest Grove and Shipbourne Road
Requested by	Local resident
Plan reference:	DD/598/26

Summary

New double yellow lines and bus stop clearway

Issue

Residents have reported problems with obstructive parking in Forest Grove, and obstructive parking at the bus stop in Shipbourne Road.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking, and a new bus stop clearway.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 60 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 16 (27%)	6 (38%)	8 (50%)	2 (13%)

Informal consultation responses

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

Analysis

The responses against the proposals tended to be from properties around the central island, and there was support from properties in the northern section. There were also supportive comments relating to changes in Shipbourne Road, but with a request for additional restrictions.

Amended proposals

The proposals should be revised to reflect the negative comments relating to the restrictions around the central island, which should be deleted, and for additional double yellow lines to be included on Shipbourne Road, as shown in Plan Ref DD/598/26A

Recommendation after informal consultation

In light of the intention to prevent obstructive parking, it is recommended that the Joint Transportation Board agree that the revised proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal

consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
7	4 (57.1%)	3 (42.9%)

Formal consultation responses

The response rate to the formal consultation was average for this sort of proposal, and much lower than the initial consultation, indicating more acceptance of the revised proposals.

Analysis

Of the objections, one did not see the benefit of restricting parking in the areas proposed. One raised a number of issues, requesting more street cleansing in Forest Grove and one asking that the green central island be converted to additional parking facilities.

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction or where it would cause an obstruction. Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Whilst there may be some element of parking displacement to areas where parking is not wanted, the aim is to discourage parking in the areas where parking should already be prevented.

Unfortunately we cannot look to make physical alterations to the public highway, as this would be for Kent County Council to consider.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-27
Town	Tonbridge
Ward	Vauxhall
Ward Members	Cllr Garry Bridge Cllr James Clokey Cllr Frani Hoskins
Road / Area	Baltic Road
Requested by	Local resident
Plan reference:	DD/598/27

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Councillor Hoskins has reported obstructive parking close to the vehicle access to the rear of properties.

Initial Proposal

To address this we are proposing extending the existing double yellow lines to prevent obstructive parking and improve visibility.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

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

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

Informal consultation responses

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

Analysis

The respondent against the proposal cited limited parking availability in the area, but surveys of the area around the proposals show that there is frequently availability nearby. The proposals are minor and would lose only one parking opportunity, for increased visibility for vehicles using off-street parking facilities, this is unlikely to be significant.

Recommendation after informal consultation

In light of the intention to prevent obstructive parking, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
3	3 (100%)	0

Formal consultation responses

All the responses received were in favour of the proposed changes. We received no objections.

Implementation

As there were no objections to the proposals at the formal consultation stage, the Board should note that the proposals are to be implemented as proposed.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-28
Town	Tonbridge
Ward	Vauxhall
Ward Members	Cllr Garry Bridge Cllr James Clokey Cllr Frani Hoskins
Road / Area	Woodside Road
Requested by	Local residents and Cllr Hoskins
Plan reference:	DD/598/28

Summary

Permit parking scheme

Issue

Residents have requested all-day permit parking controls to deter non-resident parking and that obstructive parking is taking place outside number 123.

Initial Proposal

To address this we are proposing to extend existing permit parking restriction timings to Monday to Friday 8am to 6pm and introduce double yellow lines.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 156 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 40 (26%)	3 (8%)	36 (90%)	1 (3%)

Informal consultation responses

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

Amended proposals

The proposals should be revised to reflect the negative comments relating to the change of parking permit times and the supportive comments relating to the double yellow lines, as shown in Plan Ref DD/598/28A

Recommendation after informal consultation

In light of the negative responses relating to the permit parking arrangements, it is recommended that the Joint Transportation Board agree that the proposals should be adjusted to omit the permit parking arrangements, but keep the double yellow line changes, and that the redrawn proposals should proceed to formal consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
20 plus 1 duplicate	17 (85%) plus 1 duplicate	3 (15%)

Formal consultation responses

The response rate to the formal consultation was good for this sort of proposal, with a majority in support – a significant change from the initial consultation response, indicating that the revised proposals are more reflective of residents wishes.

Analysis

One objection was that the respondent thought the current parking arrangements were adequate, one stated their objection, but actually supported the changes in their comments and one objected to the elements of the proposals that had already been withdrawn after the prior round of consultation.

Recommendation

It is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-29
Town	Tonbridge
Ward	Vauxhall
Ward Members	Cllr Garry Bridge Cllr James Clokey Cllr Frani Hoskins
Road / Area	Goldsmid Road
Requested by	Local resident
Plan reference:	

Summary

Request for resident permit parking restrictions.

Issue

Residents have reported issues with non-resident parking and have requested a resident permit parking scheme

Initial Proposal

The former Councillor for the area, Cllr Boughton reflected that a similar proposal had recently been made for the area, and residents had not supported a permit parking scheme, so the location should be dropped.

At the June 2023 meeting of the Joint Transportation Board it was agreed that the proposals should not be taken forward.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-30
Town	Walderslade
Ward	Walderslade
Ward Members	Cllr Des Keers
Road / Area	Woodbury Road & Falkland Place
Requested by	Local resident
Plan reference:	DD/598/30

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have requested double yellow to prevent parking close to the junction.

Initial Proposal

To address this we are proposing new double yellow lines to prevent parking at the junction, in line with requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 38 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 9 (24%) plus 2 duplicates	4 (44%)	4 (44%)	1 (11%)

Informal consultation responses

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

The "don't know" was a request for additional restrictions to assist vehicles exiting from 15-21 Woodbury Road..

Amended proposals

The proposals should be revised to reflect the comments relating to the access issue for 15-21 Woodbury Road, as shown in Plan Ref DD/598/30A

Recommendation after informal consultation

It is recommended that the Joint Transportation Board agree that the proposals should be adjusted and the redrawn proposals should proceed to formal consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
13	6 (46%)	7 (54%)

Formal consultation responses

The response rate to the formal consultation was fair for this sort of proposal, with the responses again split between the respondents.

Analysis

The majority of the objections commented that the proposals are likely to displace parking rather than remove it.

One objector commented that they did not feel that parking was a problem as it was, but other residents commented that they had 7 cars and frequently parked their excess vehicles on street.

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction or where it would cause an obstruction. Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Whilst there may be some element of parking displacement to areas where parking is not wanted, the aim is to discourage parking in the areas where parking should already be prevented.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-31
Town	Walderslade
Ward	Walderslade
Ward Members	Cllr Des Keers
Road / Area	Tunbury Avenue, Foresters Close & Longhurst Drive
Requested by	Local resident
Plan reference:	DD/598/31

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have requested double yellow lines to prevent obstructive parking in front of accesses.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking and to maintain access, in line with requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 52 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 11 (21%)	10 (91%)	1 (9%)	0

Informal consultation responses

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

Recommendation after informal consultation

In light of the support from residents, it is recommended that the Joint Transportation Board agree that the proposals should **proceed to formal** consultation.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
4	2 (50%)	2 (50%)

Formal consultation responses

The response rate to the formal consultation was low for this sort of proposal, with the responses split.

Analysis

One objector provided no detail as to their objection, and the other supported the proposals but only if additional restrictions were introduced as well.

One in support, wanted restrictions extended further in case of displacement parking.

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction or where it would cause an obstruction. Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

Whilst there may be some element of parking displacement to areas where parking is not wanted, the aim is to discourage parking in the areas where parking should already be prevented.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Recommendation

In light of the requirements of the Highway Code, it is recommended that the Members of the Board set aside the objections and agree that the proposed changes be introduced.

Parking Plan – Phase 14 – Location Summary

Location reference	Phase 14-32
Town	Wrotham
Ward	Pilgrims with Ightham
Ward Members	Cllr Robin Betts Cllr Martin Coffin
Road / Area	West Street
Requested by	Local resident
Plan reference:	DD/598/32

Summary

New "No waiting at any time" parking restrictions (double yellow lines)

Issue

Residents have requested double yellow lines to prevent obstruction of a driveway and access for garages.

Initial Proposal

To address this we are proposing new double yellow lines to prevent obstructive parking and to maintain access, in line with requirements of The Highway Code.

Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 19th May to 11th June 2023.

As part of the informal consultation we wrote to 22 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 4 (18%)	0	4 (100%)	0

Informal consultation responses

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

Analysis

The proposals are intended to prevent obstructive parking to a resident who wishes to exercise his right to access his property and echoes the requirements of the Highway Code.

Recommendation after informal consultation

In light of the negative responses, it is recommended that the views of the local Members are sought in this issue.

Outcome from Joint Transportation Board

At the 18th September 2023 meeting the Board considered the proposals and the informal consultation outcome and the views of Cllr Coffin (as one of the Ward members) and decided that the proposals should proceed to formal consultation and invitation of objections.

Formal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 6th October to 29th October 2023.

As part of the formal consultation we wrote to nearby properties immediately affected by the proposals, asking frontagers for their views. We also placed notices on-street, in the local press and online. The proposals were also available on-deposit at Borough Council and KCC offices. We received the following responses;

Responses	In favour	Against
4	0	4 (100%)

Formal consultation responses

The response rate to the formal consultation was again fair for this sort of proposal,

Analysis

Again the responses were against the proposal, mainly citing the loss of parking facility in the area and the existing problems with finding parking within an acceptable distance.

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction or where it would cause an obstruction. Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

Parking between the vehicle crossover and the existing disabled parking bay affects visibility for the user of the access and for vehicles emerging from the garage block. The minimum requirement for this is 10m, and this would not then leave space between the disabled bay and the end of the yellow lines. The disabled bay cannot be relocated due to the road hump.

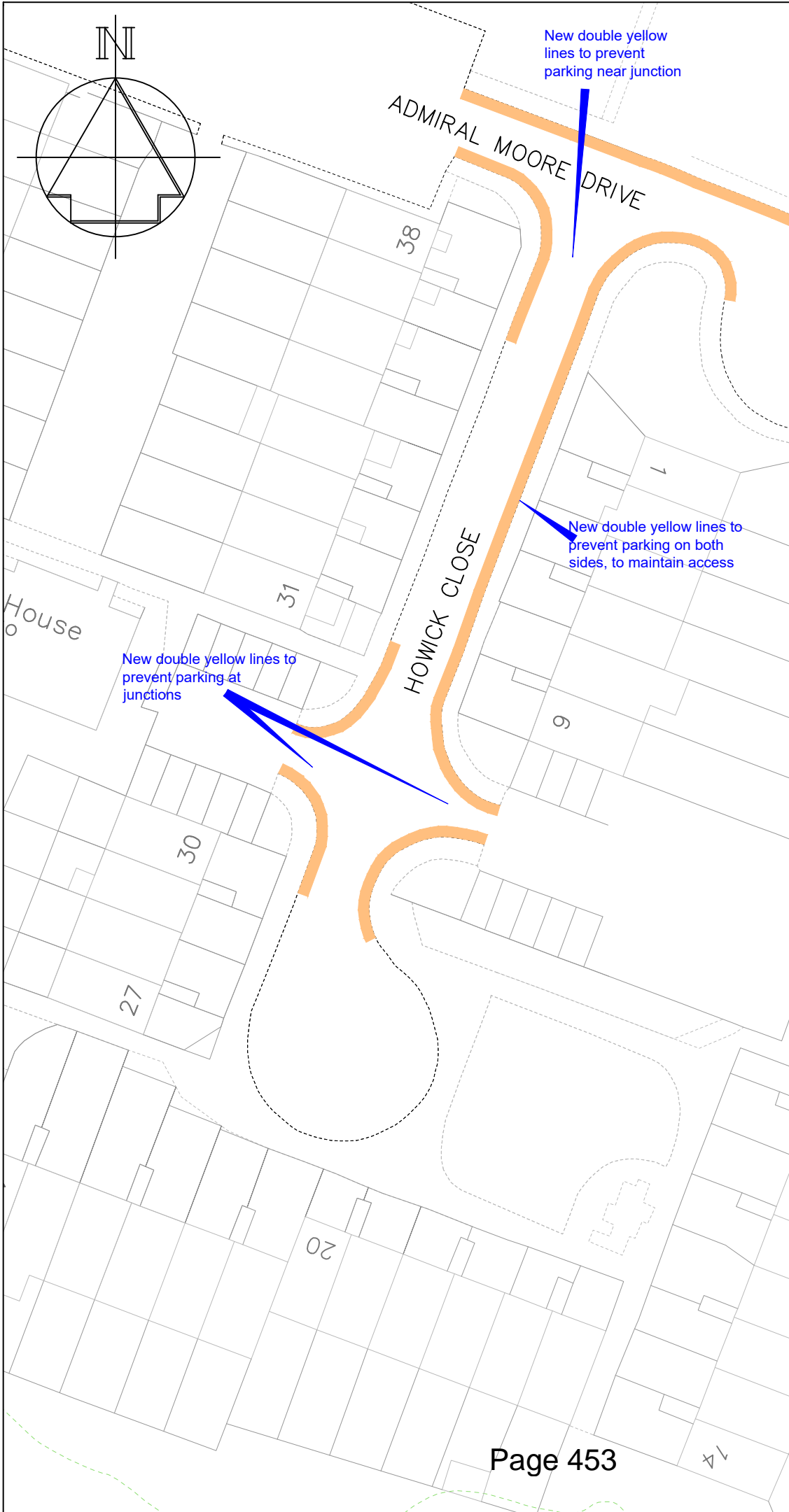
Whilst there may be some element of parking displacement, the aim is to discourage parking in the areas where parking should already be prevented. The proposals are intended to deter obstructive parking that is obviously a contentious issue in the area.

Recommendation

In light of the requirements of the Highway Code, and the consultation responses, the views of the local Members are sought, either to set aside the objections and implement, or to abandon the proposal.

It should be noted that this is the second time this location has progressed through the Parking Action Plan, and should Members decided not to implement these proposals then no further requests for similar restrictions will be considered by the Borough at this location. Any further requests would need to be considered by Kent County Council as the Highway Authority.

