

# TONBRIDGE & MALLING BOROUGH COUNCIL



## EXECUTIVE SERVICES

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**Chief Executive**  
Damian Roberts

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

Contact: Democratic Services  
[committee.services@tmbc.gov.uk](mailto:committee.services@tmbc.gov.uk)

20 February 2026

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, 2nd March, 2026 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

DAMIAN ROBERTS

Chief Executive

## A G E N D A

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### PART 1 - PUBLIC

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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 1 December 2025.

### **Matters for the Borough Council**

6. Parking Action Plan - Phase 15 - Formal Consultation 19 - 172

The report covers the formal consultation stage of the parking restriction proposals contained in Phase 15 of the Borough's Parking Action Plan and seeks approval to implement the changes.

### **Matters submitted for Information**

7. Update on Electric Vehicle Charging Infrastructure in Tonbridge and Malling 173 - 176

The report provides an update on Electric Vehicle (EV) Charging Infrastructure in Tonbridge and Malling specifically outlining the Local Electric Vehicle Infrastructure (LEVI) project.

8. Active Travel Update 177 - 186

The report updates Members on Kent County Council's upcoming School Streets trial to serve Snodland Church of England Primary School.

9. Highways Forward Works Programme 2025/26 and 2026/27 187 - 216

This report updates Members on the identified schemes approved for construction.

If you have any questions relating to the Highways Work Programme, please submit them in advance of the meeting and no later than noon on Tuesday 24 February 2026 to enable sufficient time to collate information. Please email [andy.watson@kent.gov.uk](mailto:andy.watson@kent.gov.uk).

10. Any Other Business

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).

11. Urgent Items 217 - 218

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

**Matters for consideration in Private**

12. Exclusion of Press and Public 219 - 220

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

**PART 2 - PRIVATE**

13. Urgent Items

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

## **MEMBERSHIP**

Cllr A Mehmet (Chair)  
County Cllr S Hudson (Vice-Chair)

Cllr R I B Cannon  
Cllr A Cope  
Cllr S Crisp  
Cllr D A S Davis  
Cllr F A Hoskins  
Cllr D Thornevell

County Cllr Mrs T Dean  
County Cllr M Hood  
County Cllr A Kennedy  
County Cllr H Rayner  
County Cllr D Sian  
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
- Tim Shaw – Borough Green 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](mailto: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](mailto: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.

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Apologies for absence

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<b>Joint Transportation Board</b>					
	<b>Conservative</b>	<b>Liberal Democratic</b>	<b>Green</b>	<b>Ind. Kent Alliance</b>	<b>Labour</b>
1	Matt Boughton	Tim Bishop	Lee Athwal		
2	Luke Chapman	Garry Bridge	Kath Barton		
3	Des Keers	James Clokey	Robert Oliver		
4	Dennis King	Anita Oakley	Bethan Parry		
5	Kim Tanner	Roger Roud	Stacey Pilgrim		

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Declarations of interest

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## TONBRIDGE AND MALLING BOROUGH COUNCIL

### JOINT TRANSPORTATION BOARD

#### MINUTES

Monday, 1st December, 2025

**Present:** Cllr A Mehmet (Chair), County Cllr S Hudson (Vice-Chair), Cllr R I B Cannon, Cllr A Cope, Cllr D A S Davis, Cllr F A Hoskins, Cllr D Thornewell, County Cllr M Hood, County Cllr H Rayner, County Cllr D Sian and County Cllr P Stepto

**In attendance:** Councillors L Chapman\*, M R Rhodes\*, R V Roud and Mrs M Tatton\* were also present pursuant to Council Procedure Rule No 15.21.

(\*participated via MS Teams)

Apologies for absence were received from Mrs S Barker (representative of the Kent Association of Local Councils)\* and County Cllr Mrs T Dean.

(\*apologies submitted for in-person attendance and participated via MS Teams)

#### PART 1 - PUBLIC

##### **JTB 25/15 APPOINTMENT OF CHAIR**

Members noted the recent appointment of Councillor Adem Mehmet as Chair of the Joint Transportation Board.

##### **JTB 25/16 NOTIFICATION OF SUBSTITUTE MEMBERS**

There were no substitute members.

##### **JTB 25/17 DECLARATIONS OF INTEREST**

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

##### **JTB 25/18 MINUTES**

**RESOLVED:** That the Minutes of the meeting of the Joint Transportation Board held on 16 June 2025 be approved as a correct record and signed by the Chairman.

**MATTERS SUBMITTED FOR INFORMATION****JTB 25/19 PARKING UPDATE REPORT**

The report of the Director of Street Scene, Leisure and Technical Services covered the progress with current parking work and reviews, including the larger area Parking Reviews and updates on the phased Parking Action Plan.

Particular attention was brought to Phase 15 of the parking review process. This phase had previously undergone informal consultation and was subsequently presented to the Board in June 2025 for consideration. The proposals arising from this consultation were currently being transferred to the Kent County Council's ParkMap system, which was a necessary step in preparing for the next stage of the process. Formal consultation on these proposals was scheduled to take place in spring 2026. Following the completion of this consultation, the outcomes and any further recommendations would be reported back to a future meeting of the Joint Transportation Board for review and decision.

The Board received an update regarding the ongoing and planned parking reviews within the borough. It was reported that the formal consultation for the Hildenborough Parking Review had previously been discussed at the Board meeting held in June 2025. The implementation of the associated proposals was scheduled to take place in the New Year, following the sealing of the relevant traffic regulation parking order. The Borough Council had already undertaken informal consultation concerning the Hadlow Parking Review. Plans were in place to commence the formal consultation process early in the forthcoming year.

Additionally, a future review of parking arrangements in Snodland was programmed. This review would be initiated once sufficient capacity became available within the schedule, however it was raised by local Members that parking patterns had returned to normal following the COVID-19 pandemic, and as such, it might no longer be necessary to continue with the parking review and that discontinuing the review at this stage would help maintain the current balance and avoid unnecessary disturbance.

Attention was brought to the proposals in respect of Rocks Road parking. There had been a suggestion to increase the size of areas with uncontrolled parking, thereby allowing for more ad hoc parking opportunities. However, it was acknowledged that implementing this suggestion could prove challenging due to the road widths and visibility issues, particularly concerning driveways and the pedestrian entrance on the south side of the road.

Members enquired about the timetable for the review of parking charges in Martin Square. It was clarified that the current charges were

implemented in May 2025 and that a review would take place after twelve months once parking patterns had been established. However, this was not an automatic process and would be based on feedback received.

### **JTB 25/20 HIGHWAYS FORWARD WORKS PROGRAMME 2024/25 AND 2025/26**

The report of the Kent County Council Highways and Transportation summarised schemes programmed for delivery in 2024/25 and 2025/26. 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 Funded Works (Appendix E), Bridge Works (Appendix F), Traffic Systems (Appendix G), Combined Members Grant (Appendix H) and Road Markings (Appendix I).

Members enquired about the status of works to the street lighting column located on Wrotham Road (reference JWCCP13). Specifically, questions were raised as to whether the works had been abandoned. In the event that the project had indeed been discontinued, clarification was requested regarding whether Kent County Council's asset register would be amended to reflect this change.

Members were provided with details of the work entailed in the footway protection works in Tonbridge and an update was sought on an unlisted large ornate light fitting in Tonbridge High Street which had been removed.

### **JTB 25/21 ANY OTHER BUSINESS**

There was no other business raised.

### **MATTERS FOR CONSIDERATION IN PRIVATE**

### **JTB 25/22 EXCLUSION OF PRESS AND PUBLIC**

There were no items considered in private.

The meeting ended at 8.02 pm

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## Joint Transportation Board

02 March 2026

### Part 1 - Public

#### Non-key Decision



Cabinet Member

Martin Coffin

Responsible Officer

Robert Styles (Director of Street Scene, Leisure & Technical Services)

Report Author

Andy Bracey (Parking Manager)

## Parking Action Plan – Phase 15 – Formal Consultation

### 1 Summary and Purpose of Report

- 1.1 This report covers the formal consultation stage of the parking restriction proposals contained in Phase 15 of the Borough's Parking Action Plan and seeks approval to implement the changes.

### 2 Corporate Strategy Priority Area

- 2.1 Efficient services for all our residents, maintaining an effective council.
- 2.2 Changes to parking arrangements are intended to improve accessibility to all users of the road network and to address residents' concerns relating to parking.

### 3 Recommendations

- 3.1 It is RECOMMENDED that the recommendations for each location for Phase 15 shown in Annex 1 to the reports be adopted and where appropriate the proposals be implemented.

### 4 Introduction and Background

- 4.1 The Borough Council has for many years divided requests for new and revised parking restrictions into separate phases of the "Parking Action Plan".
- 4.2 Following the March 2025 meeting of the Joint Transportation Board, investigations into proposed parking changes were undertaken at 30 sites across the Borough.
- 4.3 These proposals were then reported back to the June 2025 meeting of the Board, where it was decided that 16 locations should proceed to formal consultation and invitation of objections.

## **5 Proposal - Phase 15 – Formal Consultation**

- 5.1 Formal consultation was carried out on the 16 locations from 23<sup>rd</sup> January 2026 to 15<sup>th</sup> February 2026 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.
- 5.2 A list of all the locations, the issues raised and a recommendation for each is included in **Annex 1**.
- 5.3 **Annex 2** contains each location summary, with more detail as to the response rate, analysis and recommendation.
- 5.4 **Annex 3** contains plans of the Phase 15 proposals that were circulated as part of the consultation.
- 5.5 **Annex 4** contains a redacted copy of all the consultation responses relating to the Phase 15 proposals that have been received within the consultation period.
- 5.6 **Annex 5** contains a potential reduction to proposals for Booth Close, Snodland.

## **6 Financial and Value for Money Considerations**

- 6.1 Funding for the development of the Parking Plans is provided within existing revenue budgets.

## **7 Risk Assessment**

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

## **8 Legal Implications**

- 8.1 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.

- 8.2 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.
- 8.3 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.

## **9 Implementation**

- 9.1 The locations detailed in this report will, if approved, will proceed to implementation and will be progressed in the Spring and early summer of 2026.

## **10 Cross Cutting Issues**

### **10.1 Climate Change and Biodiversity**

- 10.1.1 A moderate source of emissions is likely to be maintained at current levels or increased. Use of private motor vehicles remains a major source of carbon emissions.
- 10.1.2 Climate change advice has not been sought in the preparation of the options and recommendations in this report.

- 10.2 The aim of the proposed changes is to improve traffic flow and ease parking arrangements. This may assist in reducing journey times and reduce congestion at some of the locations.

### **10.3 Equalities and Diversity**

- 10.3.1 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.

Background Papers	None
Annexes	Annex 1 – List of locations and recommendations Annex 2 – Location summaries Annex 3 – Plans of proposals Annex 4 – Redacted consultation responses Annex 5 – Potential reduction of proposals

**Parking Action Plan – Annex 1 (Phase 15 Locations)**

Location ref	Town	Location	Date(s)	Requested by	Issue	Summary	After Informal consultation	Recommendation
Phase 15-01	Aylesford	Hermitage Lane (near McDonalds)	25/02/2021	Local resident	Would like DYL on Hermitage Lane as Deliveroo drivers and lorries park on Hermitage Lane, blocking the junction.	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	As no objections were received, no decision is required and the proposals are to be implemented.
Phase 15-02	Borough Green	Fairfield Road	13/11/2020	Local resident	Would like DYL removed to allow parking (no address given)	Remove double yellow lines	This arose as a request following the introduction of new double yellow lines to prevent obstructive parking in Fairfield Road, as a wish to retain parking facility. However, since the introduction of the restrictions in Phase 11 there have been no further reports of obstructive parking. This leads us to conclude that the changes have been effective. Accordingly, no further action is recommended on this request as it would reverse the changes recently introduced and may re-instate the problem.	
Phase 15-03	Borough Green	Wye Road	25/03/2021	Cllr Taylor	Would like to extend DYLS	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.

Parking Update – Annex 1 (Phase 15 Locations)

Location ref	Town	Location	Date(s)	Requested by	Issue	Summary	After Informal consultation	Recommendation
Phase 15-04	Borough Green	Wye Road, Annetts Hall, Tolsey Mead & Eaglestone Close	25/03/2021	Cllr Taylor	Would like a resident parking scheme	Permit parking area	The proposals for residents parking schemes were abandoned after informal consultation.	
Phase 15-05	Ditton	Bell Lane	01/02/2021	Local resident	Would like permit parking for residents	Permit parking area	The proposals were abandoned after informal consultation.	
Phase 15-06	Ditton	Scott Close (junction by 32/41)	25/02/2021	Local resident	Would like junction protection restrictions as residents park on the junction.	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.
Phase 15-07	East Malling	Temple Way (footpath from Owen Close)	26/10/2020	Cllr Roger Roud	Would like DYL across end of footpath (and nearby driveways) to assist pedestrian visibility	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.
Phase 15-08	East Malling	The Rocks Road (near Paris House)	14/01/2021	Cllrs Tatton & Roud	Would like DYL to prevent obstructive and pavement parking	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.
Phase 15-09	Larkfield	Kingfisher Road (near Magpie Close)	18/01/2021	Local resident	Would like DYL extended to prevent obstructive parking	New "No waiting at any time" parking restrictions	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.

Parking Update – Annex 1 (Phase 15 Locations)

Location ref	Town	Location	Date(s)	Requested by	Issue	Summary	After Informal consultation	Recommendation
						(double yellow lines)		
Phase 15-10	Larkfield	Lunsford Lane (near 371)	25/02/2021	Local resident	would like DYL to ease access and prevent pavement parking	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.
Phase 15-11	Plaxtol	The Street	21/01/2021	Local resident	Would like DYL outside driveway to No.17 to prevent obstructive parking	New "No waiting at any time" parking restrictions (double yellow lines)	The proposals were abandoned after informal consultation.	
Phase 15-12	Ryarsh	Woodgate Road & Roughetts Road junction	17/02/2021	Ryarsh Parish Council	Would like restrictions in Woodgate Road and around the junction	New "No waiting at any time" parking restrictions (double yellow lines)	The proposals were abandoned after informal consultation.	
Phase 15-13	Shipbourne	Upper Green Road	07/01/2021	Local resident	Obstructive parking for long lengths causes problems	New "No waiting at any time" parking restrictions (double yellow lines)	The proposals were abandoned after informal consultation.	
Phase 15-14	Snodland	Brook Lane (near No.38)	20/10/2020	Local resident	Would like DYL to prevent obstructive parking.	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	As no objections were received, no decision is required and the proposals are to be implemented.

Parking Update – Annex 1 (Phase 15 Locations)

Location ref	Town	Location	Date(s)	Requested by	Issue	Summary	After Informal consultation	Recommendation
Phase 15-15	Snodland	May Street	27/11/2020	Urbaser	Would like junction protection to enable access by refuse collection vehicle	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.
Phase 15-16	Snodland	Booth Close	23/12/2020	Local resident	Would like restrictions on bend to prevent obstructive parking	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce (as Annex 5) or abandon.
Phase 15-17	Snodland	Charles Close	13/11/2020	Local resident	Would like a resident parking scheme to stop non-resident parking.	Permit parking area	The proposals were abandoned after informal consultation.	
Phase 15-18	Snodland	Charles Close	25/02/2021	Local resident	Would like DYL to prevent obstructive parking on west side and in turning head	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.
Phase 15-19	Snodland	Holly Hill	25/02/2021	Local resident	Would like DYL on Holly Hill	New "No waiting at any time" parking restrictions (double yellow lines)	Dropped at March 2025 JTB as no longer required.	
Phase 15-20	Tonbridge	Chiltern Way / Dernier Road (to	22/10/2020	Local resident	Would like junction protection DYL	New "No waiting at any time" parking	The proposals were abandoned after informal consultation.	

Parking Update – Annex 1 (Phase 15 Locations)

Location ref	Town	Location	Date(s)	Requested by	Issue	Summary	After Informal consultation	Recommendation
		Rowan Mews)			and restrictions up to Rowan Mews entrance to prevent obstructive parking	restrictions (double yellow lines)		
Phase 15-21 & 22	Tonbridge	Douglas Road (access between 92 & 94)	17/03/2021 & 12/04/2021	Cllr Hood & Local resident	Would like DYL across access.	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	As no objections were received, no decision is required and the proposals are to be implemented.
Phase 15-23	Tonbridge	Norfolk Road	12/01/2021	Local resident	Permit parking scheme needed due to lack of parking	Permit parking scheme	Dropped at March 2025 JTB as no longer required.	
Phase 15-24	Tonbridge	West Rise & College Avenue	15/01/2021	Local resident	Parking on the bends and junction	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.
Phase 15-25	Tonbridge	Shipbourne Road (near 250)	19/01/2021	Local resident	Would like DYL across driveway to prevent obstructive parking	Requested double yellow lines across driveway	Already completed in Phase 14. No further action is needed.	
Phase 15-26	Walderslade	Hallsfield Road	19/11/2020	Local resident	Would like a permit parking scheme so they don't have to relocate cars to	Change existing commuter deterrent single yellow	The proposals were abandoned after informal consultation.	

Parking Update – Annex 1 (Phase 15 Locations)

Location ref	Town	Location	Date(s)	Requested by	Issue	Summary	After Informal consultation	Recommendation
					the other side each day.	lines to permit parking area		
Phase 15-27	Walderslade	Robin Hood Lane	25/02/2021	Local resident	Would like DYL extended to deter commuter parking	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.
Phase 15-28	Walderslade	Woodbury Road	25/03/2021	Local resident	Would like DYL extended alongside No.32	New "No waiting at any time" parking restrictions (double yellow lines)	The proposals were abandoned after informal consultation.	
Phase 15-29	Wouldham	Worrall Drive	04/12/2020	Local resident	Would like restrictions to manage pavement parking outside the school	New "No waiting at any time" parking restrictions (double yellow lines) and bus stop clearways	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.
Phase 15-30	Wrotham	West Street / Bancroft Road junction	21/10/2020	Local resident	Would like junction protection DYL	New "No waiting at any time" parking restrictions (double yellow lines)	Proceeded to formal consultation.	The views of Members are sought, to implement, reduce or abandon.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-1
Town	Aylesford
Ward	Aylesford South & Ditton
Ward Members	Cllr Robert Cannon Cllr Steve Hammond Cllr Colin Williams
Road / Area	Hermitage Lane (near McDonalds)
Requested by	Local resident
Informal plan reference:	DD607-01 Phase 15 Aylesford - Hermitage Lane
Formal plan reference:	DD607-01 PM - Aylesford - Hermitage Lane & A20 London Road

#### Summary

Obstructive parking

#### Issue

Would like DYL on Hermitage Lane as Deliveroo drivers and lorries park on Hermitage Lane, blocking the junction.

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 3 (4%) No duplicates	3 (100%)	0 (0%)	0 (0%)

Cllrs Cannon & Hammond commented in support of the proposals.

#### Informal consultation responses

The response rate to the informal consultation was very low for this sort of proposal, with the responses in favour of the proposals. This indicates there is unlikely to be significant impact on residents.

#### Discussion

The proposals reinforce the requirements of the Highway Code and are aimed at maintaining traffic movements on the approach to a busy signalised junction.

#### Recommendation after informal consultation

In light of the responses, it is recommended that the proposals proceed to formal consultation as drawn.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

### **Formal Consultation**

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

As part of the formal consultation, we wrote directly to 80 properties, asking residents and businesses for their views. However, we received no public responses.

Aylesford Parish Council responded in support of the proposals, but stressed that any changes would need to be enforced.

### **Implementation**

Given the low level of response, the indicated level of support and no objections, the Joint Transportation Board note that the proposals will be introduced.

**Parking Plan – Phase 15 – Location Summary**

Location reference	Phase 15-2
Town	Borough Green
Ward	Borough Green & Platt
Ward Members	Cllr Wendy Palmer Cllr Mike Taylor
Road / Area	Fairfield Road
Requested by	Local resident
Plan reference:	N/A

**Summary**

Remove parking restrictions.

**Issue**

Would like DYL removed to allow parking (no address given)

**Discussion**

This arose as a request following the introduction of new double yellow lines to prevent obstructive parking in Fairfield Road, as a wish to retain parking facility. However, since the introduction of the restrictions in Phase 11 there have been no further reports of obstructive parking. This leads us to conclude that the changes have been effective. Accordingly, no further action is recommended on this request as it would reverse the changes recently introduced and may re-instate the problem.