This page is intentionally left blank



Key

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

-	-
Revision	Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

Project Title
**Parking Action Plan
Phase 14
Informal consultation**


Drawing Title
Aylesford
Howick Close


Drawn ACB | Checked AE | Date 03/2023

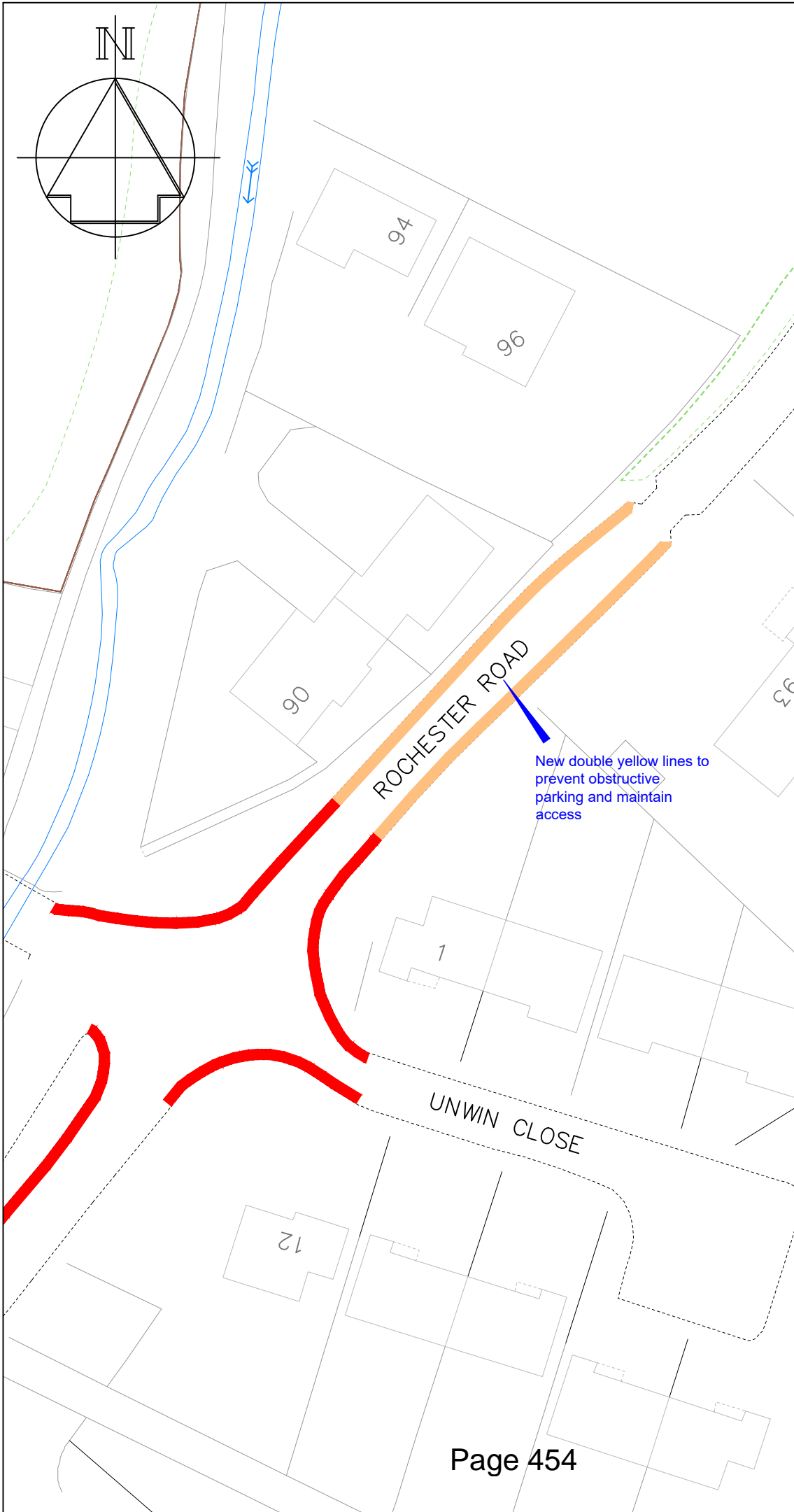
Scale 1 : 500 @ A4

Drawing No. DD/598/01	Rev -
--------------------------	----------

Key

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

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



-	-	-
Revision		Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

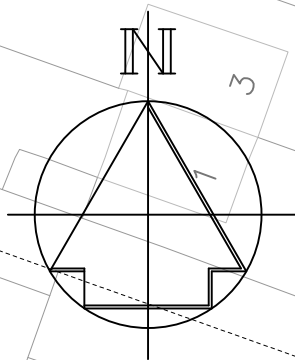
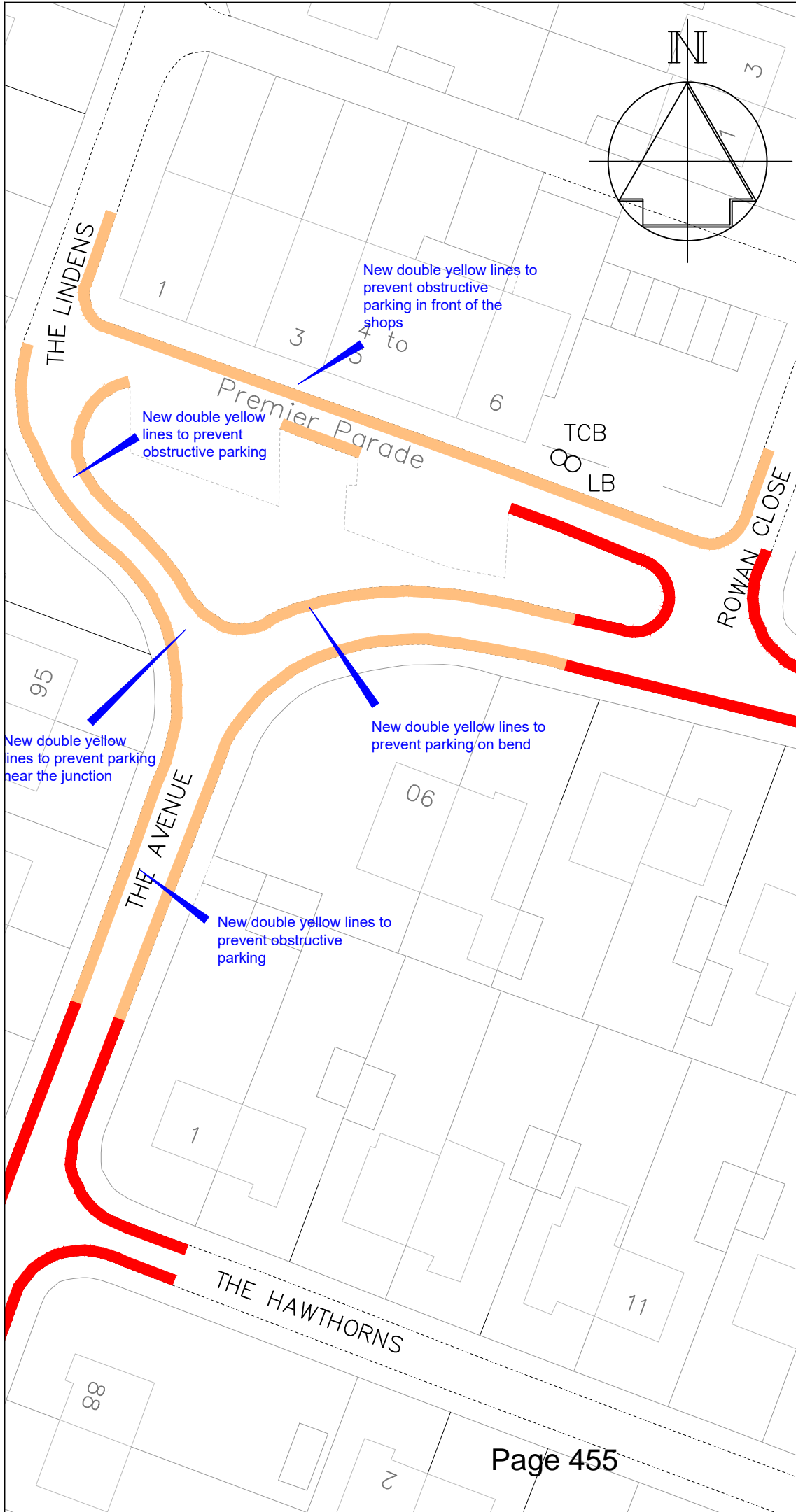
Project Title
**Parking Action Plan
Phase 14**
Informal consultation

Drawing Title
Aylesford
Rochester Road

Drawn ACB	Checked AE	Date 03/2023
-----------	------------	--------------

Scale 1 : 500 @ A4

Drawing No. DD/598/02	Rev -
--------------------------	----------



Key

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

-	-
Revision	Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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


Project Title
**Parking Action Plan
Phase 14
Informal consultation**

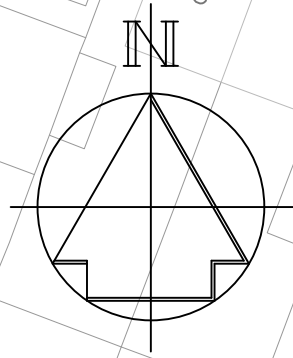
Drawing Title
Aylesford
The Avenue (near Premier Parade)
& The Lindens

Drawn ACB	Checked AE	Date 03/2023
Scale 1 : 500 @ A4		

Drawing No. DD/598/03	Rev -
---------------------------------	----------

Key

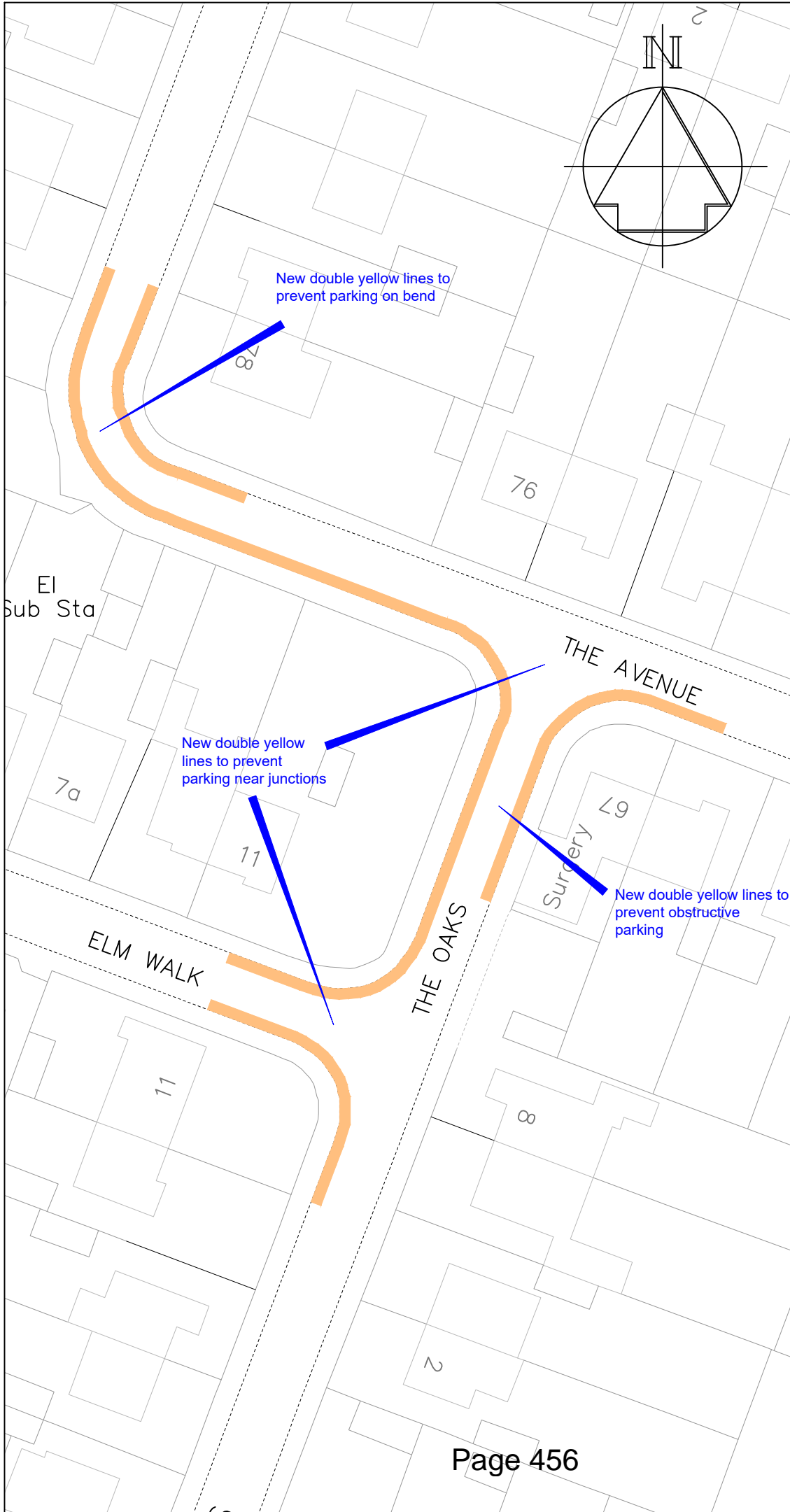
 Proposed "No waiting at any time" (double yellow lines)



New double yellow lines to prevent parking on bend

New double yellow lines to prevent parking near junctions

New double yellow lines to prevent obstructive parking



-	-	-
Revision		Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

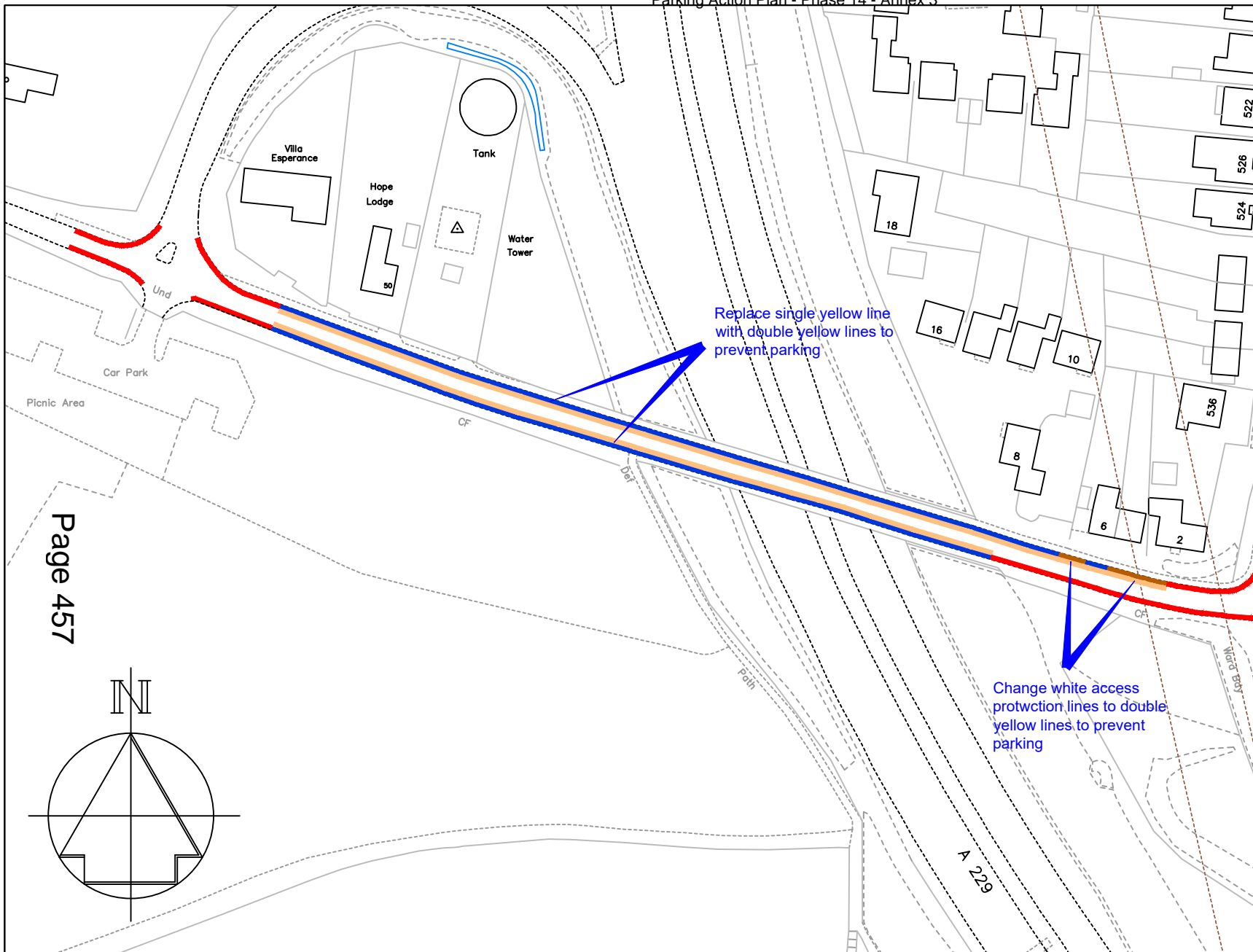
Project Title
**Parking Action Plan
Phase 14
Informal consultation**

Drawing Title
Aylesford
The Avenue & The Oaks

Drawn ACB | Checked AE | Date 03/2023

Scale 1 : 500 @ A4

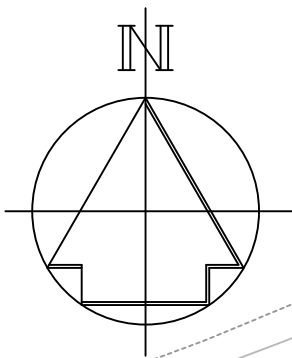
Drawing No. DD/598/04	Rev -
--------------------------	----------



Key

- Existing 'No waiting at any time' (double yellow lines)
- Proposed 'No waiting at any time' (double yellow lines)
- Existing "No waiting, Mon-Fri, Noon-1pm" (single yellow line)
- Existing "Access protection" (white line)

Page 457

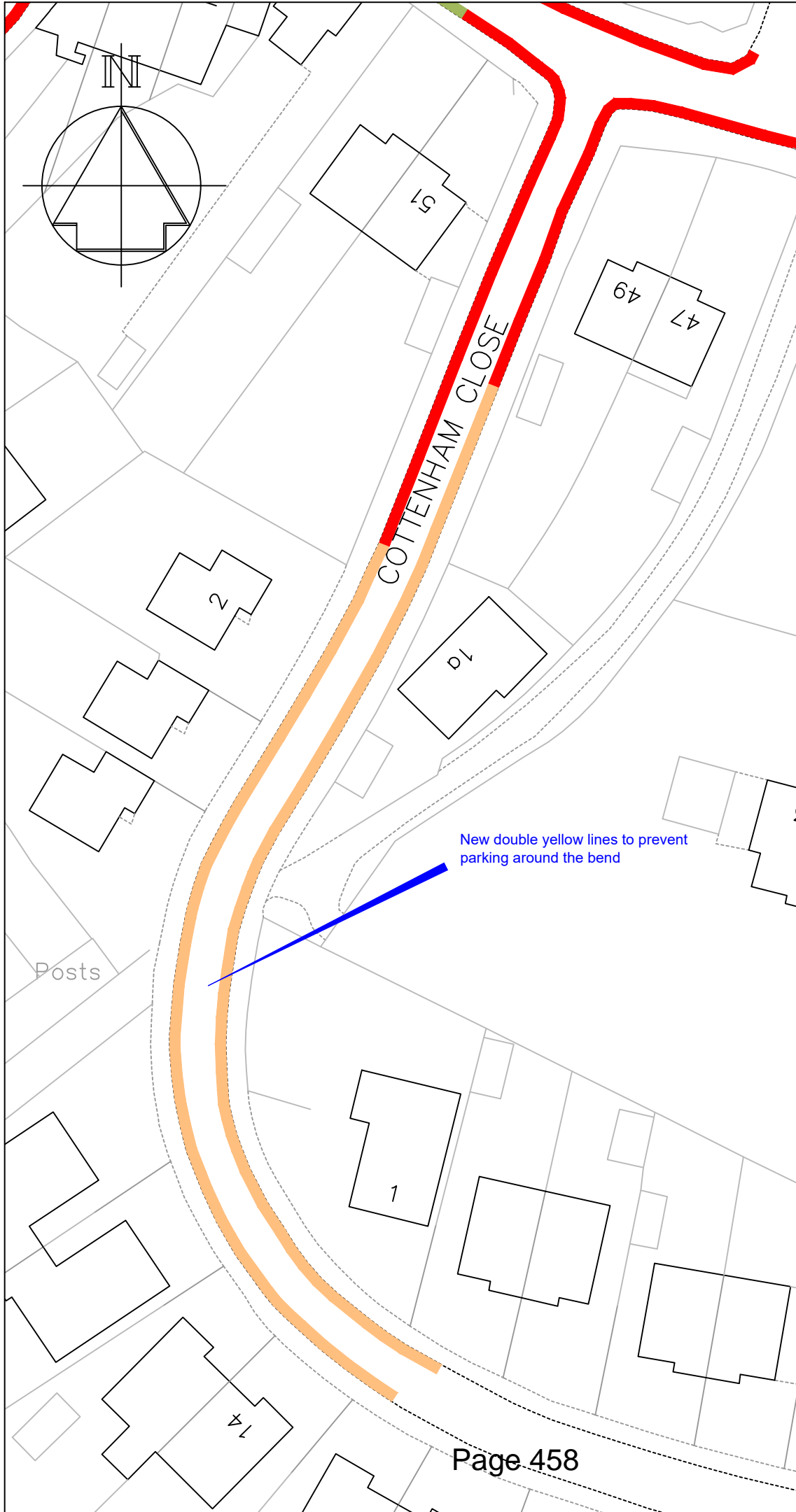


Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522

Project Title
Parking Action Plan - Phase 14
 Informal consultation

Drawing Title
Blue Bell Hill
 Common Road

Drawn ACB	Checked AE	Date 03/2023
Scale 1 : 1250 @ A4		
Drawing No. DD/598/05		Rev -