This was reported to the Joint Transportation Board in March 2025 where it was agreed not to take this issue further, and accordingly the issue has been dropped.

**Parking Plan – Phase 15 – Location Summary**

Location reference	Phase 15-3
Town	Borough Green
Ward	Borough Green & Platt
Ward Members	Cllr Wendy Palmer Cllr Mike Taylor
Road / Area	Wye Road
Requested by	Cllr Taylor
Plan reference:	

**Summary**

Obstructive parking

**Issue**

Would like to extend DYLS

**Initial Proposal**

New "No waiting at any time" parking restrictions (double yellow lines)

**The proposals for this have been combined with location Phase 15-4 for consultation purposes only. This consultation is reported in the summary 15-4 despite the residents scheme proposals being dropped at informal consultation stage.**

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-4
Town	Borough Green
Ward	Borough Green & Platt
Ward Members	Cllr Wendy Palmer Cllr Mike Taylor
Road / Area	Wye Road, Annetts Hall, Tolsey Mead & Eaglestone Close
Requested by	Cllr Taylor
Informal plan reference:	DD607-03 & 04 Phase 15 Borough Green - Wye Road
Formal plan reference:	DD607-03-PM Phase 15 Borough Green - Wye Road

#### Summary

Non-resident parking

#### Issue

Would like a resident parking scheme

#### Initial Proposal

New "residents' only" permit parking area to deter non-resident parking.

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

As part of the informal consultation, we wrote directly to 193 properties, asking residents and businesses for their views, and we received the following responses.

Response rate	In favour	Against	Don't Know
Overall 158 (82%) 4 duplicates (1 support, 3 against)	23 (15%)	135 (85%)	0 (0%)

#### Informal consultation responses

The response rate to the informal consultation was very high for this sort of proposal, with the responses strongly indicating that residents were not in favour of the proposals.

#### Discussion

Consideration has to be given to the fact that there were 2 elements to the proposals – double yellow lines to prevent obstructive parking and a resident parking scheme to deter non-resident parking. There may be some call for the double yellow lines to move forward to formal consultation and to drop the resident permit parking area – or it may be that given the strength of response, Members might want to abandon both proposals.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals for a resident parking scheme should be abandoned and proceed no further, but that the proposal for new double yellow lines proceed to formal consultation.

### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

As part of the formal consultation, we wrote directly to 193 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 51	15	35	1

### Discussion

Though the proposal highlights the requirements of the Highway Code, there is a significant level of objection to the proposals.

### Recommendation

Given the level of response, Members are advised to consider the appetite for the changes and consider the benefits of the changes against the level of objection.

The views of Members are sought, to implement, reduce or abandon.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-5
Town	Ditton
Ward	Aylesford South & Ditton
Ward Members	Cllr Robert Cannon Cllr Steve Hammond Cllr Colin Williams
Road / Area	Bell Lane
Requested by	Local resident
Plan reference:	DD607-05 Phase 15 Ditton - Bell Lane

#### Summary

Non-resident parking

#### Issue

Would like permit parking for residents

#### Initial Proposal

New "residents' only" permit parking area to deter non-resident parking.

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

As part of the informal consultation, we wrote directly to 159 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 91 (57%) 2 duplicates (both against)	8 (9%)	80 (88%)	3 (3%)

Cllr Cannon responded against the proposals.

#### Informal consultation responses

The response rate to the informal consultation was high for this sort of proposal, with the responses indicating strongly that residents were not in favour of the proposals.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should be abandoned and proceed no further.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-6
Town	Ditton
Ward	Aylesford South & Ditton
Ward Members	Cllr Robert Cannon Cllr Steve Hammond Cllr Colin Williams
Road / Area	Scott Close (junction by 32/41)
Requested by	Local resident
Informal plan reference:	DD607-06 Phase 15 Ditton - Scott Close
Formal plan reference:	DD607-06-PM Phase 15 Ditton - Scott Close

#### Summary

Obstructive parking at the junction

#### Issue

Would like junction protection restrictions as residents park on the junction.

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 33 (41%) 2 duplicates (1 support, 1 against)	15 (45%)	17 (52%)	1 (3%)

Cllr Cannon responded in support of the proposals.

#### 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.

#### Discussion

The proposals reflect the requirements of the Highway Code, not to park near a junction. The responses against the proposal show that there are several residents in the area that value parking convenience higher than road safety. It also has to be considered that there is no right for parking on the public Highway, and that the properties are all served by private parking facilities.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

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

Response rate	In favour	Against	Don't Know
22	9	12	1

### Discussion

The main element of the objections relates to parking pressures in the area, concerns over displacement and lack of alternative parking – however, all properties in the area have off-street parking, whether be by driveway and garage at the property, or a garage en-bloc., though it is recognised that en-bloc garage usage tends to be low.

### Recommendation

The views of Members are sought, to implement, reduce or abandon.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-7
Town	East Malling
Ward	East Malling, West Malling & Offham
Ward Members	Cllrs Mrs Trudy Dean Cllr Roger Roud Cllr Mrs Michelle Tatton
Road / Area	Temple Way (footpath from Owen Close)
Requested by	Cllr Roger Roud
Informal plan reference:	DD607-07 Phase 15 East Malling - Temple Way
Formal plan reference:	DD607-07-PM Phase 15 East Malling - Temple Way

#### Summary

Obstructive parking

#### Issue

Would like DYL across end of footpath (and nearby driveways) to assist pedestrians visibility

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 7 (15%) No duplicates	2 (29%)	4 (57%)	1 (14%)

Cllr Roud responded in support of the proposals.

#### Informal consultation responses

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

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

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

Response rate	In favour	Against	Don't Know
Overall 5	3	2	0

**Discussion**

The objections cite parking pressures in the area and lack of alternative parking, though this has to be considered against the problems that inappropriately parked vehicles cause, not only to other motorists but to other road users.

**Recommendation**

The views of Members are sought, to implement, reduce or abandon.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-8
Town	East Malling
Ward	East Malling, West Malling & Offham
Ward Members	Cllrs Mrs Trudy Dean Cllr Roger Roud Cllr Mrs Michelle Tatton
Road / Area	The Rocks Road (near Paris House)
Requested by	Cllrs Tatton & Roud
Informal plan reference:	DD607-08 Phase 15 East Malling - The Rocks Road
Formal plan reference:	DD607-08-PM Phase 15 East Malling - The Rocks Road

#### Summary

Obstructive parking

#### Issue

Would like DYL to prevent obstructive and pavement parking

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 13 (33%) No duplicates	4 (31%)	9 (69%)	0 (0%)

Cllr Roud responded in support of the proposals.

Cllr Dean responded but gave no indication of preference.

Cllr Tatton responded, with a preference for a reduced set of proposals.

#### Informal consultation responses

The response rate to the informal consultation was fair for this sort of proposal, with the majority of responses against the proposal.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

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

Response rate	In favour	Against	Don't Know
18	3	14	1

**Discussion**

The responses were strongly against the proposals, mainly citing the lack of parking in the area, though there were also comments about obstructive parking and limited road width.

**Recommendation**

The views of Members are sought, to implement, reduce or abandon.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-9
Town	Larkfield
Ward	Larkfield
Ward Members	Cllr Timothy Bishop Cllr Anita Oakley Cllr David Thornewell
Road / Area	Kingfisher Road (near Magpie Close)
Requested by	Local resident
Informal plan reference:	DD607-09 Phase 15 Larkfield - Kingfisher Road
Formal plan reference:	DD607-09-PM Phase 15 Larkfield - Kingfisher Road

#### Summary

Obstructive parking

#### Issue

Would like DYL extended to prevent obstructive parking between Magpie Close and Raven Close

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 12 (21%) No duplicates	4 (33%)	6 (50%)	2 (17%)

Cllr Oakley and Cllr Thornewell both responded but gave no indication of preference.

#### 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 responses seem to reflect the difficult balance between parking provision and the need to maintain traffic movements. However, consideration should be given to this being a busy bus route and that delays caused by obstructive parking can affect the attractiveness of public transport.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

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

Response rate	In favour	Against	Don't Know
6	3	2	1

### Discussion

The response rate was quite low, with respondents split between support and objection. One objection related to parking charges in the nearby car park, but the problem on Kingfisher Road pre-dated the introduction of parking charges. The other commented that the proposals were not needed in Raven Close, though this has been included as “junction protection” to prevent parking at the junction.

The “Don't Know” related to concerns about disabled parking – which would still be permitted by blue badge holders for up to 3 hours under the blue badge scheme.

### Recommendation

The views of Members are sought, to implement, reduce or abandon.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-10
Town	Larkfield
Ward	Larkfield
Ward Members	Cllr Timothy Bishop Cllr Anita Oakley Cllr David Thornewell
Road / Area	Lunsford Lane (near 371)
Requested by	Local resident
Informal plan reference:	DD607-10 Phase 15 Larkfield - Lunsford Lane
Formal plan reference:	DD607-10-PM Phase 15 Larkfield - Lunsford Lane

#### Summary

Obstructive parking

#### Issue

would like DYL to ease access and prevent pavement parking

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

As part of the informal consultation, we wrote directly to 54 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 31 (57%) 5 duplicates (all against)	10 (32%)	20 (65%)	1 (3%)

Cllr Oakley responded but gave no indication of preference.

#### Informal consultation responses

The response rate to the informal consultation was good for this sort of proposal, with the majority of responses against the proposals.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

As part of the formal consultation, we wrote directly to 54 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
22	6	13	3

**Discussion**

There was a significant level of response against the proposals, though with a lack of unity to the responses – some were concerned with displacement parking, some with concerns that the restrictions did not go far enough, some that the main issue was not parking but speeding and restricting parking could increase speeds. There were also comments that the bus route should be amended, to use Gighill Road instead.

It should be noted that this is the third time parking proposals have been promoted for Lunsford Lane, without resolution.

**Recommendation**

The views of Members are sought, to implement, reduce or abandon.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-11
Town	Plaxtol
Ward	Bourne
Ward Members	Cllr Steve Crisp Cllr James Lark
Road / Area	The Street
Requested by	Local resident
Plan reference:	DD607-11 Phase 15 Plaxtol - The Street

#### Summary

Obstructive parking

#### Issue

Would like DYL outside driveway to No.17 to prevent obstructive parking

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 45 (94%) 2 duplicates (all against)	6 (13%)	39 (87%)	0 (0%)

Cllr Lark responded in support of the proposals.

#### Informal consultation responses

The response rate to the informal consultation was very strong for this sort of proposal, with the responses indicating the majority against the proposals.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should be abandoned and proceed no further.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-12
Town	Ryarsh
Ward	Birling, Leybourne & Ryarsh
Ward Members	Cllr Bill Banks Cllr Paul Boxall
Road / Area	Woodgate Road & Roughetts Road junction
Requested by	Ryarsh Parish Council
Plan reference:	DD607-12 Phase 15 Ryarsh - Woodgate Road & Roughetts Road

#### Summary

Obstructive parking at the junction

#### Issue

Would like restrictions in Woodgate Road and around the junction

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 9 (45%) No duplicates	0 (0%)	8 (89%)	1 (11%)

Cllrs Banks and Boxall responded in support of the proposals.

#### Informal consultation responses

The response rate to the informal consultation was fair for this sort of proposal, with the responses indicating that there was no support from residents.

#### Recommendation after informal consultation

In light of the responses, it is recommended that the members consider the responses and abandon the proposals.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should be abandoned and proceed no further.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-13
Town	Shipbourne
Ward	Bourne
Ward Members	Cllr Steve Crisp Cllr James Lark
Road / Area	Upper Green Road
Requested by	Local resident
Plan reference:	DD607-13 Phase 15 Shipbourne - Upper Green Road

#### Summary

Obstructive parking

#### Issue

Obstructive parking for long lengths causes problems

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 195 (355%) 1 duplicate (against)	10 (5%)	184 (94%)	1 (1%)

Cllr Lark responded in support of the proposals.

The Parish Council also responded, and a petition was received, though it did not meet the number of responses for separate consideration by Cabinet and is being treated as a response to the consultation.

#### Informal consultation responses

The response rate to the informal consultation was extremely high, indicating a strong level of community engagement with the consultation, with the majority of the responses against the proposals.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should be abandoned and proceed no further.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-14
Town	Snodland
Ward	Snodland East & Ham Hill
Ward Members	Cllr Mrs Sue Bell Cllr Luke Chapman
Road / Area	Brook Lane (near No.38)
Requested by	Local resident
Informal plan reference:	DD607-14 Phase 15 Snodland - Brook Lane
Formal plan reference:	DD607-14-PM Phase 15 Snodland - Brook Lane

#### Summary

Obstructive parking at the junction

#### Issue

Would like DYL to prevent obstructive parking.

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 8 (27%) No duplicates	6 (75%)	1 (13%)	1 (13%)

#### Informal consultation responses

The response rate to the informal consultation was fair for this sort of proposal, with the majority in favour of the proposals.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

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

Response rate	In favour	Against	Don't Know
Overall 8	8	0	0

**Implementation**

Given the indicated level of support and no objections, the Joint Transportation Board note that the proposals will be introduced.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-15
Town	Snodland
Ward	Snodland East & Ham Hill
Ward Members	Cllr Mrs Sue Bell Cllr Luke Chapman
Road / Area	May Street
Requested by	Urbaser
Informal plan reference:	DD607-15 Phase 15 Snodland - May Street
Formal plan reference:	DD607-15-PM Phase 15 Snodland - May Street

#### Summary

Obstructive parking preventing large vehicle access

#### Issue

Would like junction protection to enable access by refuse collection vehicle

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

As part of the informal consultation, we wrote directly to 54 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 17 (31%) No duplicates	3 (18%)	14 (82%)	0 (0%)

#### Informal consultation responses

The response rate to the informal consultation was fair for this sort of proposal, with the responses indicating residents were not in favour.

#### Discussion

The proposals reflect the requirements of the Highway Code, not to park near a junction. The responses against the proposal show that there are several residents in the area that value parking convenience higher than road safety and access.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

As part of the formal consultation, we wrote directly to 54 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
18	0	18	0

**Discussion**

Residents are very clear that they are not in support of the proposals, even though they are to allow access for larger vehicles that have reported problems. There are a number of comments about gaining access to a nearby industrial unit car park, though this is outside the gift of the Council

There were also comments about parking by non-residents (station commuters) and that a residents parking scheme should be introduced, though this would need wider consideration, to cover Cantium Place and Church Fields as well.

**Recommendation**

The views of Members are sought, to implement, reduce or abandon.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-16
Town	Snodland
Ward	Snodland West & Holborough Lakes
Ward Members	Cllr Angus Bennison Cllr Paul Hickmott
Road / Area	Booth Close
Requested by	Local resident
Informal plan reference:	DD607-16 Phase 15 Snodland - Booth Close
Formal plan reference:	DD607-16-PM Phase 15 Snodland - Booth Close

#### Summary

Obstructive parking

#### Issue

Would like restrictions on bend to prevent obstructive parking

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 15 (38%) No duplicates	3 (20%)	9 (60%)	3 (20%)

#### Informal consultation responses

The response rate to the informal consultation was good for this sort of proposal, with the majority of the responses against the proposals.

#### Discussion

The responses show a level of concern about the lack of parking provision for Booth Close – a function of the design and layout of the estate, intended to limit the reliance on private cars and to support the use of public transport.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

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

Response rate	In favour	Against	Don't Know
25	6	17	2

**Discussion**

The response rate was strong, with the majority of respondents against the proposals as drawn, however there were a number of comments that restrictions would be beneficial on the entry in to the close from Poynder Drive, and on either side of the northern section of the Close.

The proposals could be reduced to reflect this, as indicated in Annex 5 to the report.

**Recommendation**

The views of Members are sought, to implement, reduce or abandon.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-17
Town	Snodland
Ward	Snodland West & Holborough Lakes
Ward Members	Cllr Angus Bennison Cllr Paul Hickmott
Road / Area	Charles Close
Requested by	Local resident
Informal plan reference:	DD607-17&18 Phase 15 Snodland - Charles Close
Formal plan reference:	DD607-18-PM Phase 15 Snodland - Charles Close

#### Summary

Non-resident parking and obstructive parking

#### Issue

Would like a resident parking scheme to stop non-resident parking and double yellow lines to prevent obstructive parking on west side and in turning head

#### Initial Proposal

New "Permit Holders Only" resident permit parking scheme and double yellow lines.

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 22 (73%) 5 duplicates (1 support, 4 undecided)	11 (50%)	3 (14%)	8 (36%)

Cllr Bell commented, but without indicating her preference.

#### Informal consultation responses

The response rate to the informal consultation was good for this sort of proposal, with the responses indicating support for the proposals.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

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

Response rate	In favour	Against	Don't Know
16	10	5	1

**Discussion**

The proposals were broadly in favour, though there were some calls for a residents parking scheme to be introduced (though this element was withdrawn after the informal consultation stage).

**Recommendation**

The views of Members are sought, to implement, reduce or abandon.

**Parking Plan – Phase 15 – Location Summary**

Location reference	Phase 15-18
Town	Snodland
Ward	Snodland West & Holborough Lakes
Ward Members	Cllr Angus Bennison Cllr Paul Hickmott
Road / Area	Charles Close
Requested by	Local resident
Plan reference:	N/A

**Summary**

Residents parking scheme and Obstructive parking

**Issue**

would like DYL to prevent obstructive parking on west side and in turning head

**The proposals for this have been combined with location Phase 15-17.**

**Parking Plan – Phase 15 – Location Summary**

Location reference	Phase 15-19
Town	Snodland
Ward	Snodland West & Holborough Lakes
Ward Members	Cllr Angus Bennison Cllr Paul Hickmott
Road / Area	Holly Hill
Requested by	Local resident
Plan reference:	N/A

**Summary**

Obstructive parking

**Issue**

Would like DYL on Holly Hill

It is unclear from the reported issue as to the extent of the problem. Clarification was sought on this, but it has been reported that the originator of the request is now no longer in residence. Accordingly, no further action is recommended on this request.

This was reported to the Joint Transportation Board in March 2025 where it was agreed not to take this issue further, and accordingly the issue has been dropped.

**Joint Transportation Board**

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should be abandoned and proceed no further.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-20
Town	Tonbridge
Ward	Cage Green & Angel
Ward Members	Cllr Anna Cope Cllr Robert Oliver Cllr Bethan Parry
Road / Area	Chiltern Way / Dernier Road (to Rowan Mews)
Requested by	Local resident
Plan reference:	DD607-20 Phase 15 Tonbridge - Chiltern Way

#### Summary

Obstructive parking

#### Issue

Would like junction protection DYL and restrictions up to Rowan Mews entrance to prevent obstructive parking

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

As part of the informal consultation, we wrote directly to 54 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 66 (122%) 6 duplicates (4 support, 2 against)	19 (29%)	46 (70%)	1 (2%)

Cllrs Oliver and Cope responded, but did not indicate a preference.

#### Informal consultation responses

The response rate to the informal consultation was very high for this sort of proposal, with a strong indication against the proposals.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should be abandoned and proceed no further.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-21&22
Town	Tonbridge
Ward	Judd
Ward Members	Cllr Mark Hood Cllr Stacey Pilgrim
Road / Area	Douglas Road (access between 92 & 94)
Requested by	Cllr Hood & Local resident
Informal plan reference:	DD607-21&22 Phase 15 Tonbridge - Douglas Road
Formal plan reference:	DD607-21&22-PM Phase 15 Tonbridge - Douglas Road

#### Summary

Obstructive parking

#### Issue

Would like DYL across access.

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 4 (13%) No duplicates	2 (50%)	0 (0%)	2 (50%)

Cllr Hood responded, supporting the proposals.

#### 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 undecided.

#### Discussion

Those undecided wanted to retain parking to the side of the access, though this would adversely affect visibility for those using the access.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

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

Response rate	In favour	Against	Don't Know
Overall 3	3	0	0

**Implementation**

Given the low level of response, the indicated level of support and no objections, the Joint Transportation Board note that the proposals will be introduced.

**Parking Plan – Phase 15 – Location Summary**

Location reference	Phase 15-23
Town	Tonbridge
Ward	Judd
Ward Members	Cllr Mark Hood Cllr Stacey Pilgrim
Road / Area	Norfolk Road
Requested by	Local resident
Plan reference:	N/A

**Summary**

Non-resident parking

**Issue**

Permit parking scheme needed due to lack of parking

**Discussion**

As there is already a permit parking scheme in place that covers the Norfolk Road area, no further action is needed.