Key

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

New double yellow lines to prevent parking around the bend

Posts

Revision	Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

Project Title
**Parking Action Plan
Phase 14
Informal consultation**




Drawing Title
East Malling
Cottenham Close

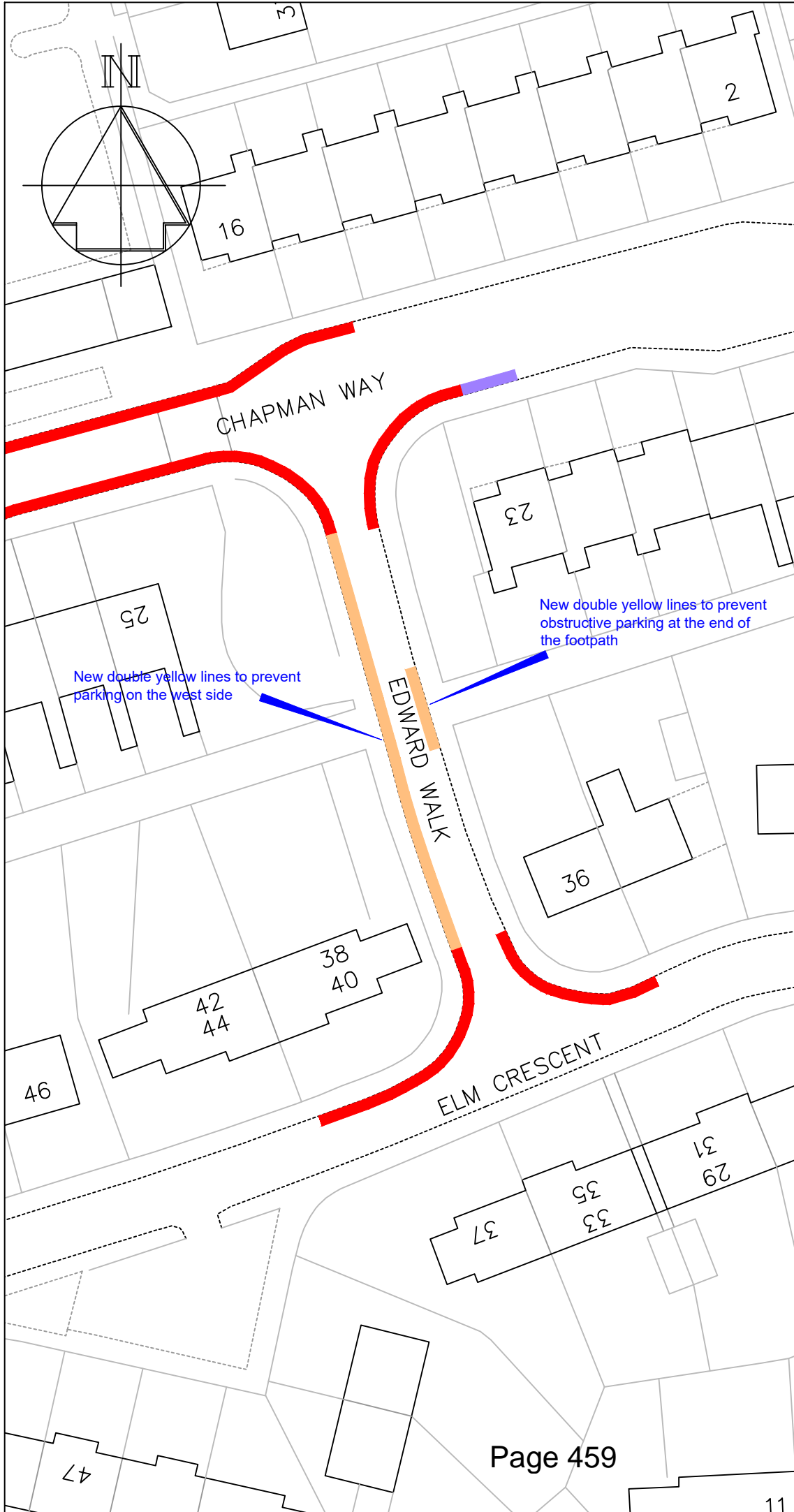
Drawn ACB Checked AE Date 03/2023

Scale 1 : 500 @ A4

Drawing No. DD/598/07	Rev -
---------------------------------	----------

Key

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



Revision	Date



TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

Project Title
Parking Action Plan
Phase 14
Informal consultation

Drawing Title
East Malling
Edward Walk

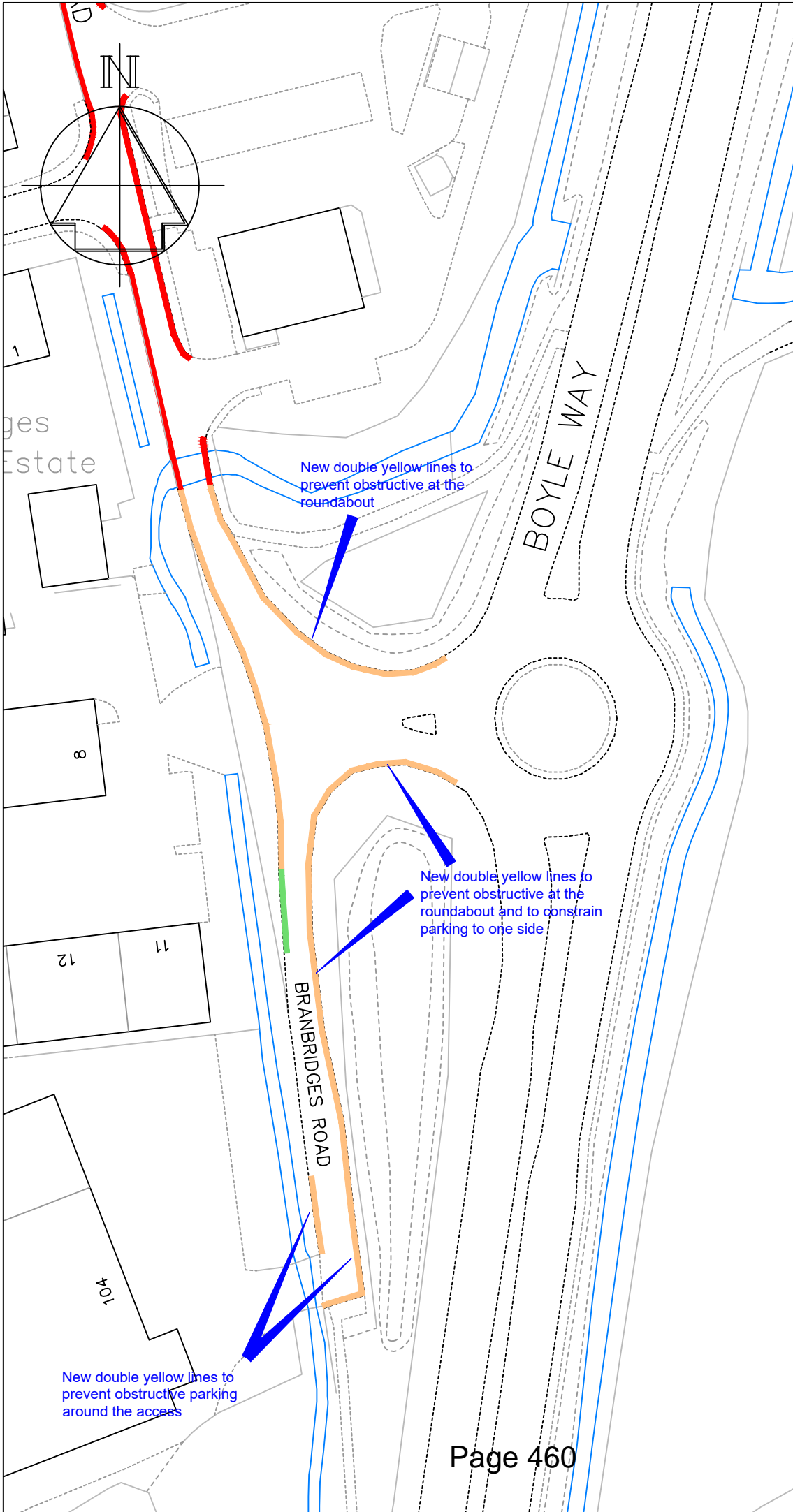
Drawn ACB | Checked AE | Date 03/2023

Scale 1 : 500 @ A4

Drawing No. DD/598/08	Rev -
---------------------------------	-----------------

Key

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



-	-
Revision	Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

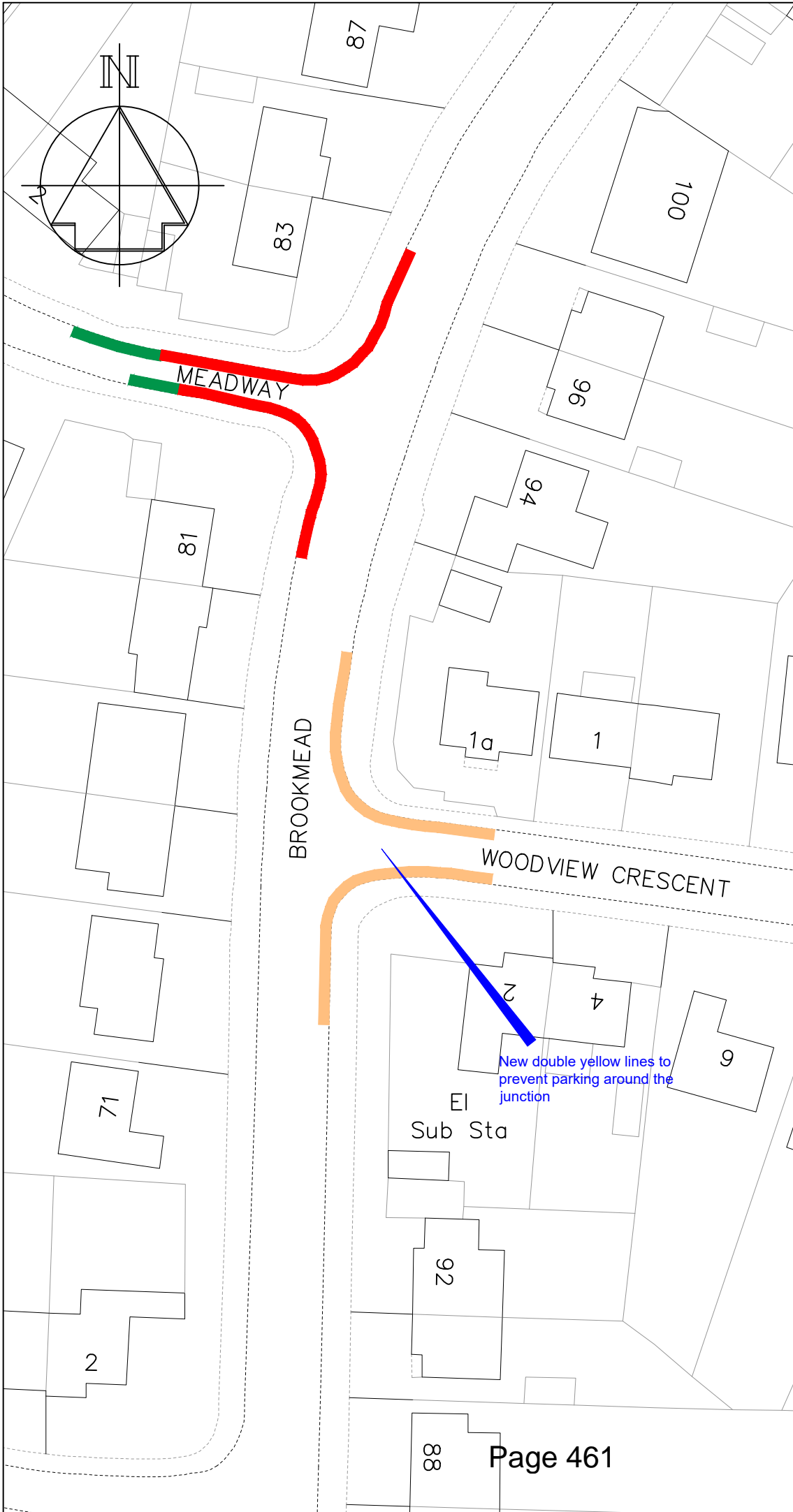
Project Title
**Parking Action Plan
Phase 14**
Informal consultation

Drawing Title
East Peckham
Branbridges Road (cul-de-sac)




Drawn ACB | Checked AE | Date 8/22

Scale 1 : 1000 @ A4

Drawing No. DD/598/09	Rev -
--------------------------	----------






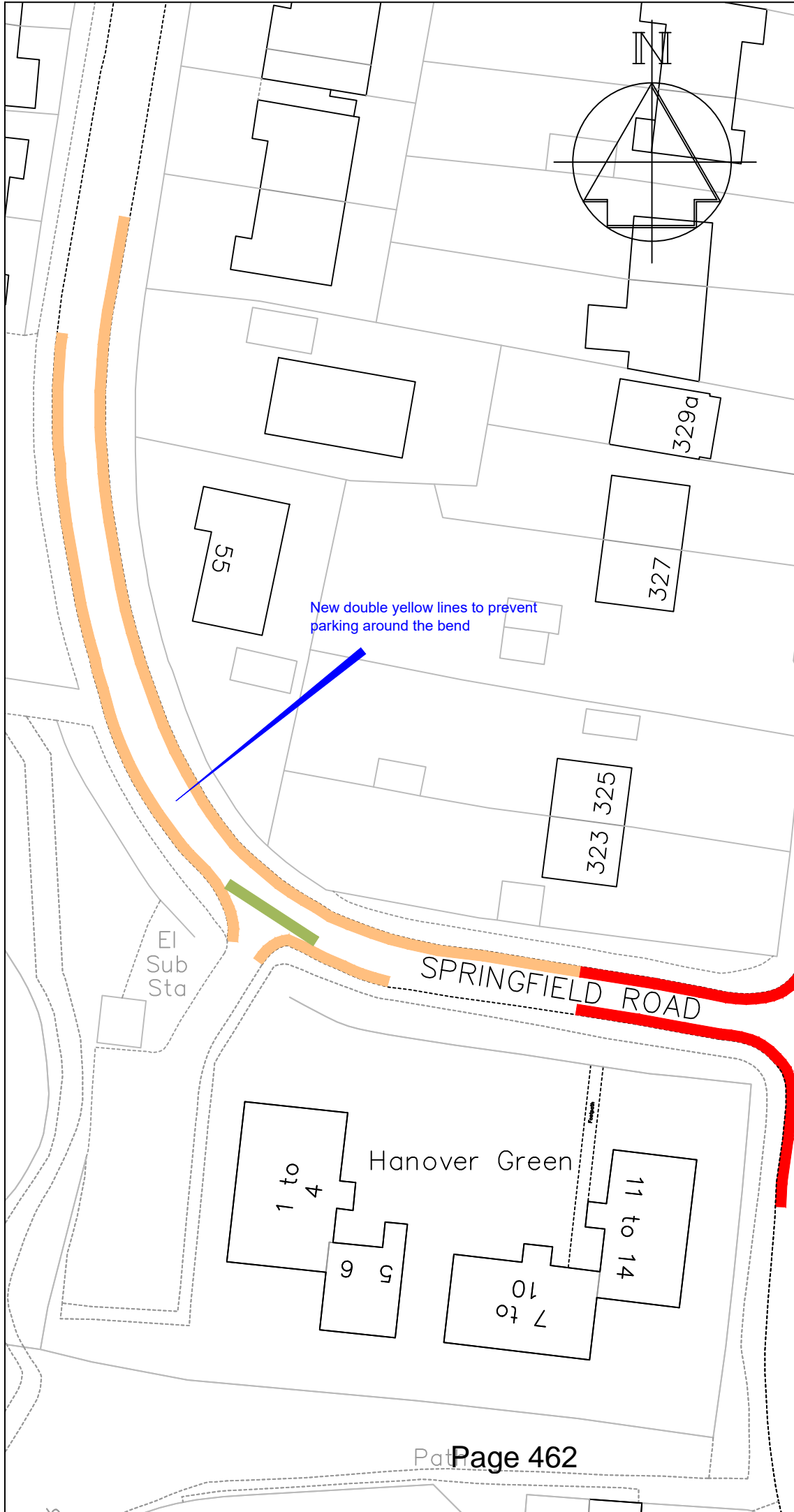
Key

-  Existing "No waiting at any time" (double yellow lines)
-  Existing "Access protection" white line
-  Proposed "No waiting at any time" (double yellow lines)

-	-
Revision	Date
 STREETSCENE, LEISURE & TECHNICAL SERVICES	
Parking Team Gibson Building Gibson Drive Kings Hill West Malling Kent ME19 4LZ Tel: 01732 844522	
Project Title Parking Action Plan Phase 14 Informal consultation	
Drawing Title Hildenborough Woodview Crescent & Brookmead	
Drawn ACB	Checked AE
Date 03/2023	
Scale 1 : 500 @ A4	
Drawing No. DD/598/12	Rev -

Key

-  Existing "No waiting at any time" (double yellow lines)
-  Proposed "No waiting at any time" (double yellow lines)
-  Existing "Access Protection" white line