This was reported to the March 2025 meeting of the Joint Transportation Board, and no further action is being taken.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-24
Town	Tonbridge
Ward	Judd
Ward Members	Cllr Mark Hood Cllr Stacey Pilgrim
Road / Area	West Rise & College Avenue
Requested by	Local resident
Informal plan reference:	DD607-24 Phase 15 Tonbridge - College Ave & West Rise
Formal plan reference:	DD607-24-PM Phase 15 Tonbridge - College Ave & West Rise

#### Summary

Obstructive parking at the junction

#### Issue

Parking on the bends and junction

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

As part of the informal consultation, we wrote directly to 45 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 19 (42%) No duplicates	10 (53%)	9 (47%)	0 (0%)

Cllr Hood responded, supporting the proposals.

#### 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 responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

As part of the formal consultation, we wrote directly to 45 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 12	7	5	0

**Discussion**

The objection cite concerns over parking displacement either further in to West Rise or to other junctions along College Avenue, however, the proposals echo the requirements of the Highway Code.

**Recommendation**

The views of Members are sought, to implement, reduce or abandon.

**Parking Plan – Phase 15 – Location Summary**

Location reference	Phase 15-25
Town	Tonbridge
Ward	Trench
Ward Members	Cllr Adam Mehmet Cllr Keith Tunstall
Road / Area	Shipbourne Road (near 250)
Requested by	Local resident
Plan reference:	N/A

**Summary**

Obstructive parking

**Issue**

Would like DYL across driveway to prevent obstructive parking

**Discussion**

Already completed in Phase 14. No further action is needed.

This was reported to the March 2025 meeting of the Joint Transportation Board, and no further action is being taken.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-26
Town	Walderslade
Ward	Walderslade
Ward Members	Cllr Des Keers
Road / Area	Hallsfield Road
Requested by	Local resident
Plan reference:	DD607-26 Phase 15 Walderslade - Hallsfield Road

#### Summary

Non-resident parking

#### Issue

Would like a permit parking scheme so they don't have to relocate cars to the other side each day.

#### Initial Proposal

Removal of existing commuter-deterrent single yellow lines and a new "Permit Holders Only" resident permit parking scheme

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

As part of the informal consultation, we wrote directly to 124 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 71 (57%) 3 duplicates (all against)	4 (6%)	66 (93%)	1 (1%)

The responses also included a petition though it did not meet the number of responses for separate consideration by Cabinet, and is being treated as a response to the consultation.

Cllr Keers responded, but did not indicate a preference.

#### Informal consultation responses

The response rate to the informal consultation was very good for this sort of proposal, with the responses strongly indicating that the proposals were not supported by residents.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should be abandoned and proceed no further.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-27
Town	Walderslade
Ward	Walderslade
Ward Members	Cllr Des Keers
Road / Area	Robin Hood Lane
Requested by	Local resident
Informal plan reference:	DD607-27 Phase 15 Walderslade - Robin Hood Lane
Formal plan reference:	DD607-27-PM Phase 15 Walderslade - Robin Hood Lane

#### Summary

Obstructive parking

#### Issue

Would like DYL extended to deter commuter parking in Robin Hood Lane and obstructive parking in the cul-de-sac.

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 40 (57%) 8 duplicates (in support)	30 (75%)	9 (23%)	1 (3%)

Cllr Keers responded, but did not indicate a preference.

#### Informal consultation responses

The response rate to the informal consultation was good for this sort of proposal, with the majority of responses in favour of the proposals.

#### Discussion

However, there were a number of responses that the proposals should be extended to cover the entirety of the cul-de-sac serving No.144, 136 & 138 to deter van commuter parking.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

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

Response rate	In favour	Against	Don't Know
29	18	7	4

Aylesford Parish Council also responded in support of the proposals, but stressed that any changes would need to be enforced.

### **Discussion**

The comments against the proposals tended to cover concerns parking displacement, the parking activities of some of the residents of the road where businesses seem to be operating and the omission of the cul-de-sac on the southern side of the road. There were also comment over the accuracy of KCC's mapping and highway boundary information. There was also concern that removing parking on Robin Hood Lane may encourage higher vehicle speeds.

### **Recommendation**

The views of Members are sought, to implement, reduce or abandon.

**Parking Plan – Phase 15 – Location Summary**

Location reference	Phase 15-28
Town	Walderslade
Ward	Walderslade
Ward Members	Cllr Des Keers
Road / Area	Woodbury Road
Requested by	Local resident
Plan reference:	DD607-28 Phase 15 Walderslade - Woodbury Road

**Summary**

Obstructive parking

**Issue**

Would like DYL extended alongside No.32

**Initial Proposal**

New "No waiting at any time" parking restrictions (double yellow lines)

**Informal Consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

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

Response rate	In favour	Against	Don't Know
Overall 10 (67%) 4 duplicates (against)	3 (30%)	7 (70%)	0 (0%)

Cllr Keers responded, but did not indicate a preference.

**Informal consultation responses**

The response rate to the informal consultation was good for this sort of proposal, with the majority of responses against the proposal.

**Recommendation after informal consultation**

In light of the responses, Members views are sought on how to proceed.

**Joint Transportation Board**

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should be abandoned and proceed no further.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-29
Town	Wouldham
Ward	Aylesford North & North Downs
Ward Members	Cllr Roger Dalton Cllr Dave Davis Cllr Alex McDermott
Road / Area	Worrall Drive
Requested by	Local resident
Informal plan references:	DD607-29.1 Phase 15 Wouldham - Peters Village (1) & DD607-29.2 Phase 15 Wouldham - Peters Village (2)
Formal plan reference:	DD607-29-PM Phase 15 Wouldham - Peters Village

#### Summary

Obstructive parking, pavement parking and bus route issues

#### Issue

Would like restrictions to manage pavement parking outside the school

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

As part of the informal consultation, we wrote directly to 581 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 103 (18%) 5 duplicates (in support)	77 (75%)	24 (23%)	2 (2%)

Cllr Dalton responded against the proposals.

#### Informal consultation responses

The response rate to the informal consultation was fair for this sort of proposal, with the responses indicating support for the proposals.

#### Discussion

It should be noted that the bus stop in the proposals to become bus stop clearways are already in place on-street, with cage markings, raised kerbs and bus shelters. Should there be no bus provision, it should be for Kent County Council to look at their removal.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

As part of the formal consultation, we wrote directly to 581 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
50	31	16	3

### Discussion

The main comments from the objections relate to lack of parking provision, particularly near the junction of Worrall Drive and Keepers Cottage Lane and potential displacement issues – and concerns about pavement parking near the western end of Keepers Cottage Lane.

### Recommendation

The views of Members are sought, to implement, reduce or abandon.

### Parking Plan – Phase 15 – Location Summary

Location reference	Phase 15-30
Town	Wrotham
Ward	Pigrims with Ightham
Ward Members	Cllr Robin Betts Cllr Martin Coffin
Road / Area	West Street / Bancroft Road junction
Requested by	Local resident
Informal plan reference:	DD607-30 Phase 15 Wrotham - Bancroft Road
Formal plan reference:	DD607-30-PM Phase 15 Wrotham - Bancroft Road

#### Summary

Obstructive parking at the junction

#### Issue

Would like junction protection DYL

#### Initial Proposal

New "No waiting at any time" parking restrictions (double yellow lines)

#### Informal Consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 18th February 2025 to 16th March 2025.

As part of the informal consultation, we wrote directly to 32 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 10 (31%) 1 duplicate (in support)	4 (40%)	4 (40%)	2 (20%)

#### 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 proposals reflect the requirements of the Highway Code, not to park near a junction. The responses against the proposal show that there are several residents in the area that value parking convenience higher than road safety.

#### Recommendation after informal consultation

In light of the responses, Members views are sought on how to proceed.

#### Joint Transportation Board

At the June 2025 meeting of the Joint Transportation Board it was agreed that the proposals should proceed to formal consultation and invitation of objections.

#### Formal Consultation

The Borough Council carried out formal consultation and invitation of objections on the proposed parking restrictions, from 18th February 2025 to 15<sup>th</sup> February 2026.

The formal consultation included letters to residents, notices on-street and in the local newspaper. We also had an online consultation option.

As part of the formal consultation, we wrote directly to 32 properties, asking residents and businesses for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
Overall 8	4	4	0

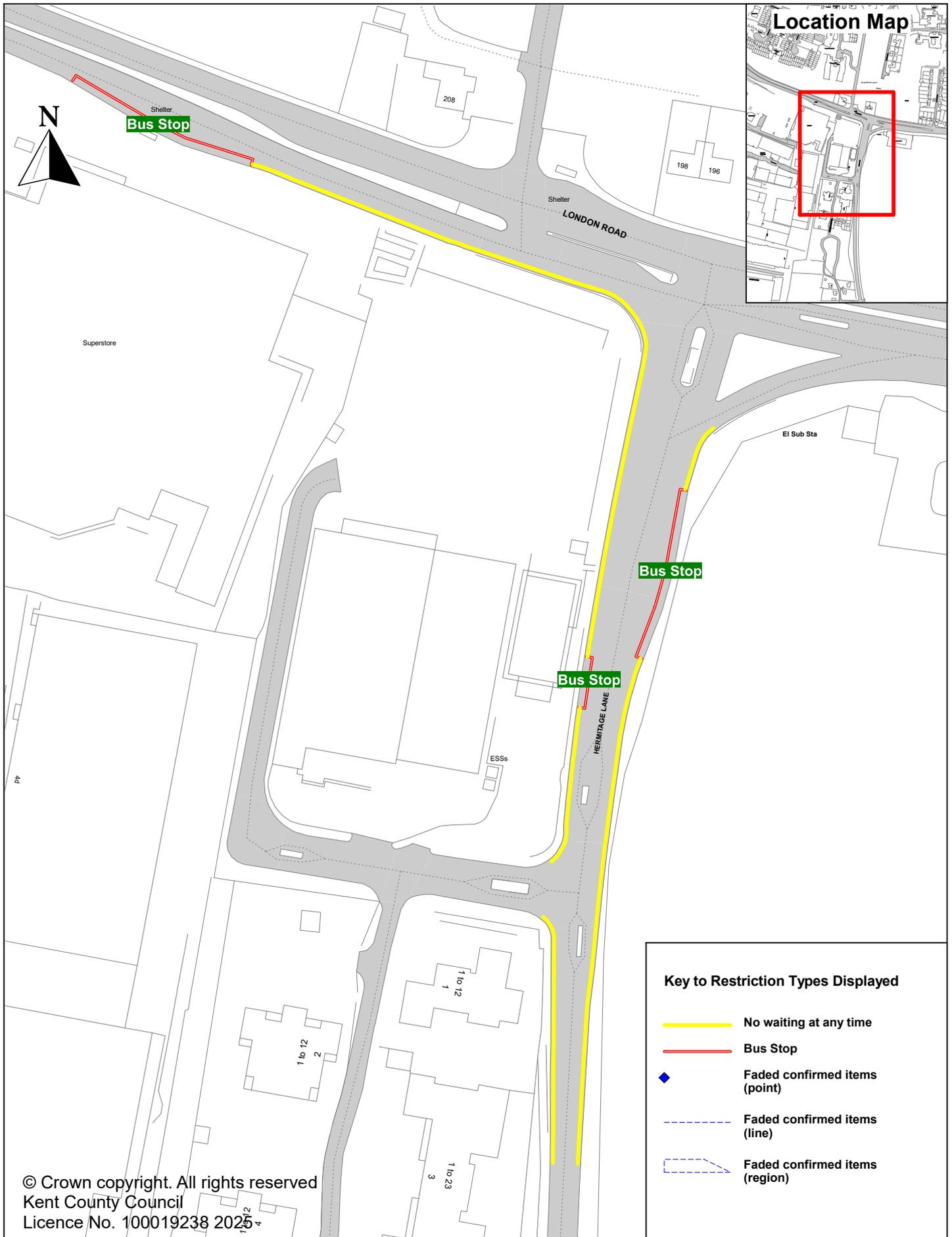
**Discussion**

The responses were split, and those objecting commented mainly on the lack of parking capacity, and introducing restrictions might place further pressure on existing parking locations. However, it should be noted that the proposals are intended to prevent parking around the junction and reflect the requirements of the Highway Code,

**Recommendation**

The views of Members are sought, to implement, reduce or abandon.

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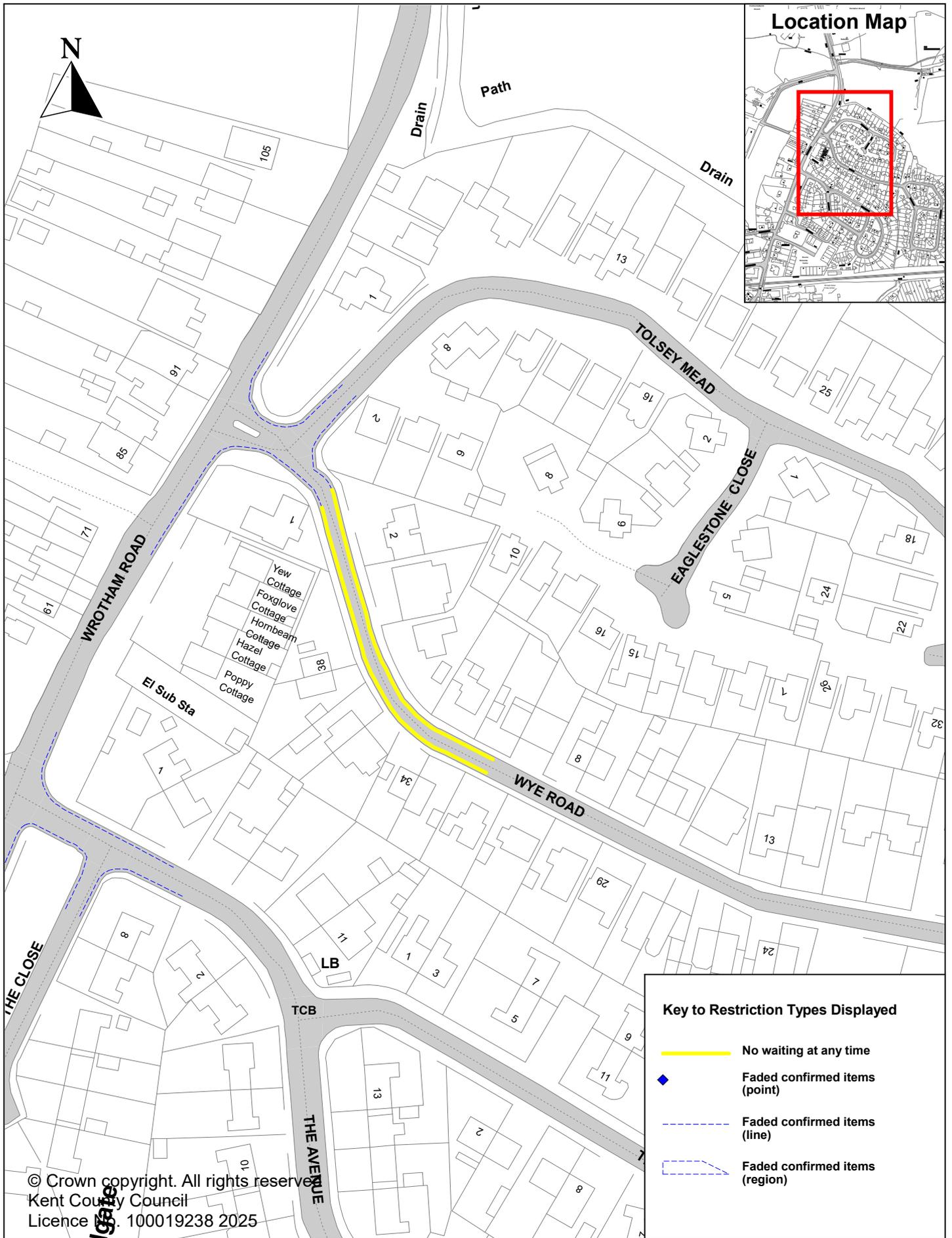


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Parking Action Plan - Phase 15  
 Aylesford  
 Hermitage Lane & A20 London Road  
 New double yellow lines and bus stop clearways

SCALE	1 : 1250
DATE	17/11/2025
DRAWING No.	DD/607/01-PM
DRAWN BY	ACB



**Key to Restriction Types Displayed**

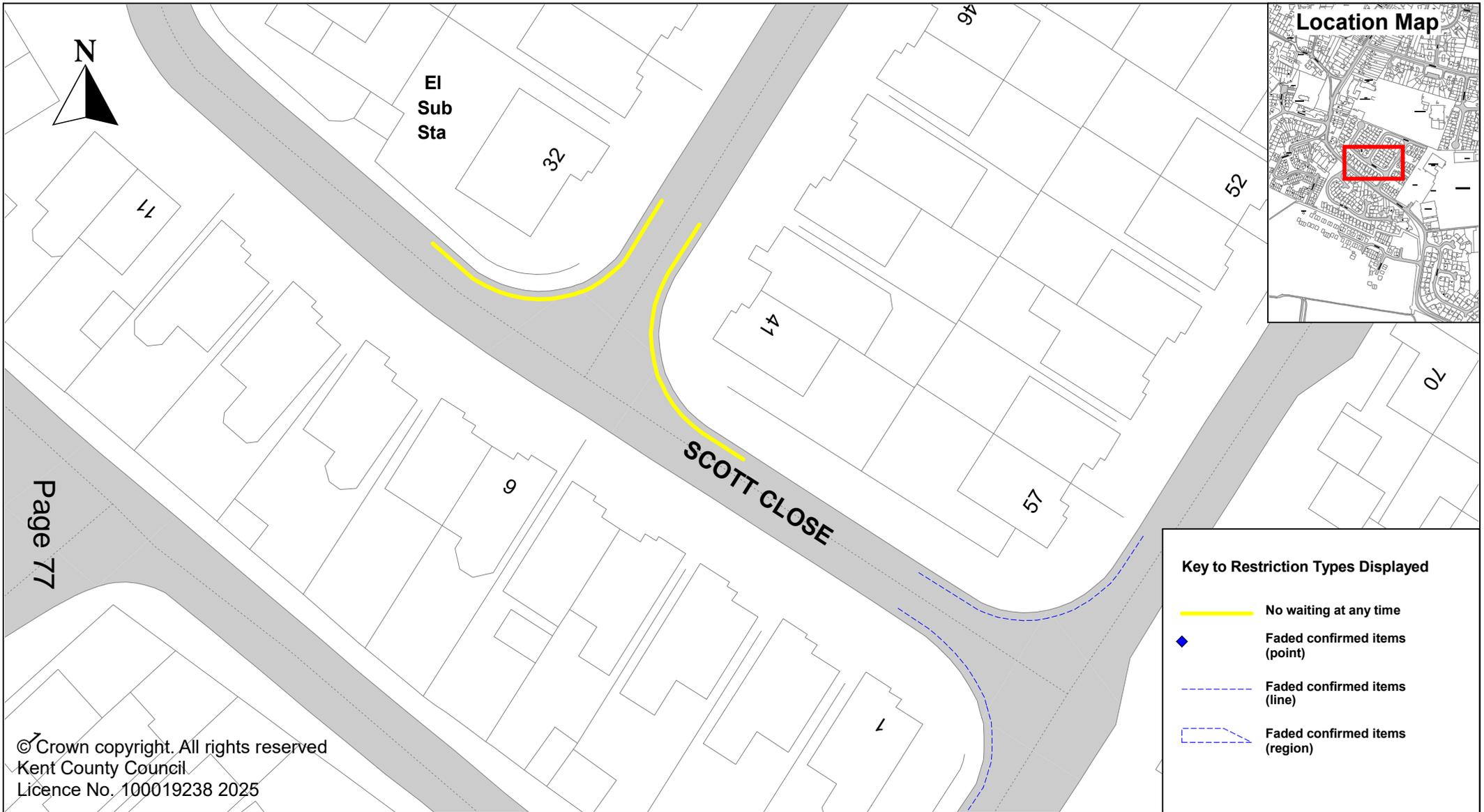
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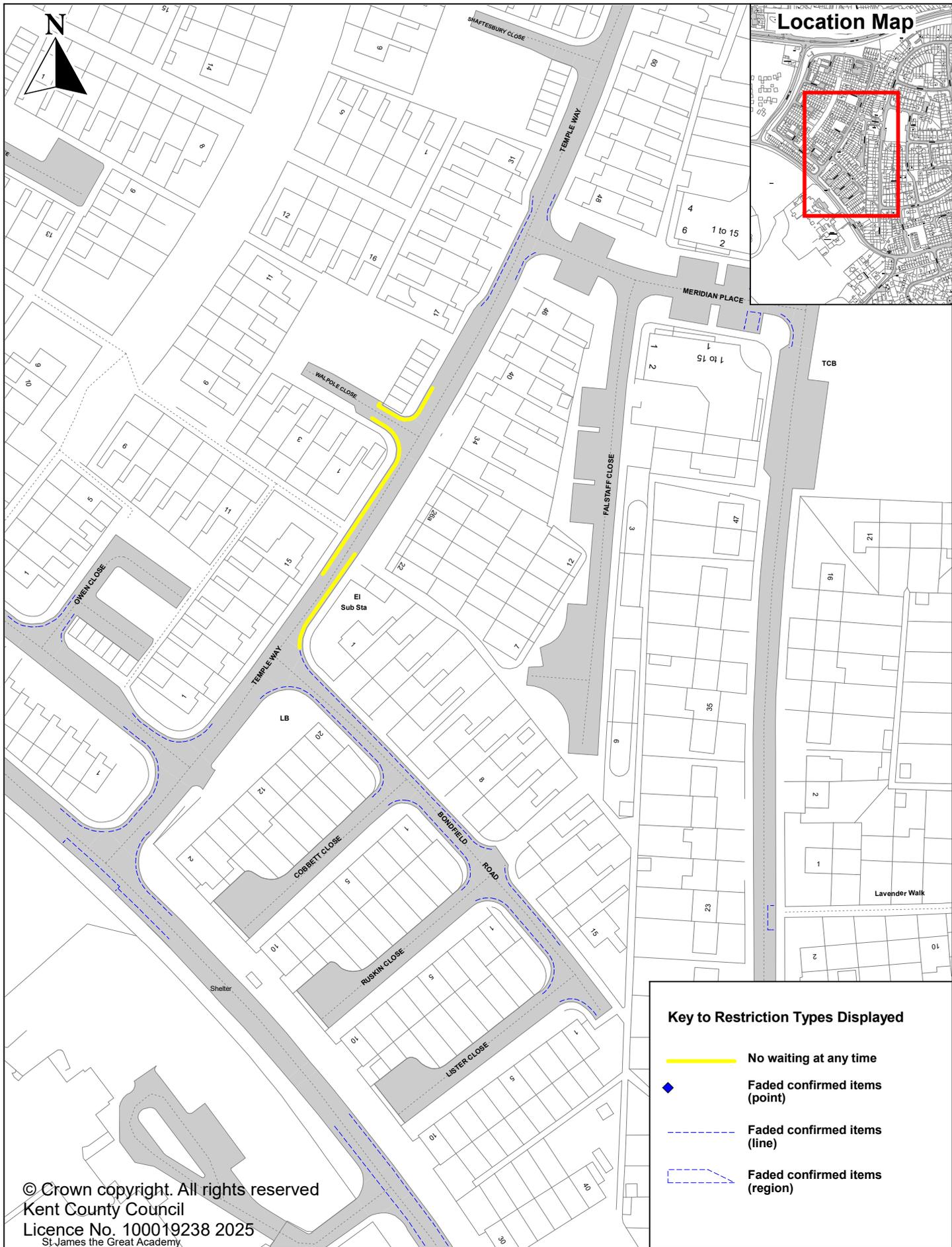
Parking Action Plan - Phase 15  
 Borough Green  
 Wye Road  
 New double yellow lines