New double yellow lines to prevent parking around the bend

Revision	Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

Project Title
**Parking Action Plan
Phase 14
Informal consultation**



Drawing Title
Larkfield
Springfield Road

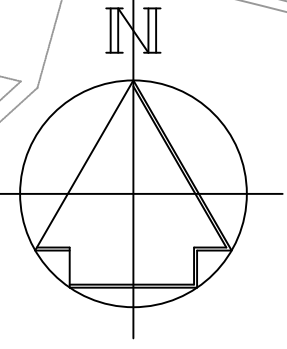
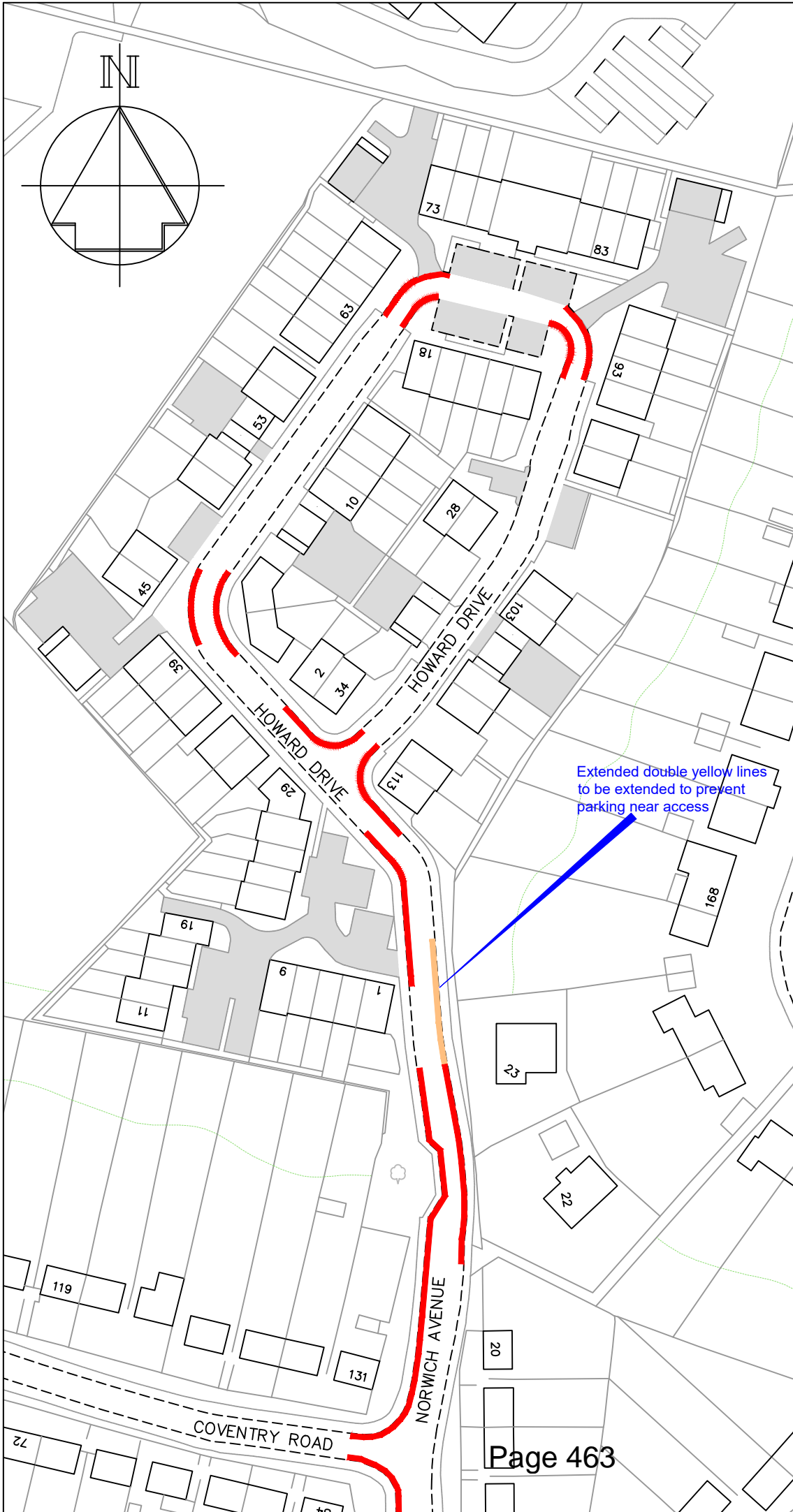
Drawn ACB | Checked AE | Date 08/2023

Scale 1 : 500 @ A4

Drawing No. DD/598/16	Rev -
--------------------------	----------

Key

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



A	Permit parking arrangements removed	7/23
	Revision	Date

TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE & TECHNICAL
SERVICES

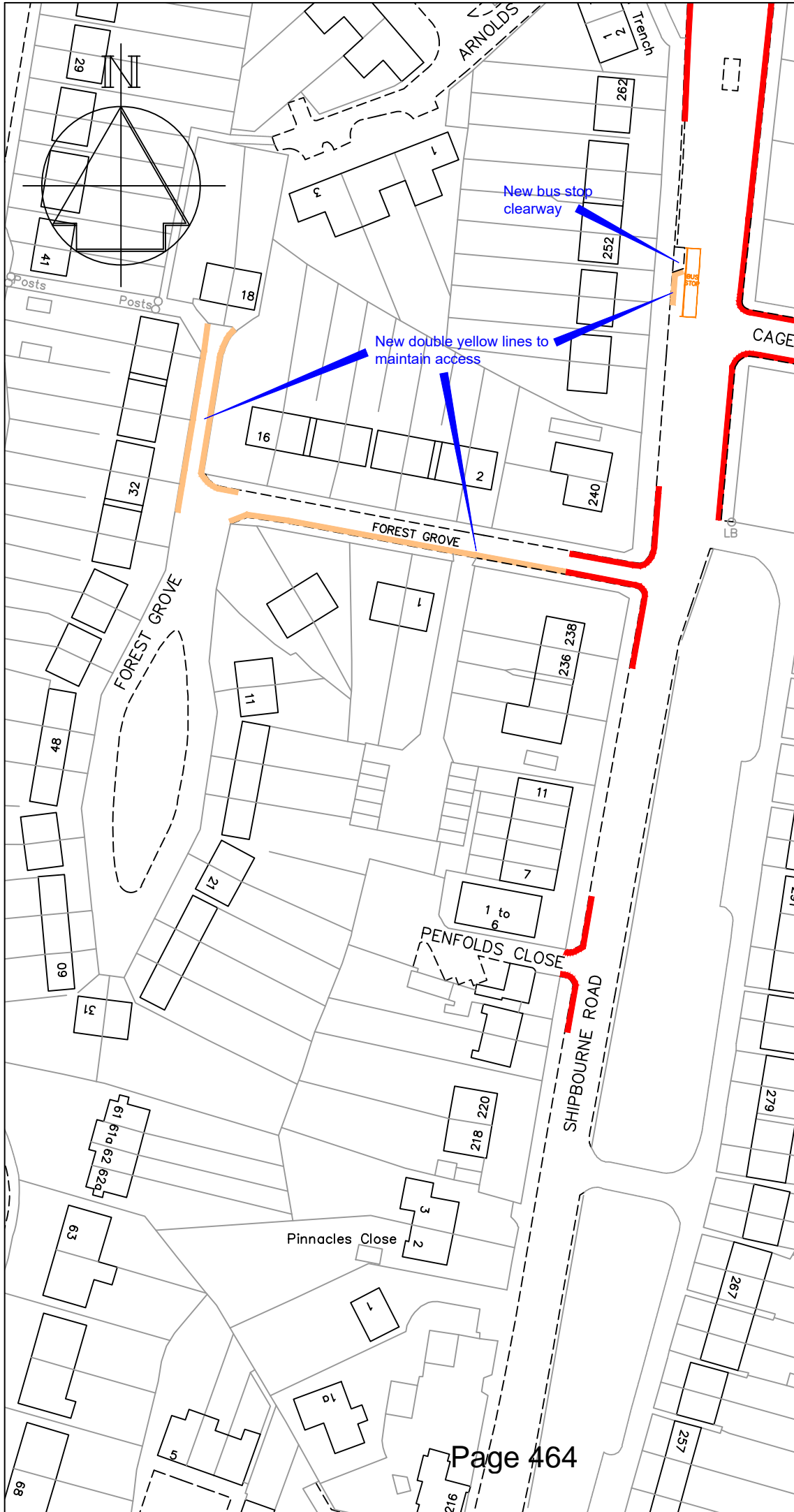
Parking Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Parking Action Plan
Phase 14
After Informal consultation**

Drawing Title
Tonbridge
Howard Drive

Drawn ACB | Checked AE | Date 03/2023
Scale 1 : 1000 @ A4

Drawing No. DD/598/21	Rev A
--------------------------	----------



Key

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

A	DYL in Forest Grove reduced. DYL in Shipbourne Road added	7/23
	Revision	Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

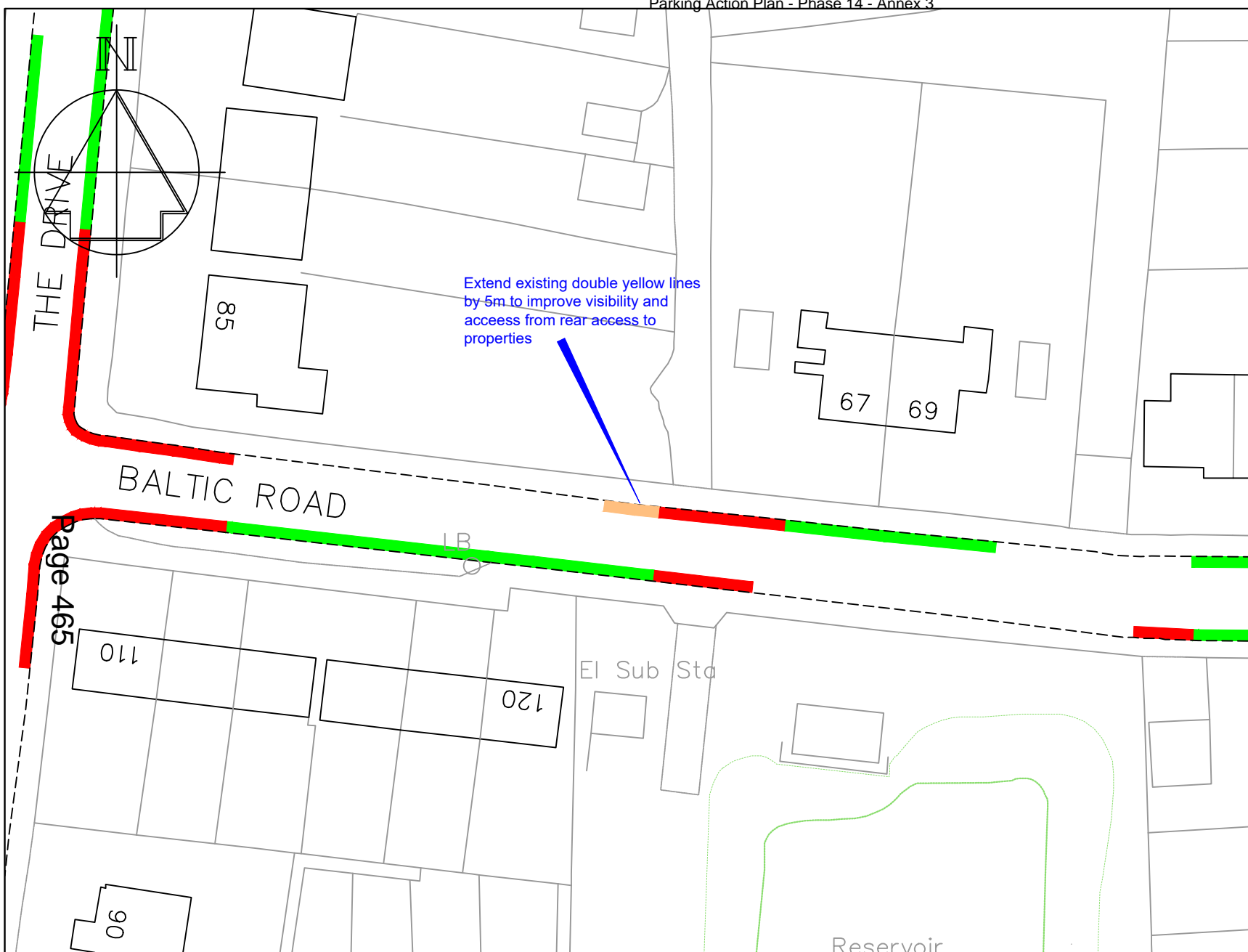
Project Title
Parking Action Plan
Phase 14
After Informal consultation

Drawing Title
Tonbridge
Forest Grove

Drawn ACB Checked AE Date 03/2023

Scale 1 : 1000 @ A4

Drawing No. DD/598/26	Rev A
--------------------------	----------



Key

- █ Existing 'No waiting at any time' (double yellow lines)
- █ Existing "Permit holders only, Mon-Fri, 9.30-10.30am & 1-2pm, Zone M" (Permit parking bay)
- █ Proposed 'No waiting at any time' (double yellow lines)

Page 465

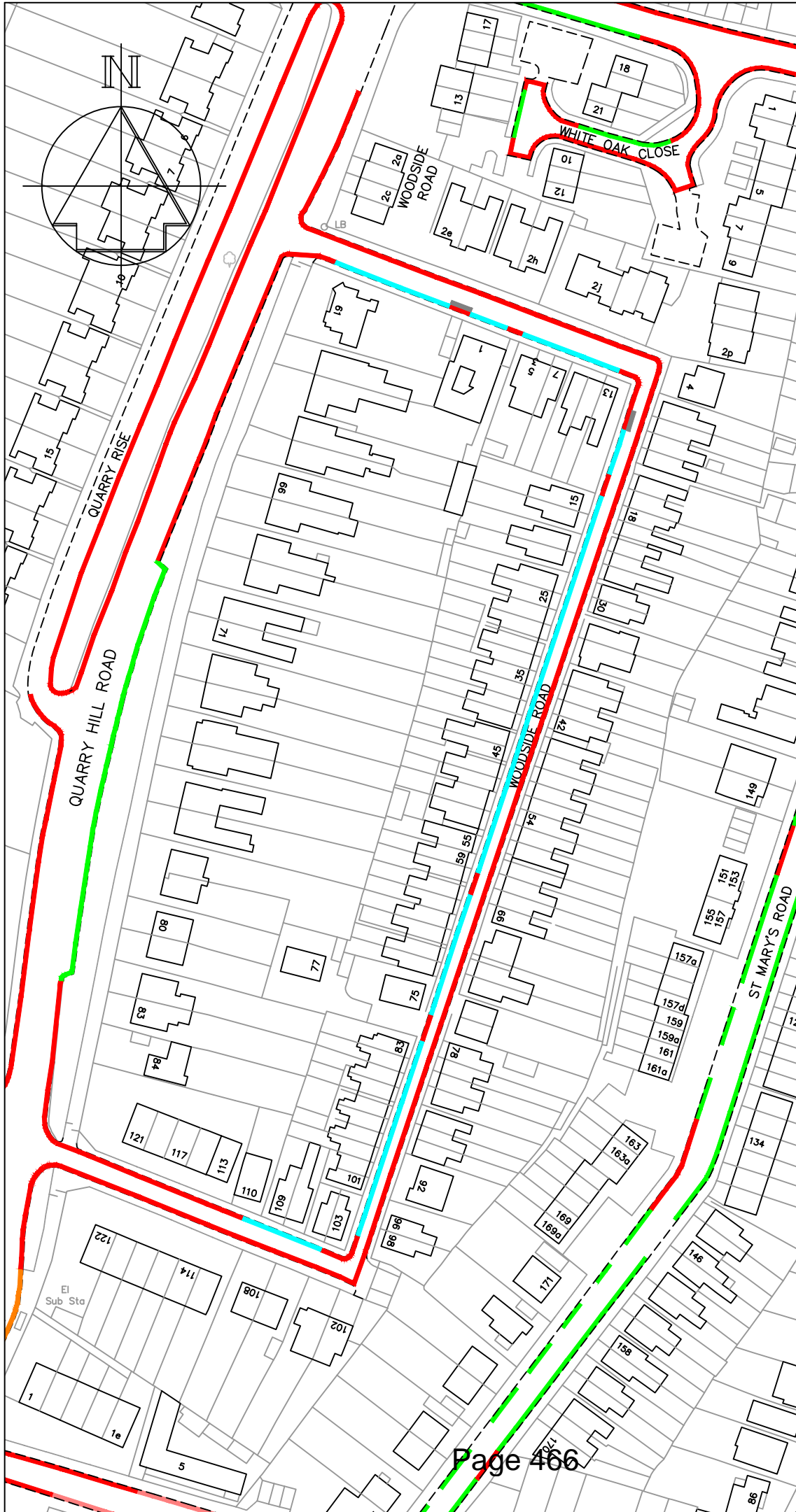


Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522

Project Title
 Parking Action Plan - Phase 14
 Informal consultation

Drawing Title
 Tonbridge
 Baltic Road

Drawn ACB	Checked AE	Date 03/2023
Scale 1 : 500 @ A4		
Drawing No. DD/598/27		Rev -



Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "Permit Holders only, Mon-Fri, 8.30-9.30am & 1-2pm" (permit parking bay)
- Existing "Permit Holders only, Mon-Fri, 8.30-9.30am" (permit parking bay)
- Existing "No waiting at any time" (double yellow lines) to be revoked to become "Permit Holders only, Mon-Fri, 8.30-9.30am" (permit parking bay)

A	Permit time change deleted	7/23
	Revision	Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

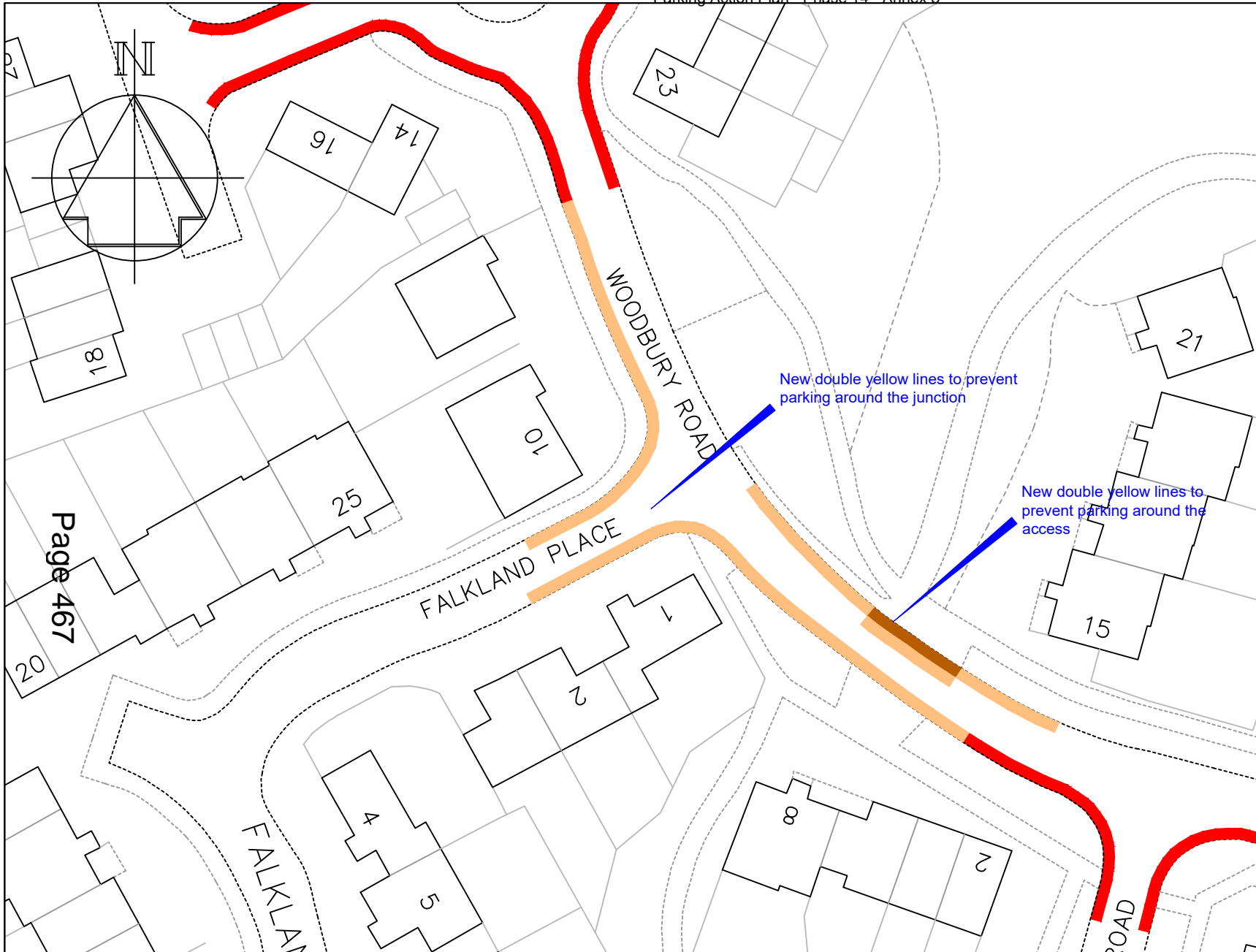
Parking Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522

Project Title
**Parking Action Plan
Phase 14
After Informal consultation**

Drawing Title
Tonbridge
Woodside Road

Drawn ACB	Checked AE	Date 03/2023
Scale 1 : 1250 @ A4		

Drawing No. DD/598/28	Rev A
--------------------------	----------



Key

- Existing 'No waiting at any time' (double yellow lines)
- Proposed 'No waiting at any time' (double yellow lines)
- Existing "Access Protection" white line

Page 467

A	DYL added o/s 15-21	7/23
	Revision	Date



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

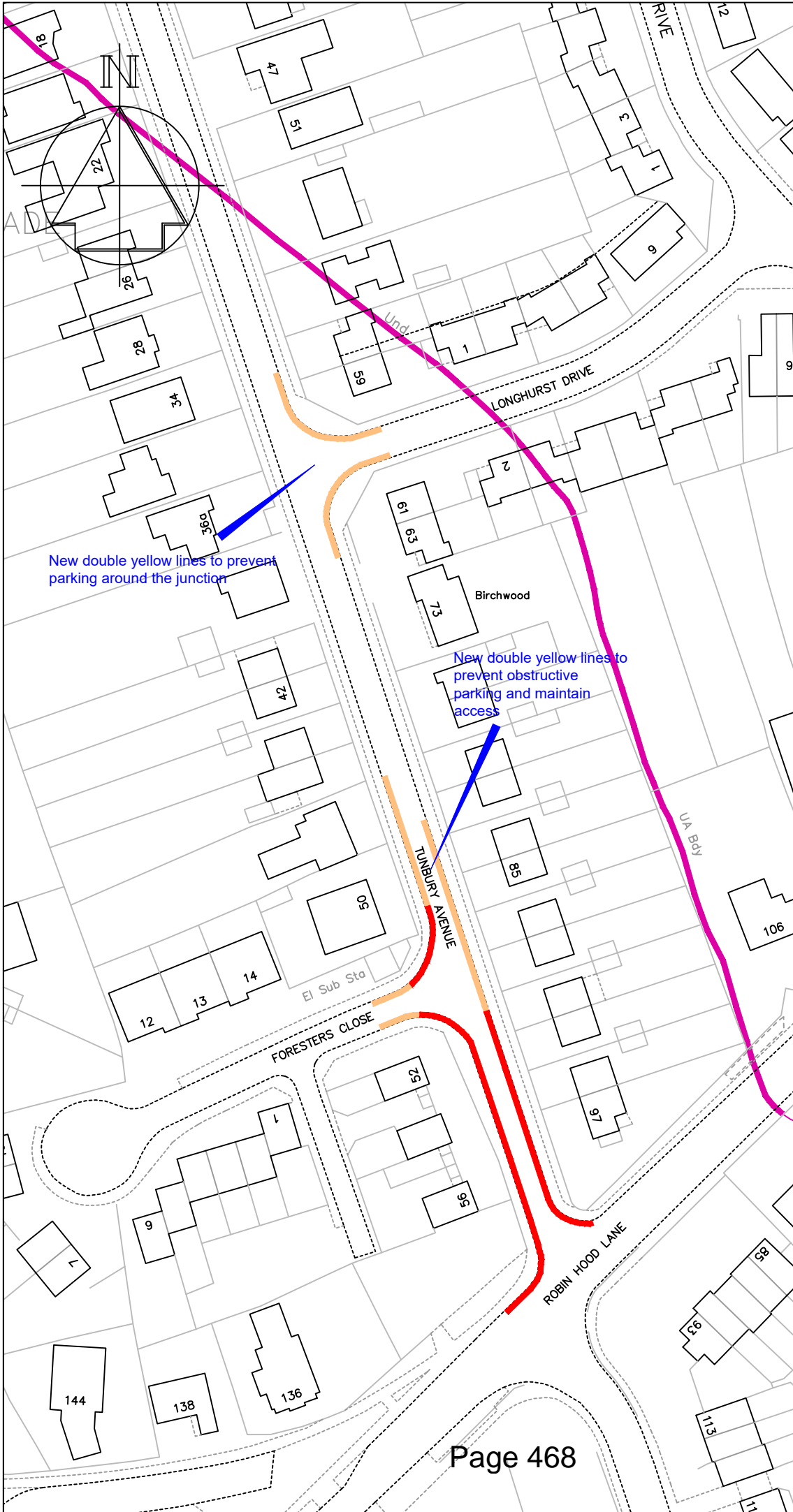
Project Title
Parking Action Plan - Phase 14
 After Informal consultation

Drawing Title
 Walderslade
 Woodbury Road & Falkland Place

Drawn	Checked	Date
ACB	AE	8/22
Scale 1 : 500 @ A4		
Drawing No. DD/598/30		Rev A

Key

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



Revision	Date
-	-



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

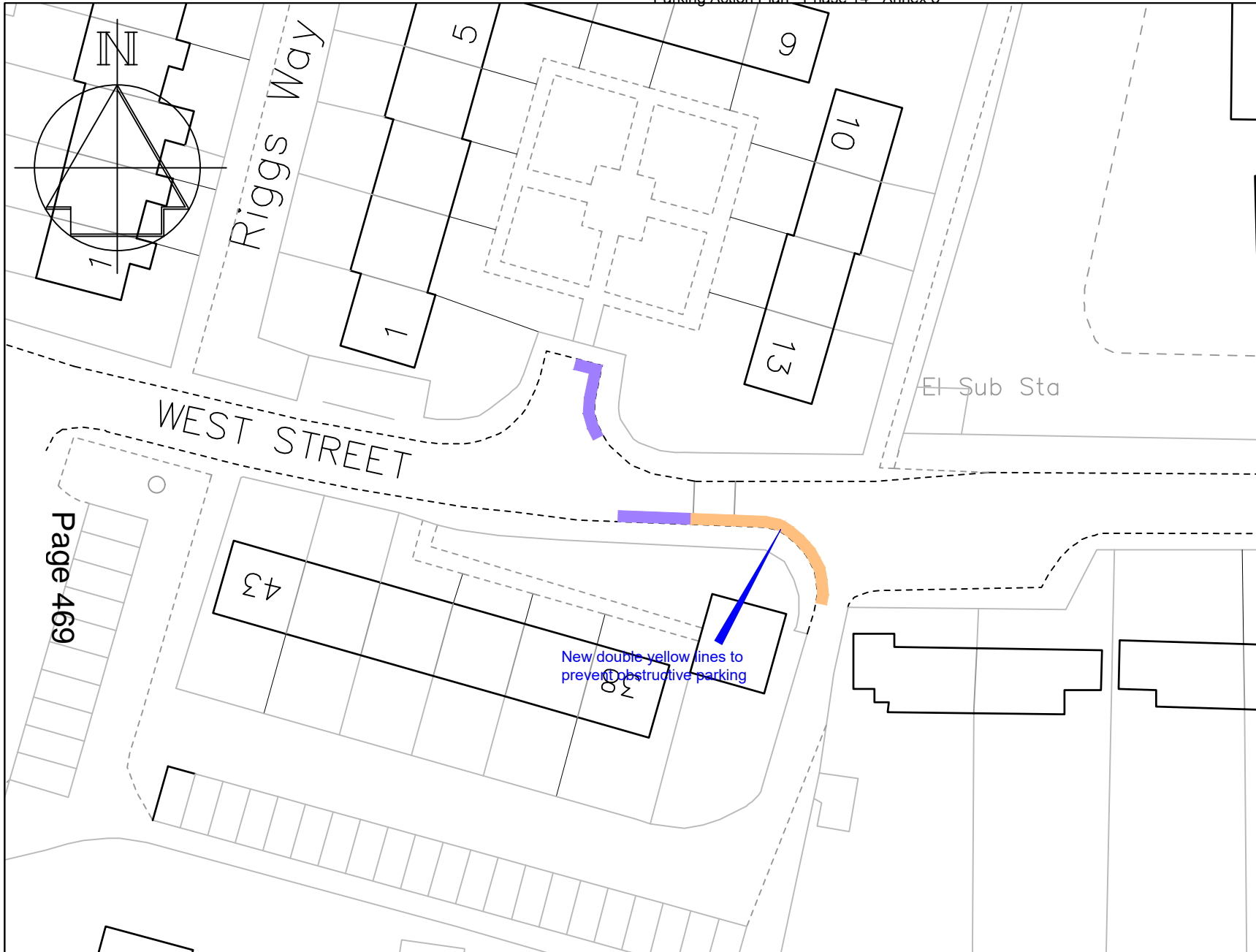
Project Title
**Parking Action Plan
Phase 14
Informal consultation**

Drawing Title
Walderslade
Tunbury Avenue

Drawn ACB | Checked AE | Date 03/2023

Scale 1 : 500 @ A4

Drawing No. DD/598/31	Rev -
--------------------------	----------



Key

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

Page 469



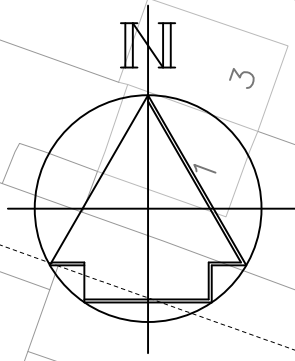
Technical Services
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522

Project Title
 Parking Action Plan - Phase 14
 Informal consultation

Drawing Title
 Wrotham
 West Street

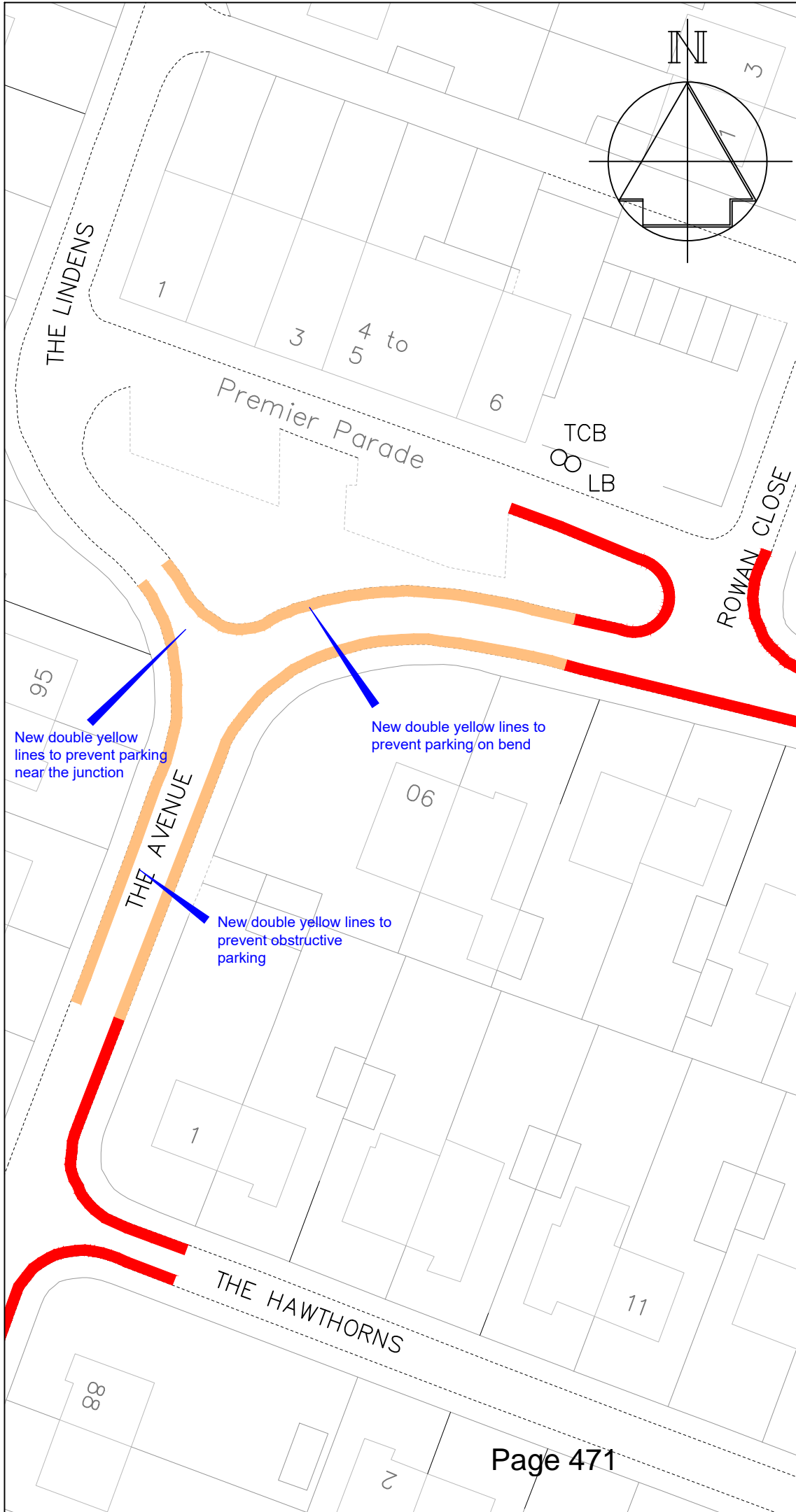
Drawn ACB	Checked AE	Date 03/2023
Scale 1 : 500 @ A4		
Drawing No. DD/598/32		Rev -

This page is intentionally left blank



Key

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



New double yellow lines to prevent parking near the junction

New double yellow lines to prevent parking on bend

New double yellow lines to prevent obstructive parking

A	Restrictions in The Lindens and Premier Parade reduced or deleted	12/23
	Revision	Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

Project Title
**Parking Action Plan
Phase 14
Post Formal consultation**

Drawing Title
Aylesford
The Avenue (near Premier Parade)
& The Lindens

Drawn ACB | Checked AE | Date 03/2023

Scale 1 : 500 @ A4

Drawing No. DD/598/03	Rev A
--------------------------	----------

This page is intentionally left blank

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

04 March 2024

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

Part 1- Public

Matters For Decision

1 PARKING ACTION PLAN, ACCESS GROUP 8

Summary

This report covers the formal consultation on proposals in Access Group 8 – a subset of the Parking Action Plan where the Council has applied a streamlined process for the consideration and promotion of minor changes to the Traffic Regulation Order.

1.1 Access Group 8 – locations

1.1.1 The locations for minor amendments are as follows:

Location	Ward	Town	Issue	Proposal
10 Weald View Road	Vauxhall	Tonbridge	New vehicle crossover	Adjust permit parking bay and install double yellow lines
3 St Mary's Road	Vauxhall	Tonbridge	New vehicle crossover	Adjust permit parking bay and install double yellow lines
24 St Mary's Road	Vauxhall	Tonbridge	New vehicle crossover	Adjust permit parking bay and install double yellow lines
70 High Street		Snodland	Prevent obstruction of existing vehicle crossover	Adjust existing double-yellow lines

1.2 Access Group 8 – Formal consultation

1.2.1 In line with the streamlined process, formal consultation was carried out on the above locations from 6th October 2023 to 29th October 2023 in accordance with the relevant statutory requirements.

1.2.2 A summary of the consultation responses are as follows:

Location	In favour	Against	No of properties consulted
10 Weald View Road	1	5	24
3 St Mary's Road	1	2	13
24 St Mary's Road	3	2	30
70 High Street, Snodland	0	0	22

- 1.2.3 In line with the Council's procedure, those locations where no objections were received (70 High Street, Snodland) can be implemented and are reported to this Board as an information only item.
- 1.2.4 The proposals for 3 St Mary's Road and 24 St Mary's Road, Tonbridge received less than 5 objections therefore the objections were shared with the local County and Borough Members along with the Chair of this Board to seek their agreement to either set aside the objections or to refer the objections to this Board for consideration.
- 1.2.5 Consensus was reached by local County and Borough members and the Chair of this board to set aside the objections of the proposals for 3 St Mary's Road and 24 St Marys Road, Tonbridge. The changes to these locations are to be implemented and are reported to this Board as an information only item.
- 1.2.6 The remaining location (10 Weald View Road, Tonbridge) received 5 or more objections, therefore could not be considered by local Members and JTB Chair, but instead must be reported for consideration by this Board.
- 1.2.7 A list of all the locations, the issues raised and a recommendation for each is included in Annex 1.
- 1.2.8 Annex 2 contains each location summary, with more detail as to the response rate, analysis and recommendation.
- 1.2.9 Annex 3 contains plans of the Access Group 8 proposals that were circulated as part of the consultation.
- 1.2.10 Annex 4 contains redacted copies of all the consultation responses relating to the Access Group 8 proposals that have been received within the consultation period.

1.3 Legal Implications

- 1.3.1 The proposals have followed and exceeded the requirements of the Local Authorities' Traffic Order (Procedure) (England & Wales) Regulations 1996.
- 1.3.2 The matters raised in this report are considered to be routine, uncontroversial or not legally complex and a legal opinion has not been sought on these proposals.

1.4 Financial and Value for Money Considerations

- 1.4.1 Funding to implement works associated with the Parking Action Plan Access Group 8 is provided within existing revenue budgets.

1.5 Risk Assessment

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

1.6 Equality Impact Assessment

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

1.7 Recommendations

It is **RECOMMENDED** that the recommendations for each location in Access Group 8 shown in Annex 1 be adopted and where appropriate the proposals be implemented.