SCALE	1 : 1250
DATE	18/11/2025
DRAWING No.	DD/607/03-
DRAWN BY	18/11/2025



Parking Action Plan - Phase 15  
Ditton  
Scott Close  
New double yellow lines

SCALE	1 : 500
DATE	17/11/2025
DRAWING No.	DD/607/06-PM
DRAWN BY	ACB



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 St James the Great Academy

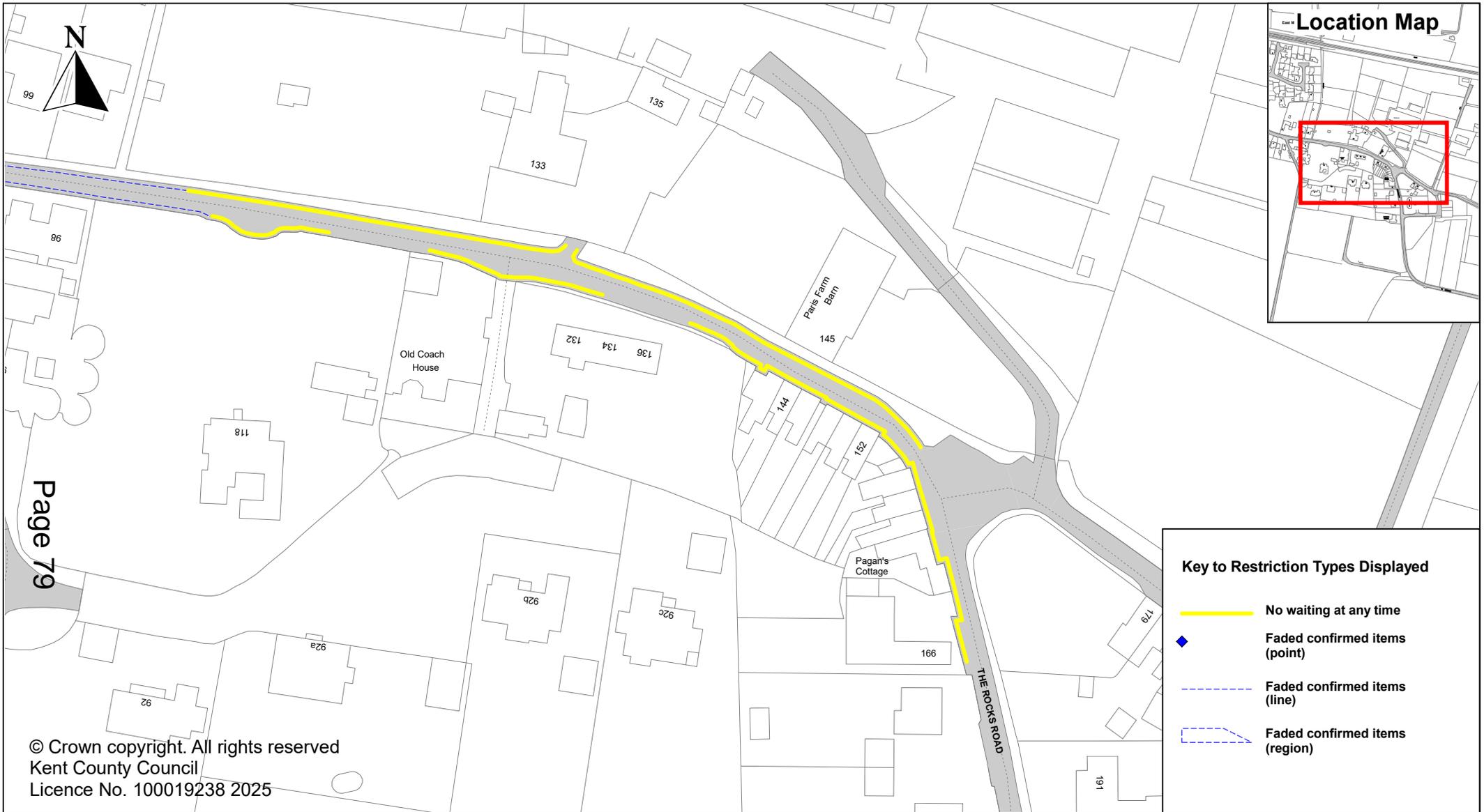
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Parking Action Plan - Phase 15  
 East Malling  
 Temple Way  
 New double yellow lines

SCALE	1 : 1250
DATE	18/11/2025
DRAWING No.	DD/607/07-PM
DRAWN BY	ACB



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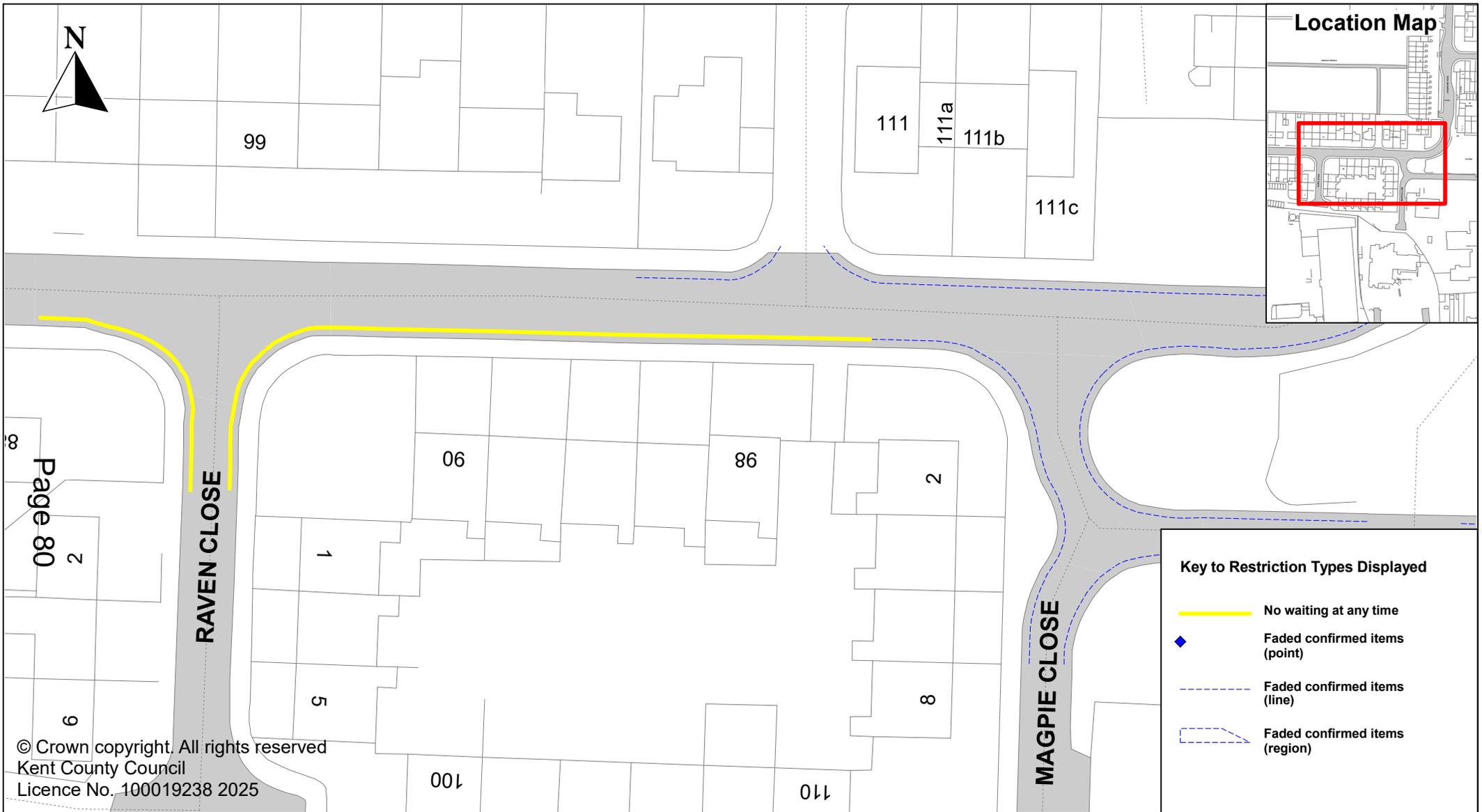
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-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)