Background papers:

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

contact: Penny Roper
Engineer, Technical Services

Robert Styles
Director of Street Scene, Leisure and Technical Services

This page is intentionally left blank

Parking Action Plan – Annex 1 (Locations for Access Group 8)

Town or Ward	Location	Issue	Location ref	Requested by	Detail	Summary	Recommendation
Tonbridge (Vauxhall)	10 Weald View Road	Change parking bays	AC8-01	Local resident	Resident wishes to use new vehicle crossover	Reduce extent of existing parking bays and install new double yellow lines	The Board set aside the objections and agree the implementation of the proposals.
Tonbridge (Vauxhall)	3 St Mary's Road	Change parking bays	AC8-02	Developer	Developer wishes to install new vehicle crossover	Remove parking bay and install new double yellow lines	Note that the Chair and local members have agreed to set aside the objections and the changes are to be implemented.
Tonbridge (Vauxhall)	24 St Mary's Road	Change parking bays	AC8-03	Local resident	Resident wishes to install new vehicle crossover	Reduce extent of parking bays and install new double yellow lines	Note that the Chair and local members have agreed to set aside the objections and the changes are to be implemented.
Snodland	70 High Street	Obstruction of existing vehicle crossover	AC8-04	Local resident	Resident had trouble accessing their existing crossover	Extend existing double yellow lines to protect existing vehicle crossover	Note no objections and that changes are to be implemented.

This page is intentionally left blank

Parking Plan – Access Group 8 – Location Summary

Location reference	AC8-01
Town	Tonbridge
Ward	Vauxhall
Road / Area	10 Weald View Road
Requested by	Resident
Plan reference:	DD/601/01

Summary

Reduce extent of permit parking bays, and installation of new double yellow lines across new vehicle access to No 10 Weald View Road, Tonbridge

Issue

KCC Highways had approved the installation of a new dropped kerb to allow the resident of No 10 to access their new driveway. However, a miscommunication meant that the resident received full approval from KCC without any involvement with TMBC. As a consequence, the dropped kerb has already been installed (in good faith by the resident) and retrospective changes to existing on-street parking restrictions are required to accommodate the new vehicle crossing dropped kerb and prevent its obstruction.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 8.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/601/01, seeking objections and indications of support. The Consultation started on 6th October 2023 and closed on 29th October 2023.

As part of the consultation we wrote directly to 24 properties, placed notices on street and in the local press, placed the proposals “on deposit” at the Council Offices (Tonbridge Castle and Kings Hill), the Kent County Council Offices, Sessions House, County Hall and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
6 (25%)	1 (4%)	5 (21%)	0 (0%)

Analysis

The objections received are from residents who raise concerns regarding the installation of double yellow lines across the new dropped kerb, as opposed to objections to the changes to the permit parking bay. They refer to the existence of older dropped kerbs in Weald View Road which do not have double yellow lines across them. These existing dropped kerbs are historical arrangements, implemented before the Council adopted a policy of placing double yellow lines across new dropped kerbs for new vehicle crossovers. This affords the new dropped kerb/vehicle crossover protection from obstruction. The alteration to the existing parking bays and install of double yellow lines is necessary in order to accommodate the installation of the new dropped kerb/vehicle crossover which had been approved by KCC in their role as the Highway Authority.

Streamlined TRO process

Under the agreed streamlined process for consideration of minor amendments to parking restrictions, minor amendments that attract 5 or more objections cannot be considered by the Chair of JTB and the local Borough and County members for the area, therefore this matter is now for the Board to consider the objections and decide whether to implement the proposals or not.

Recommendation to the March 2024 meeting of the Joint Transportation Board.

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

However, the changes to the parking restrictions are necessary to reflect the legal right of access that was established when Kent County Council gave permission for the access. The decision to allow an access is normally covered under “permitted development” rights, administered through KCC as the Highway Authority, or (in conservation areas) through the formal planning application process. The decisions from the planning or the permitted development processes are not part of this procedure, and the changes to the parking arrangements are necessary to accommodate those permissions or rights. There is little scope for the Borough Council to take any action but to facilitate the decisions already made.

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

Accordingly it is recommended that the Board note that alterations to the existing permissions are not within the gift of the Joint Transportation Board, and with permissions already granted, **set aside** the objections and the proposals for the changes to parking arrangements be implemented to accommodate the new access.

Parking Plan – Access Group 8 – Location Summary

Location reference	AC8-02
Town	Tonbridge
Ward	Vauxhall
Road / Area	3 St Mary's Road
Requested by	Developer
Plan reference:	DD/601/02

Summary

Adjustment to permit parking bay, and installation of new double yellow lines across proposed new vehicle access to No 3 St Mary's Road, Tonbridge.

Issue

KCC Highways have approved the installation of a new dropped kerb to allow the occupiers of No 3 to access a new driveway. As a consequence, changes to existing on-street parking restrictions are required to accommodate the proposed new vehicle dropped kerb.

Initial investigation

Suitable for changes under the streamlined "access" process, and will proceed separately through the agreed accelerated process with Access Group 8.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/601/02, seeking objections and indications of support. The Consultation started on 6th October 2023 and closed on 29th October 2023.

As part of the consultation we wrote directly to 13 properties, placed notices on street and in the local press, placed the proposals "on deposit" at the Council Offices (Tonbridge Castle and Kings Hill), the Kent County Council Offices, Sessions House, County Hall and on the Council's website. We also contacted the normal Statutory Consultees (local Councillors, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
3 (23%)	1 (7.6%)	2 (15%)	0 (0%)

Analysis

The two objections were received from residents of St Mary's Road who wanted the new dropped kerb to be located at the side of No 3 (rather than the front), utilising land at the entrance to The Chamber car park adjacent and thus retain the existing parking bay. However, this is not an option for consideration as this land is not adopted as public highway. With regard to their concerns over the loss of on-street parking – even though parking on St Mary's Road is part of a wider resident parking zone, parking close to your address (or indeed any space) cannot be guaranteed. The alteration to the existing parking bay is necessary in order to accommodate a new dropped kerb which has been approved by KCC in their role as Highway Authority.

Streamlined TRO process

Under the agreed streamlined process for consideration of minor amendments to parking restrictions, minor amendments that attract less than 5 objections can be considered by the Chair of JTB and the local Borough and County members for the area, and if of a

consensus, the objections can be set aside and the proposals implemented, with the matter reported as information to the next meeting of the Board.

This proposal and the objections were reported for consideration by the Chair and the relevant local members on the 13th November 2023. A consensus was reached to set aside the objections.

Recommendation to the March 2024 meeting of the Joint Transportation Board.

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

Parking Plan – Access Group 8 – Location Summary

Location reference	AC8-03
Town	Tonbridge
Ward	Vauxhall
Road / Area	24 St Mary's Road
Requested by	Resident
Plan reference:	DD/601/03

Summary

Adjustment to permit parking bays, and installation of new double yellow lines across proposed new vehicle access to No 3 St Mary's Road, Tonbridge.

Issue

KCC Highways have approved the installation of a new dropped kerb to allow the residents of No 24 to access a new driveway. As a consequence, changes to existing on-street parking restrictions are required to accommodate the proposed new vehicle dropped kerb.

Initial investigation

Suitable for changes under the streamlined "access" process, and will proceed separately through the agreed accelerated process with Access Group 8.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/601/03 seeking objections and indications of support. The Consultation started on 6th October 2023 and closed on 29th October 2023.

As part of the consultation we wrote directly to 30 properties, placed notices on street and in the local press, placed the proposals "on deposit" at the Council Offices (Tonbridge Castle and Kings Hill), the Kent County Council Offices, Sessions House, County Hall and on the Council's website. We also contacted the normal Statutory Consultees (local Councillors, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
5 (16.6%)	3 (10%)	2 (6.6%)	0 (0%)

Analysis

The two objections were received by residents of St Mary's Road who raised concerns regarding the loss of on-street parking close to their property. However, even though parking on St Mary's Road is part of a wider resident parking zone, parking close to your address (or indeed any space) cannot be guaranteed. The alteration of the existing parking bays is necessary in order to accommodate a new dropped kerb which has been approved by KCC in their role as Highway Authority.

Streamlined TRO process

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

Joint Transportation Board - Parking Action Plan – Access Group 8 Annex 2 – Location Summaries

This proposal and the objections were reported for consideration by the Chair and the relevant local members on the 13th November 2023. A consensus was reached to set aside the objections.

Recommendation to the March 2024 meeting of the Joint Transportation Board.

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

Parking Plan – Access Group 8 – Location Summary

Location reference	AC8-04
Town	Snodland
Ward	
Road / Area	70 High Street
Requested by	Resident
Plan reference:	DD/601/04

Summary

Adjustment to uncontrolled parking bay and extension of existing double yellow lines.

Issue

The residents of No 70 have reported their existing dropped kerb vehicle crossover is regularly obstructed by parked vehicles.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 8.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/601/04, seeking objections and indications of support. The Consultation started on 6th October 2023 and closed on 29th October 2023.

As part of the consultation we wrote directly to 22 properties, placed notices on street and in the local press, placed the proposals “on deposit” at the Council Offices (Tonbridge Castle and Kings Hill), the Kent County Council Offices, Sessions House, County Hall and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

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

Analysis

No consultation responses were received in relation to the proposal for No 70 High Street.

Streamlined TRO process

Under the agreed streamlined process for consideration of minor amendments to parking restrictions, minor amendments that do not attract any objections can be implemented with the matter reported as an information only item at the next meeting of the Board.




Recommendation to the March 2024 meeting of the Joint Transportation Board.

No responses were received, consequently there are no objections for the Board to consider.

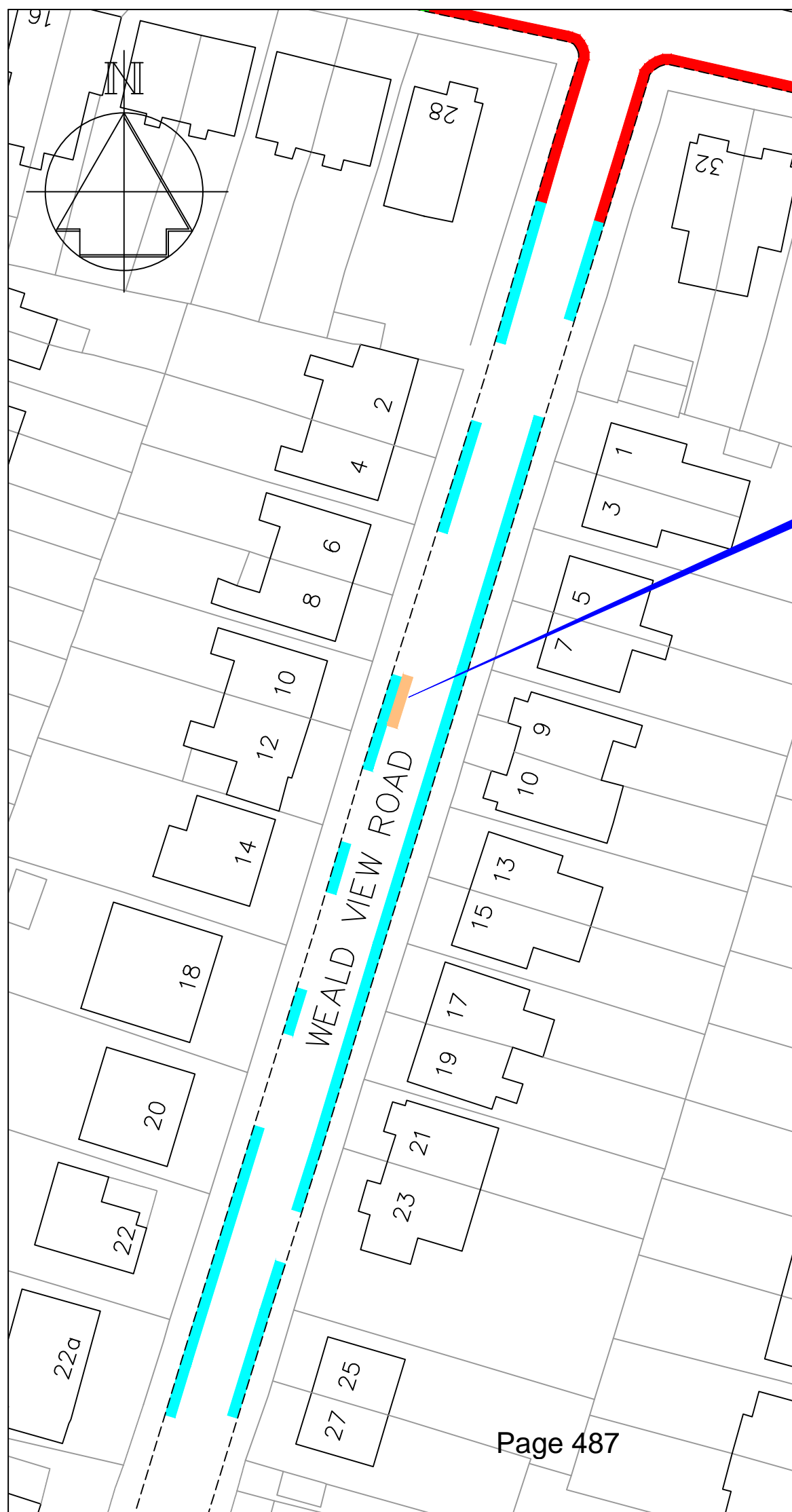
Accordingly, the proposals can be implemented and is reported to the Board for information only.

This page is intentionally left blank

Key

-  Existing "No waiting at any time" (double yellow lines)
-  Existing "Permit Holders only, Mon-Fri, 9.30-10.30am & 1 - 2pm" (permit parking bay)
-  Proposed "No waiting at any time" (double yellow lines)

Adjustment of residents permit parking area and install of new double yellow lines to accommodate new KCC approved dropped kerb



Revision	Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

Project Title
**Parking Action Plan
 Minor Amendments
 Access Group 8**




Drawing Title
**Tonbridge
 10 Weald View Road
 Formal Consultation**

Drawn PR	Checked	Date 09/2023
----------	---------	--------------

Scale 1 : 500 @ A4

Drawing No. DD/601/01	Rev
--------------------------	-----

Key

-  Existing "No waiting at any time" (double yellow lines)
-  Existing "Permit Holders only, Mon-Fri, 9.30-10.30am & 1 - 2pm" (permit parking bay)
-  Proposed "No waiting at any time" (double yellow lines)

Adjustment to residents permit parking area and install of new double yellow lines to accommodate proposed KCC approved dropped kerb



Revision	Date



STREETSCENE,
LEISURE & TECHNICAL
SERVICES

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

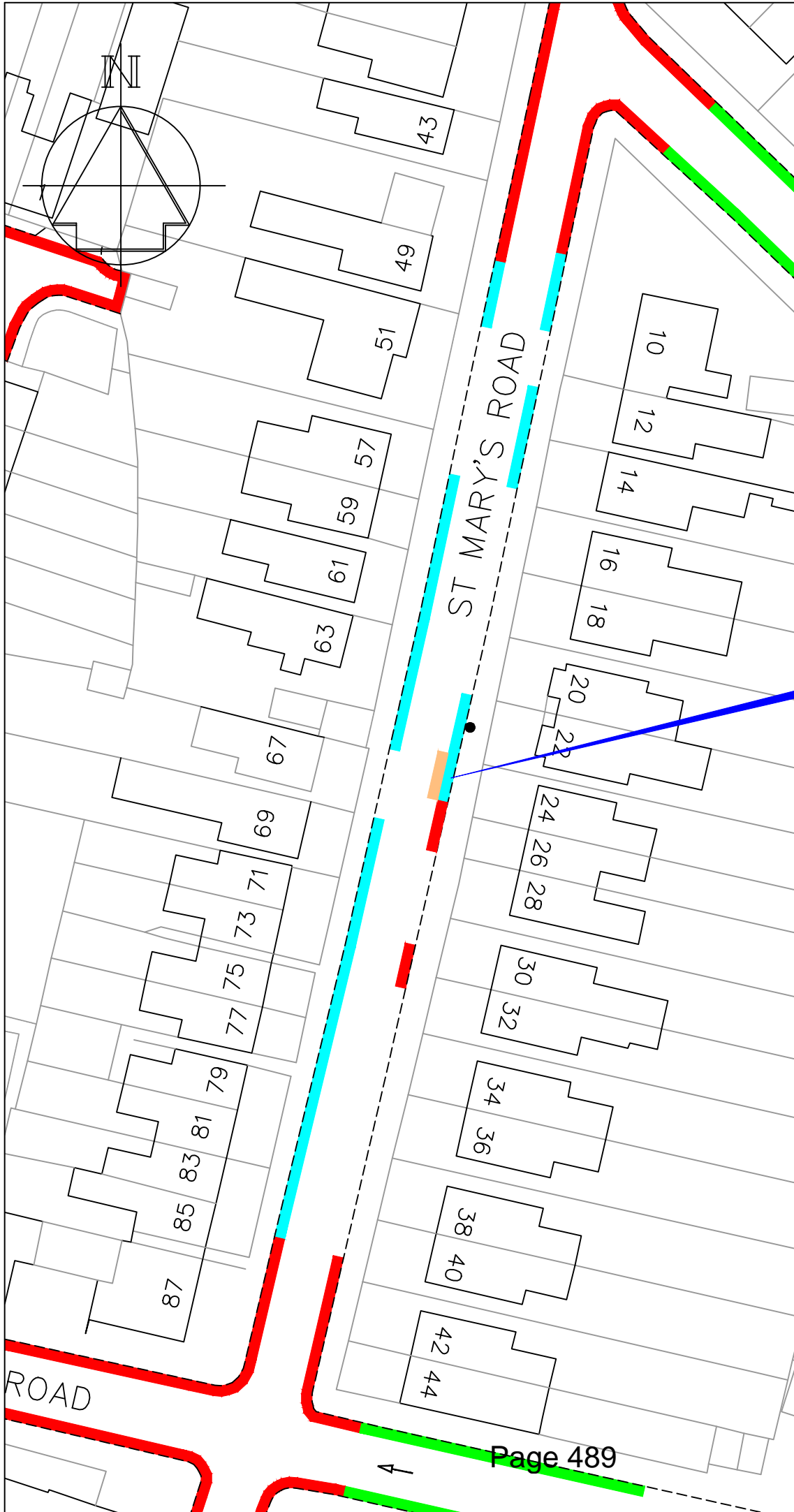
Project Title
Parking Action Plan
Minor Amendments
Access Group 8

Drawing Title
Tonbridge
3 St Marys Road
Formal Consultation

Drawn PR	Checked	Date 09/2023
----------	---------	--------------

Scale 1 : 500 @ A4

Drawing No. DD/601/02	Rev
--------------------------	-----



Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "Permit Holders only, Mon-Fri, 8.30-9.30am & 1-2pm" (permit parking bay)
- Existing "Permit Holders only, Mon-Fri, 9.30-10.30am & 1-2pm" (permit parking bay)
- Proposed "No waiting at any time" (double yellow lines)
- Existing Parking Permit signpost to be relocated to new position

Adjustment to residents permit parking area and install of new double yellow lines to accommodate proposed KCC approved dropped kerb

Revision	Date

TONBRIDGE & MALLING
 BOROUGH COUNCIL

STREETSCENE,
 LEISURE & TECHNICAL SERVICES

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

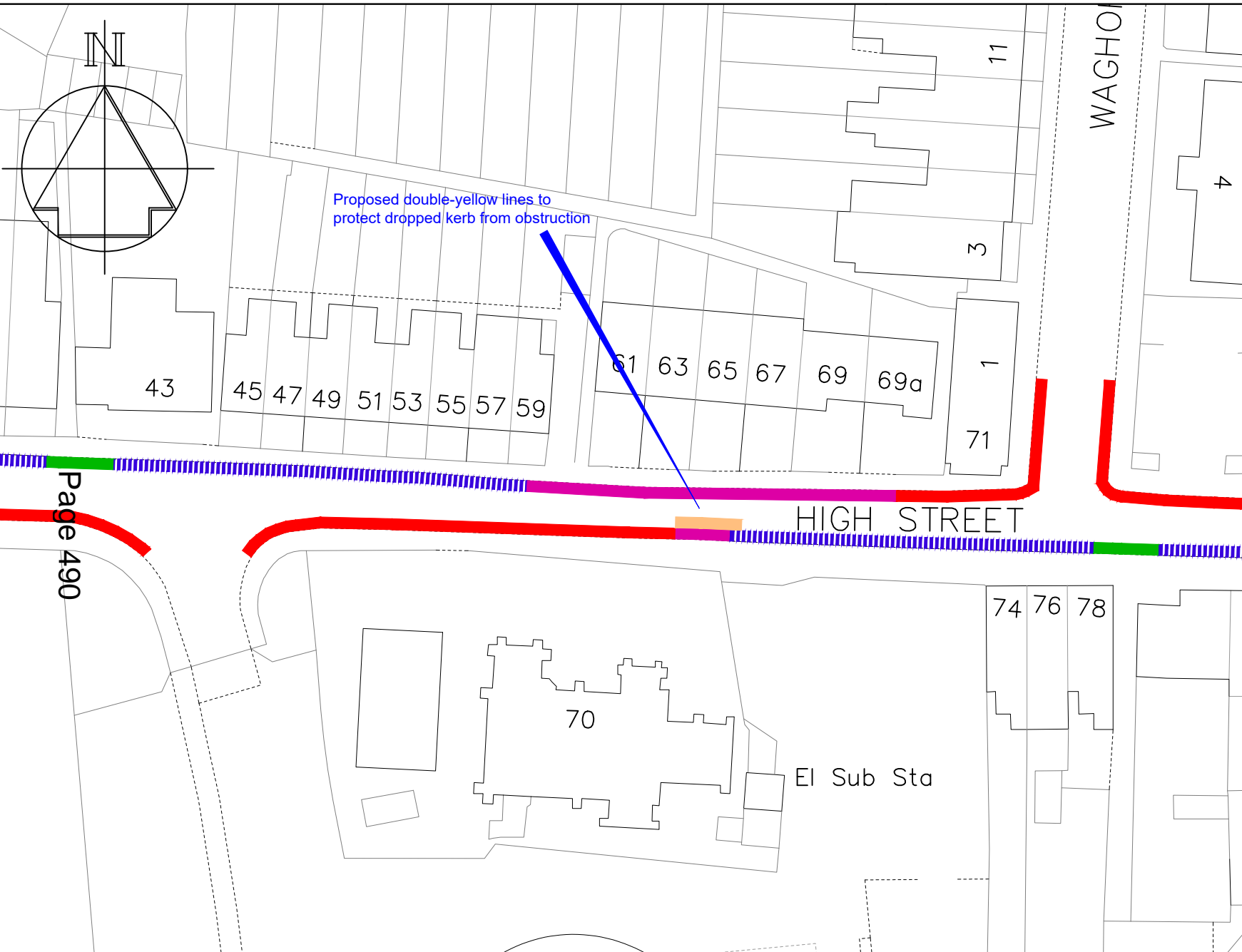
Project Title
 Parking Action Plan
 Minor Amendments
 Access Group 8

Drawing Title
 Tonbridge
 24 St Marys Road
 Formal Consultation






Drawn PR Checked Date 09/2023

Scale 1 : 500 @ A4

Drawing No. DD/601/03 Rev



Key

-  Existing 'No waiting at any time' (double yellow lines)
-  Existing Uncontrolled parking bay
-  Existing 'Access Protection Line'
-  Existing No Waiting Mon-Sat 08:30am - 6:30pm
-  Proposed 'No waiting at any time' (double yellow lines)

Page 490



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

Project Title
**Parking Action Plan
 Minor Amendments
 Access Group 8**

Drawing Title
**Snodland
 70 High Street
 Formal Consultation**

Drawn PR	Checked	Date 09/2023
Scale 1 : 500@ A4		
Drawing No. DD/601/04		Rev -

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: DD/601/02 3 St Mary's Road, Tonbridge
Date: 30 October 2023 08:52:03

From: [REDACTED]
Sent: Saturday, October 7, 2023 12:18 PM
To: Parking Office <parking.office@tmbc.gov.uk>
Subject: DD/601/02 3 St Mary's Road, Tonbridge

Hi,

I've reviewed the request to put in a drop curb at 3 St Mary's Rd and am happy to support the application.

Regards

[REDACTED]
[REDACTED] St Mary's Rd, Tonbridge [REDACTED]
[REDACTED]

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: Ref DD/601/02 3 St Marys Road Tonbridge
Date: 30 October 2023 08:55:35

From: [REDACTED]
Sent: Thursday, October 26, 2023 4:54 PM
To: Parking Office <Parking.office@tmbc.gov.uk>
Subject: Ref DD/601/02 3 St Marys Road Tonbridge

Please see attached response to formal consultation.

We are not opposed to the property accessing the new spaces to their front but could they use the existing dropped kerb on the corner of the entrance to the Chambers car park, thus preserving precious parking spaces on St Mary's

Regards

[REDACTED]

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

**Formal Consultation
New & Amended Parking Restrictions
3 St Mary's Road, Tonbridge**

Please return this form to:

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference "DD/601/02 3 St Mary's Road, Tonbridge"

All responses must be received by Sunday 29th October 2023

Data protection

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

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

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

I **(support / object to)** the Borough Council's formal proposals for changes to the on-street parking arrangements for 3 St Mary's Road, Tonbridge shown on plan DD/601/02.

** delete where not applicable*

Comments	
I understand the need for N° 3 to have off street parking, but could they use the existing drop Kerb on the corner of the entrance to the Chambers thus preserving precious parking spaces on St Marys	
Signed	[REDACTED]
Date	20/10/23

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: DD/601/01 10 Weald View Road, Tonbridge
Date: 30 October 2023 08:53:12

From: [REDACTED]
Sent: Friday, October 13, 2023 12:09 PM
To: Parking Office <parking.office@tmbc.gov.uk>
Subject: DD/601/01 10 Weald View Road, Tonbridge

Hello,

I support the Borough Council's formal proposals for changes to the on-street parking arrangements for 10 Weald View Road, Tonbridge shown on plan DD/601/01.

Thanks

[REDACTED]

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: DD/601/01: 10 Weald View Road
Date: 30 October 2023 08:54:19

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

From: [REDACTED]
Sent: Wednesday, October 18, 2023 8:56 PM
To: Parking Office <parking.office@tmbc.gov.uk>
Subject: DD/601/01: 10 Weald View Road

Dear Sir/Madam,

I recently received a letter about a consultation on putting yellow lines outside the dropped kerb at No.10 Weald View Road.

While walking past No.10 the other day, I noticed that there is a parking bay marked on the road outside No.10, so just removing that would allow the residents access to their driveway via the dropped kerb and deter neighbours or visitors from parking over their drive.

I feel that putting yellow lines on the road is unnecessary and would set a negative precedent for the rest of the road.

[REDACTED]

[REDACTED]

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: DD/601/01 10 Weald View Road
Date: 30 October 2023 08:54:55

From: [REDACTED]
Sent: Thursday, October 19, 2023 11:14 AM
To: Parking Office <parking.office@tmbc.gov.uk>
Subject: DD/601/01 10 Weald View Road

Hi there

attention = Penny Roper
Your Ref = DD/601/01 10 Weald View Road

there are three residents at [REDACTED] Weald View Road, [REDACTED] and [REDACTED], as per the Electoral Roll, and we are against the installation of double yellow lines in the road outside number 10.

we have reached this decision, based on the limited facts available to us

Regards [REDACTED]

[REDACTED]

[REDACTED] Weald View Road
Tonbridge

[REDACTED]

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

From: [REDACTED]
To: [Parking Office](#)
Subject: DD/601/01 10
Date: 28 October 2023 10:08:35

Dear tmbc

With regards to the proposed alterations of removal of parking bay and installation of double yellow lines outside No10 Weald View Road. Whilst we do not object to removal of parking bay we do object to the double yellow lines being extended further down the road than the end of the existing parking bay as this will have an impact on immediate neighbours. If the lines cover the existing parking bay only then this we would find suitable.

Regards

[REDACTED]
Weald View Road
[REDACTED]

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

From: [REDACTED]
To: [Parking Office](#)
Subject: DD/601/01 10 Weald View Road, Tonbridge
Date: 19 October 2023 10:03:50
Attachments: [1366866 \(1\).pdf](#)

Good morning,

I understand that it is TMBC policy that when kerbs are dropped for off street parking, that yellow lines are painted in place of the kerb, as will be the case with our next door neighbours. Whilst I don't have a problem with this, it does appear that we are going to be unfairly and negatively impacted by the extent of our neighbours yellow lines.

This is solely due to the fact that the contractors who dropped the kerb chose not to follow the plans that were set.

We live at number [REDACTED] and had our kerb dropped many years ago, which consisted of a section of dropped kerb, ramped at either end. The plans for our neighbours kerb was to be the same, with two ramped kerbs, with one abutting ours, giving us two clearly defined and separate cross-overs. The contractors chose instead to remove our ramped kerb and make that section completely flat, creating one long cross-over for the two residences.

This has resulted in the fact that it appears that the proposed yellow lines are to be painted down where our ramped kerb used to be, whereas if the kerb had been left in place as per the plans, then the yellow lines would be painted within the current parking bay limits.

Having spoken with our neighbours at number ten, they are at pains that we are not negatively impacted by them having their kerb dropped, and [REDACTED] assured me that the yellow lines coming further down wouldn't be a problem as I could park with the wheels of my car up to the yellow lines. However, everything I've read online confirms my view that it's the body of the car that mustn't overhang the yellow line.

This means that I will have to park around two feet further down, which will put me within inches of the neighbours car at number six. Ideally everyone would move down accordingly, but, because of the street furniture and roadside trees, everyone parks in a specific spot to allow their car doors to open, and so are unlikely to want to move, leaving me to park in a space barely big enough for my car.

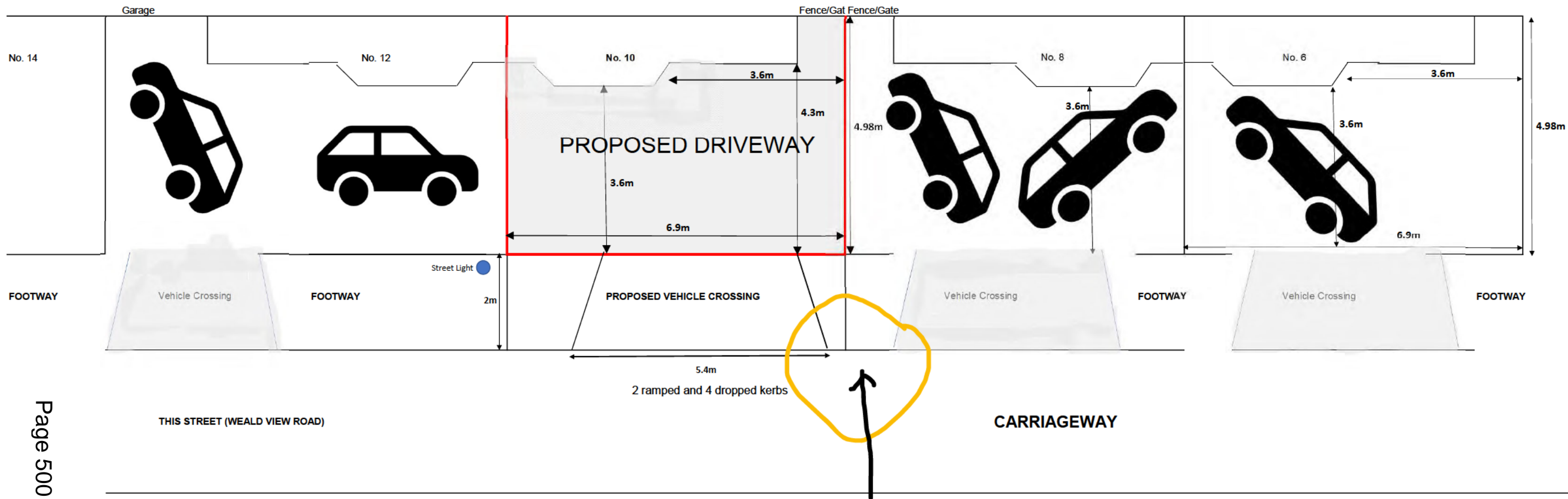
So I ask you to kindly consider these facts, particularly because it's been caused by the original plans not being followed, and it will require less yellow paint, so we all win! But this does make a huge difference to us, whilst having no effect on the parking restriction.

I have included a PDF of the original plan with a brief description of the problem, but feel free to get in touch if you need any clarifications.

Thank you.

[REDACTED] Weald View Road, Tonbridge. TN9 2NG.

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.



FOOTWAY

This is the section where the contractors didn't follow the plans. They should have put in a ramped kerb abutting ours, but chose to remove ours and make one continuous crossing. Had they left our ramped kerb in place then the yellow lines would be within the current parking bay, instead it appears they are being extended down where our ramped kerb used to be.

From: [REDACTED]
To: [Parking Office](#)
Subject: DD/601/01 10 Weald View Road
Date: 27 October 2023 10:20:14

In response to your letter. Having lived in the road for 50 years, I am concerned regarding the yellow lines to be put outside No. 10. These have not been necessary in the past. If these are to be put in front of a dropped kerb, I cannot see the reason for this as cars should not be parked across a dropped kerb plus the residents of the property will be unable to park outside their property. I also feel that this might have an unnecessary impact on the parking in the rest of the road.

Sent from my iPad

From: [REDACTED]
To: [Parking Office](#)
Subject: DD/601/03 24 St Mary's Road, Tonbridge
Date: 29 October 2023 12:40:12

Dear Sir / Madam,

In respect of the formal consultation on the proposal to adjust permit parking area adjacent to No 24 St Mary's Road, Tonbridge, I would like to express my concern that this will further lessen the opportunities for residents without parking on their driveways of finding a space on the road.

Over the last couple of years, the number of cars parking on the road has increased yet the number of spaces available has decreased. The removal of this space will make the situation worse for a number of residents in the road.

I am interested to know what solutions the council can offer for households like ours who have one car, no driveway parking and yet have to park away from our own road the vast majority of time. This is particularly frustrating given that other households have both driveway parking and multiple cars with permits.

Kind regards

[REDACTED]

From: [Penny Roper](#)
To: [Penny Roper](#)
Subject: FW: DD/601/03 24 St Mary's Road Tonbridge
Date: 02 November 2023 11:38:28

From: Parking Office <parking.Office@tmbc.gov.uk>
Sent: Monday, October 30, 2023 8:52 AM
To: Penny Roper <Penny.Roper@tmbc.gov.uk>
Subject: FW: DD/601/03 24 St Mary's Road Tonbridge

From: [REDACTED] >
Sent: Thursday, October 5, 2023 2:07 PM
To: Parking Office <parking.office@tmbc.gov.uk>
Cc: [REDACTED] >
Subject: DD/601/03 24 St Mary's Road Tonbridge

Please find attached my objection to getting rid of one of the few parking spaces near our flat. There is very little parking already on our road losing another space will make it impossible to park.

I have a child and have lots of school Bags and have had to park on roads nearby as spaces taken. Also I've currently crutches and if until I can walk more need to get driven anywhere I can not do so easily as residents we can not park near our flat

Spaces for almost a year have also been taken up by 2 or 3 vans which is not helpful all day. Residents without a drive are severely detrimental.

Those who can not afford a drive are discriminated against.

A lot of people have drives so will not care.

I have attached the form as requested.

With kind regards

[REDACTED]

[REDACTED]

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

New & Amended Parking Restrictions
24 St Mary's Road, Tonbridge

Please return this form to:

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

A lot of people have
drives and will
not care.

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference
"DD/601/03 24 St Mary's Road, Tonbridge"

All responses must be received by Sunday 29th October 2023

Data protection

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

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

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

St Mary's Road Tonbridge

I ~~(support)~~ **(object to)*** the Borough Council's formal proposals for changes to the on-street parking arrangements for 24 St Mary's Road, Tonbridge shown on plan DD/601/03.

* delete where not applicable

Comments	
There is very little parking already on St Mary's Road near our property. Losing another space is terrible. I have a child + have to park on roads nearby as can not park on road very much as spaces taken + I've lots of school bags. Now we have cutches + so hard to walk in general if I got driven any where until can drive again. Lots of vans takes spaces too	
Signed [REDACTED]	Date 5/10/23

Residents without a drive
are severely debilitated

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: DD/601/03 24 at Mary's Road
Date: 30 October 2023 08:51:49

From: [REDACTED] >
Sent: Friday, October 6, 2023 1:57 PM
To: Parking Office <parking.office@tmbc.gov.uk>
Subject: DD/601/03 24 at Mary's Road

I support the application for a dropped kerb for no 24. They have off street parking & should be able to use it.

I also have a tiny bit of raised kerb outside my drive which was left when the parking space was removed. I would like to apply to getting this removed as I cannot get on my drive properly both sides

[REDACTED]
[REDACTED] st Mary's road
[REDACTED]

[REDACTED]

This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: DD/601/03 24 St Mary's Road
Date: 30 October 2023 08:52:14

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

From: [REDACTED]
Sent: Monday, October 9, 2023 4:15 PM
To: Parking Office <parking.office@tmbc.gov.uk>
Subject: DD/601/03 24 St Mary's Road

Hello

Hope you are well.

We live at [REDACTED] St Mary's Road and have had the letter regarding the drop curb application opposite us, outside number 24. We fully support this application.

kindest

[REDACTED]

From: [Parking Office](#)
To: [Penny Roper](#)
Subject: FW: Parking Consultation ref DD/601/03 24 St Mary"s Road
Date: 30 October 2023 08:52:53

From: [REDACTED]
Sent: Thursday, October 12, 2023 9:21 AM
To: Parking Office <parking.office@tmbc.gov.uk>
Subject: Parking Consultation ref DD/601/03 24 St Mary's Road

Dear Sirs,

With reference to your letter dated 6th October 2023 I am writing to confirm that I support the proposed changes to the on-street parking arrangements for 24 St Mary's Road on the basis that whilst there will be one less parking space on the road after this change, there will be one less car to be needing to find a space to park on the road.

Yours faithfully

[REDACTED]
St Mary's Road

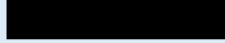
This email has been scanned by TMBC before delivery to your mailbox. Please click [here](#) to report this email as spam and help train the filter.

ID	Start time	Completion time	Email
1	10/29/23 14:53:06	10/29/23 15:01:33	anonymous

Name

Name2

Address



Post Code

[REDACTED]

This consultation relates to 4 locations throughout the Borough. Please select which location your response relates to.

Tonbridge, St Marys Road – number 3

Due to the proposed installation of the Kent County Council approved vehicle crossover outside number 3, adjustment to the permit parking area, and new double yellow lines, are needed.

These c...

If you want, please provide your reasons for your support or objection for the proposals for Tonbridge, St Marys Road - number 3.

I object to the proposed changes

There are only 3 designated parking bays in the lower end of lower St Marys Road. This bay can fit two small cars within it. The recent purchaser of 3 St Marys Road, who re-developed it before letting it out, would have known there were parking bays located outside their property when purchasing it. If such application was to be granted then that would increase the pressure for parking to other nearby streets. If the drop down to the kerb were to be from the Tonbridge chambers access, without losing these parking bays, then that should be considered instead. It is acknowledged that this would mean losing a side wall but would take into account the wider neighbourhood and pressures on road parking.

This page is intentionally left blank

To: Tonbridge and Malling Joint Transportation Board
By: KCC Highways and Transportation
Date: 4th March 2024
Subject: Highways Forward Works Programme: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 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**

Kevin Gore	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 – Road, Footway and Cycleway Renewal and Preservation Scheme

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

Surface Treatments - Contact Officer Aaron Divall			
Micro Surfacing			
Road Name	Parish	Extent Of Works	Current Status
Pembury Road	Tonbridge	Quarry Hill Road To Woodgate Way	Postponed Until 2024
Oak Drive	Ditton	Small Section Missed	Completed
Newton Avenue	Tonbridge	Whole Length	Completed
Priestly Drive	Tonbridge	Whole Length	Completed
Medway Meadows	East Peckham	Whole Road	Completed
Lucks Hill	West Malling	Broadwater To Station Approach	Completed
Surface Dressing			
Road Name	Parish	Extent Of Works	Current Status
Stocks Green Road	Hildenborough	From Leigh Road To A21	Completed
A229 Blue Bell Hill	Aylesford	Northbound Cobtree Roundabout To Lord Lees Roundabout	Completed
Upper Hayesden Lane (Brook Street)	Tonbridge	A21 Overbridge To A26 (Inc Brook Street)	Completed
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	Completed
High Street	Aylesford	The Friars To Forstal Road	Completed
A25 Borough Green Road	Borough Green	Western Road To Dark Hill Roundabout	Completed
A228 Snodland Bypass	Snodland	Between Ham Hill Roundabout And Holborough Roundabout	Programmed 7 th May 2024

Footway Improvements – Contact Officer Mr Neil Tree			
Priory Grove	Aylesford	<u>Footway Reconstruction</u> Full Extents.	Works Commenced And On-Going.
Turner Road	Tonbridge	<u>Footway Reconstruction</u> Entire Extent .	Completed
Fosse Road	Tonbridge	<u>Footway Protection</u> Entire Extents	Postponed Due To Emergency Utility Works
Havelock Road	Tonbridge	<u>Footway Protection</u> From The Junction With Hawden Road To Lansdowne Road	Postponed Due To Emergency Utility Works
Hawden Road	Tonbridge	<u>Footway Protection</u> From The Junction With Havelock Road To Houelands Road	Postponed Due To Emergency Utility Works
Houelands Road	Tonbridge	<u>Footway Protection</u> From The Junction With The Crescent To Havelock Road	Postponed Due To Emergency Utility Works
Lansdowne Road	Tonbridge	<u>Footway Protection</u> From The Junction With High Street To Lodge Road	Postponed Due To Emergency Utility Works
Lodge Road	Tonbridge	<u>Footway Protection</u> From The Junction With Lansdowne Road To Hawden Road	Postponed Due To Emergency Utility Works
Stafford Road	Tonbridge	<u>Footway Protection</u> From The Junction With The Slade To Hawden Road	Postponed Due To Emergency Utility Works
The Avenue	Tonbridge	<u>Footway Protection</u> From The Junction With Havelock Road To Lodge Road	Postponed Due To Emergency Utility Works
The Crescent	Tonbridge	<u>Footway Protection</u> From The Junction With Houelands Road To Havelock Road	Postponed Due To Emergency Utility Works
Watts Cross Road	Tonbridge	<u>Footway Protection</u> Sections Throughout Entire Extent.	Completed
Wordsworth Way	Aylesford	<u>Footway Protection</u> Entire Extents	Completed
Sassoon Close	Aylesford	<u>Footway Protection</u> Entire Extents	Completed
A20 London Road	Malling West	<u>Footway Maintenance</u> From The M26 Roundabout To A227/Bull Lane Roundabout	Completed

Sevenoaks Road	Borough Green	<u>Footway Protection</u> From Approximately No. 104 Sevenoaks Road To West Bank Lodge	Designed, And Postponed To Be Programmed..
Rings Hill	Hilddenborough	<u>Footway Protection</u> From The Junction With Noble Tree Road To Hildenborough Railway Station	Completed

Appendix B - Drainage

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.
The Ridgeway	Tonbridge	Crew required to dig down and replace approx the first 5m of collapsed 100mm pipework from gully junction with Town Acres towards footway. Crew also required to dig down and investigate gully opposite Town Acres, dig down and remove any swan necks to allow access for jetting in the future.	Works Completed
Forstal Road	Aylesford	Civils crew required to install 1 Precast concrete / uPVC trapped gully, in low spot opposite No.36 as shown in the level survey When installing new gully relevel approx 4m x 1m of carriageway around the gully to avoid any puddling and allow water to enter gully. Crew also required to install 9m of 150mm uPVC drain outfalling onto existing pipework from gully opposite using Y junction.	Works Completed
Ashes Lane	Hadlow	Civils crew required to dig down and replace approx the first 5m of defective 150mm pipework from gully opposite The Rose Revived. Unsure extent of defect until excavation is open, fix where required.	Works Completed
Pilgrims Way	Wrotham	Civils crew required to dig down and replace collapsed section of pipework 10m in from gully. Replace section of pipework with 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m. Unsure extent of collapse until excavation is open, fix where required.	Works Completed
Three Elm Lane	Golden Green	Crew required to dig out 100m of ditch Between Pierce Mill Lane and Poplar Court. Clear all headwalls and dig out approx 300mm under outlets / inlets in headwalls, Digout/spoil to be taken away from site and disposed of. 100m of vegetation requires cutting back to access the ditch.	Works Completed

London Road	Hildenborough	Crew required to dig out 120m of ditch Between Foxbush and the watercourse opposite the car garage Clear all headwalls and dig out approx 300mm under outlets / inlets in headwalls, Digout/spoil to be taken away from site and disposed of. 120m of vegetation requires cutting back to access the ditch.	Works Completed
Spring Lane	Ightham	Flooding issues affecting road and adjacent property. All drainage cleaned, CCTV'd and minor repairs undertaken, but further works required to reduce flooding risk	With KCC engineers to develop proposal
Birling Road	Ryarsh	Crew required to take up and set aside for reuse 4 kerbs (1 either side of the 2 sections of pipework) and install 2x ACO KerbDrain After these have been installed, cut down kerbs to size which were taken out and reinstall.	Job Passed to Contractor Programmed to commence on 15/01/2024 for 2 Days.
Brindles Field	Tonbridge	Crew required to take up and dispose off site 2x grip clad and frames outside No.40 & No.41 and replace both with D400 hinged gully grating and frame (450mm x 450mm x 150mm)	Job Passed to Contractor Programmed to commence on 20/01/2024.
High Street	Tonbridge	Crew required to investigate void approx 5m from gully opposite Fuggles Beer Café. Check the condition of the 150mm pipework to assure there are no cracks / collapsed sections, and reinstate.	Job Passed to Contractor Programmed to commence on 24/02/2024.
Hermitage Lane	Aylesford	Crew required to dig down and replace first 2m of collapsed pipework from gully Replace section of pipework with 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m. Reinstate the carriageway as per standard drawing KCC-HTW-700-002 (Road Type 2)	Job Passed to Contractor Programmed to commence on 05/02/2024 for 3 Days.
High Street	Aylesford	Crew required to take up and set aside approx 1m X 1m of blocks on Footway for reuse where required. Crew required to undertake a trail hole in footway to locate an old brick built culvert. After excavations have taken place, contact engineer to confirm how to proceed, as further works will be required if culvert is located.	Job Passed to Contractor Programmed to commence on 17/01/2024.

Albert Road	Tonbridge	Crew required to investigate void in carriageway junction with Waterloo Road. Check the condition of the 150mm pipework to assure there are no cracks / collapsed sections, if there are any defects then fix where required. Remove any very loose material and backfill with compacted type 1 prior to reinstating the carriageway.	Works Completed
Wrotham Road	Borough Green	Crew required to dig out 17m of ditch opposite No.105 clear / locate any headwalls and dig out approx 300mm under outlets / inlets in headwalls (Possibly 3 inlet pipes in ditch) Digout/spoil to be taken away from site and disposed of. 17m of vegetation requires cutting back to access the ditch.	Job Passed to Contractor

Appendix C – Street Lighting

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Location	Description of Works	Current Status
Ightham By-pass JIAD007	Ightham	Replacement of Lamp Column. Concrete preventing works.	Completion by end March 2024
Borough Green Road JWCQ009	Wrotham	Replacement of Lamp Column	Completed
Kits Coty Slip Road JCBD009	Bluebell Hill	Replacement of Lamp Column	Completion by end March 2024
Lunsford Lane JLDD032	Larkfield	Replacement of Lamp Column M20 motorway closure required	Completion by end March 2024
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. Partial wall removal will need to be agreed with home-owner.	Completion TBA.
Western Road JWBA004	Borough Green	Replacement of Lamp Column	Completion by end March 2024
London Road JUAQ024	Wrotham	Replacement of Lamp Column	Completion by end March 2024
Salisbury Close JSAA003	Tonbridge	Replacement of Lamp Column	Completed
Cherry Orchard JCBI001	Ditton	Replacement of Lamp Column	Completion by end March 2024
Kings Road JKAQ016	Tonbridge	Replacement of Lamp Column	Completion by end March 2024

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Tonbridge and Malling district, in order to meet Kent County Council’s 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 15/01/2024.

Local Transport Plan Funded Schemes – Contact Officer: Christopher Koningen		
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	Complete – Q4 2023
LTP Schemes – Tonbridge and Malling		
Hadlow Road, Tonbridge	Footway widening between Mill Lane and Mill Crescent	Complete – Q2 2023
High Street, Wouldham	Experimental scheme to address traffic concerns on High Street, Wouldham This scheme has been installed, and a corporate consultation is ongoing. The project remains under continual review during the experimental period	Complete – Q2 2023

Externally Funded Schemes

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

There are no projects in this area.

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – Contact Officer: Natalie Peach (unless specified otherwise)				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
Land West of Station Approach North, West Malling	TO004055	West Malling	Access, landscaping and other associated works connected with new care home.	Undergoing technical review
2nd Access for Police, Poppyfields Roundabout, Aylesford.	TO004054	Aylesford	2nd Access to Police Station from link road created by BDW.	Contact Officer: Sarah Parris Works still to complete to accommodate changes for Police applying for another access for them.
King Hill (Orwell Spike), West Malling	TO004052	West Malling	New bellmouth Access	Agreement Signed awaiting start date. Contact Officer: Jamie Hare
Hermitage Lane access adj Chapelfield Way	TO004051	Aylesford	Access to be created for further development and spine linking to access adj Barming Station, Hermitage Lane	Works ongoing Contact Officer: Sarah Parris
A20 London Road junction Hermitage Lane	TO004050	Aylesford	Junction improvement works required for pre-occupation for development Land South of Barming Station.	Undergoing technical review Contact Officer: Sarah Parris
New Court Road – Access to development site at Bell Lane Burham	TO004048	Burham	Bellmouth Access	Technical Acceptance Issued – Awaiting completion of Agreement and update from Developer Contact Officer: Alan Aston
New Road – j/w A20 London Road, East Malling	TO004047	East Malling	Junction improvement required by planning consent	Works substantially completed – awaiting remedials
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/widening of access road north of Aylesford interchange and change of priority for access to industrial site	Agreement signed. Works start on Highway early Feb '24 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	TA issued – awaiting completion of agreement
Lower Haysden Lane, Tonbridge	TO004037	Tonbridge	Amended junction layout at Lower Haysden Lane/Brook Street to incorporate development access	Works in progress
Access Adj, Barming Station, Hermitage Lane	TO004034	Aylesford	New access and footway/cycleway works	Works complete until development moved on then traffic island and TRO to complete. Contact Officer: Sarah Parris
Aylesford Newsprint – New Hythe Lane	TO004033	East Malling & Larkfield	Bus stop and pedestrian crossing installation	Works substantially completed
Aylesford Newsprint – Papyrus Way/New Hythe Lane	TO004032	East Malling & Larkfield	Footway Improvements	Agreement Signed
Aylesford Newsprint – Bellingham Way	TO004031	Aylesford	Off-site works – pedestrian crossing	Works substantially completed
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	Technical Acceptance issued – Awaiting completed agreement
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.	Undergoing technical review 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 complete, snagging works to be completed. Contact Officer: Sarah Parris
Laker Road, Rochester	TO004018	Rochester	New Bellmouth Access	Works completed Contact Officer: Jamie Hare
Oakhill House, 130 Tonbridge Road, Hildenborough	TO004016	Hildenborough	Emergency access crossover with associated footway/cycleway amendments and signage	Works substantially completed – Awaiting RSA3
Aylesford Newsprint Site, Bellingham Way	TO004014	Larkfield	Removal of roundabout and formation of staggered junction to tie in to new private link road	Works substantially completed – awaiting remedials
Aylesford Newsprint Site, Station Road, Aylesford	TO004013	Aylesford	Junction signalisation for new link road	Works substantially completed – awaiting remedials
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	Awaiting completion of minor remedial works prior to formal adoption
Nepicar Oast, A20 London Road, Wrotham	TO004008	Wrotham	New Bellmouth Access	Agreement Signed
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	Awaiting remedial works prior to formal adoption

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	Awaiting completion of works
Sportsmans Farm, King Hill, West Malling	TO003427	West Malling	Access to residential development	Awaiting completion of works
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
Vantage Point	TO003314	Snodland	Access to proposed warehouse and drive-thru units from A228 Holborough Road	Awaiting remedial works prior to formal adoption
Hazen Road	TO003181	Kings Hill	Alteration of existing turning facility to form new access to assisted living development	Works substantially complete – Awaiting RSA3
Station Road, Aylesford Phase 1	TO003161	Aylesford	New bellmouth access	Awaiting remedial works prior to formal adoption
Peters Village – Keepers Cottage Lane and Worrall Drive	TO003147	Wouldham	LoA for short term construction vehicle access, long term crossovers	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
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	TO003068	Aylesford	New signal controlled junction	Works complete

Road, Aylesford				
Mercedes Site Vale Road Tonbridge	TO003050	Tonbridge	New Entrance and seal off old entrance	On maintenance
Quarry Hill Road, Borough Green	TO003034	Borough Green	Splitter island and footway improvements at roundabout	Awaiting completion of works prior to formal adoption
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
Woodgate Way	Tonbridge	Tonbridge – Paddock Wook O/Line Rly (KCC No.1135) Expansion Joint Replacement	Planned for Summer 2024
Rocfort Road	Snodland	High St O/Bridge (3361) Expansion Joint replacement	Planned for Spring 2024

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	Programmed for May 2024

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Tonbridge and Malling District

The following schemes are those, which have been approved for funding by both the relevant Member and by 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 15/01/2024

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 Andy Watson for the Tonbridge and Malling district.

[Harry Raynor]

Details of Scheme	Status
Contribution to Hildenborough Wig Wags - This entry is to record the £3,500 CMG fund contribution from Harry Rayner. The remainder of the scheme being funded by the parish council and Kent County Council's internal budget.	Part Complete Q1 2024

[Harry Raynor]

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 Q2 2023

[Sarah Hudson]

Details of Scheme	Status
Contribution to West Peckham 30mph Speed Limit - This entry is to record the £2,850 CMG fund contribution from Sarah Hudson to cover the cost of the Traffic Regulation Order. The remainder of the scheme is being funded from Kent County Council's internal budget.	Design Q2 2024

[Trudy Dean]

Details of Scheme	Status
West Malling 20mph Speed Limit - Detailed design of proposed 20mph speed limit.	Design TBC

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: Kevin Gore / Andy Watson 03000 418181

Agenda Item 12

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

This page is intentionally left blank

Agenda Item 13

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

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

This page is intentionally left blank