Parking Action Plan - Phase 15  
 East Malling  
 The Rocks Road  
 New double yellow lines

SCALE	1 : 1000
DATE	26/11/2025
DRAWING No.	DD/607/08-PM
DRAWN BY	ACB



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**Key to Restriction Types Displayed**

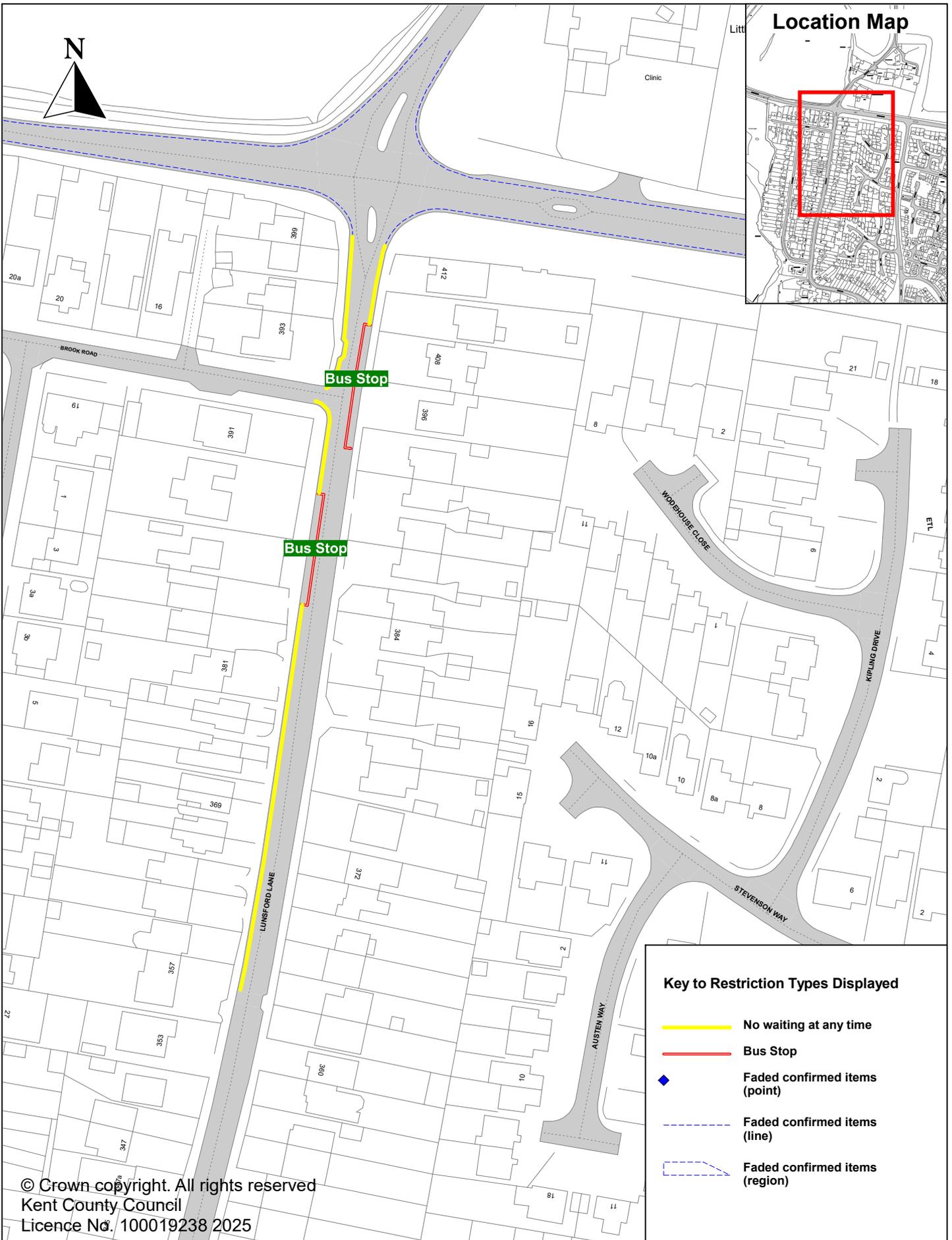
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-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)



Parking Action Plan - Phase 15  
 Larkfield  
 Kingfisher Road (between Magpie Close & Raven Close)  
 New double yellow lines

SCALE	1 : 500
DATE	18/11/2025
DRAWING No.	DD/607/09-PM
DRAWN BY	18/11/2025

**Location Map**



**Key to Restriction Types Displayed**

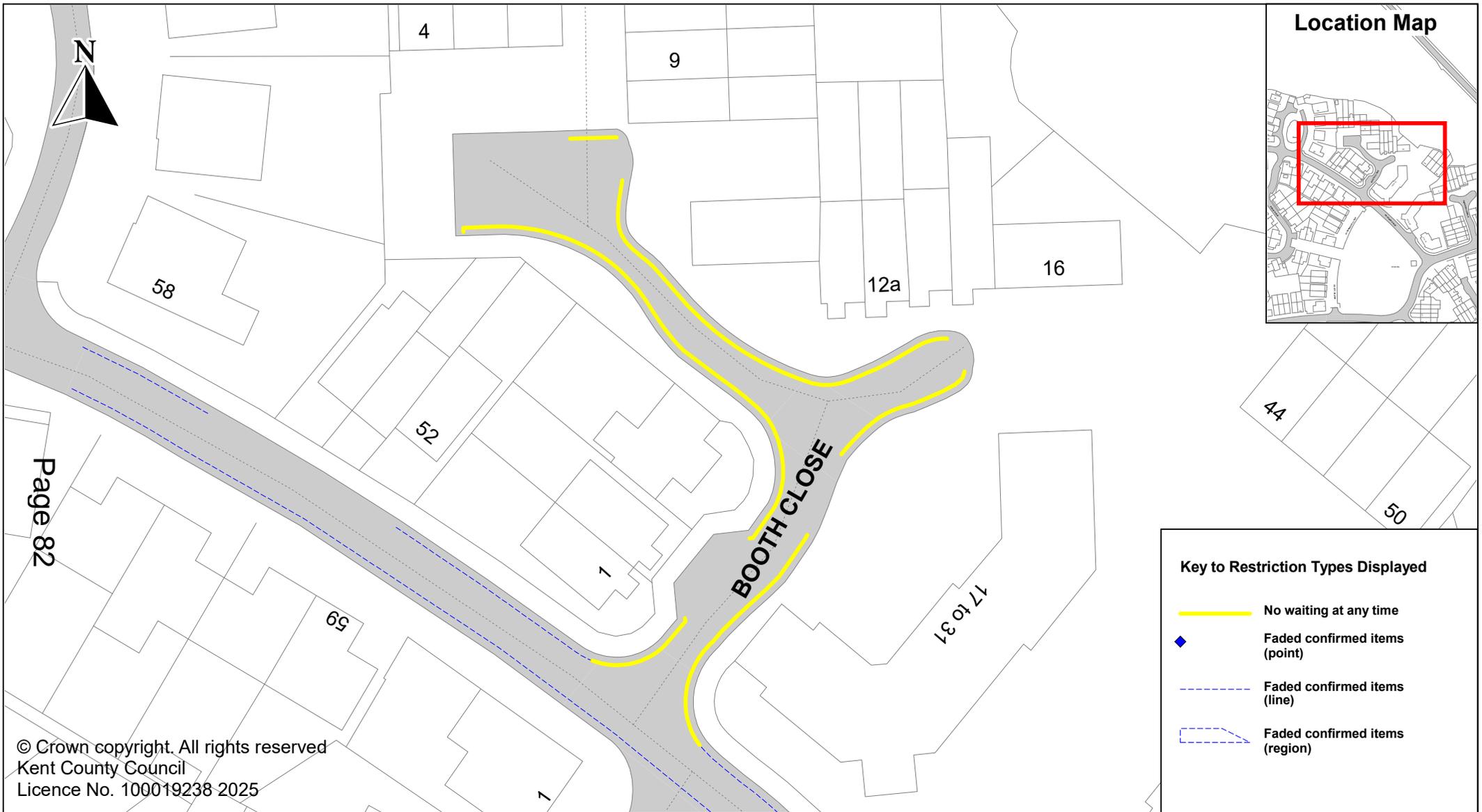
- No waiting at any time
- Bus Stop
- ◆ Faded confirmed items (point)
- - - Faded confirmed items (line)
- - - Faded confirmed items (region)

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Parking Action Plan - Phase 15  
 Larkfield  
 Lunsford Lane  
 New double yellow lines and bus stop clearways

SCALE	1 : 1250
DATE	17/11/2025
DRAWING No.	DD/607/10
DRAWN BY	ACB



**Location Map**



**Key to Restriction Types Displayed**

-  No waiting at any time
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-  Faded confirmed items (line)
-  Faded confirmed items (region)

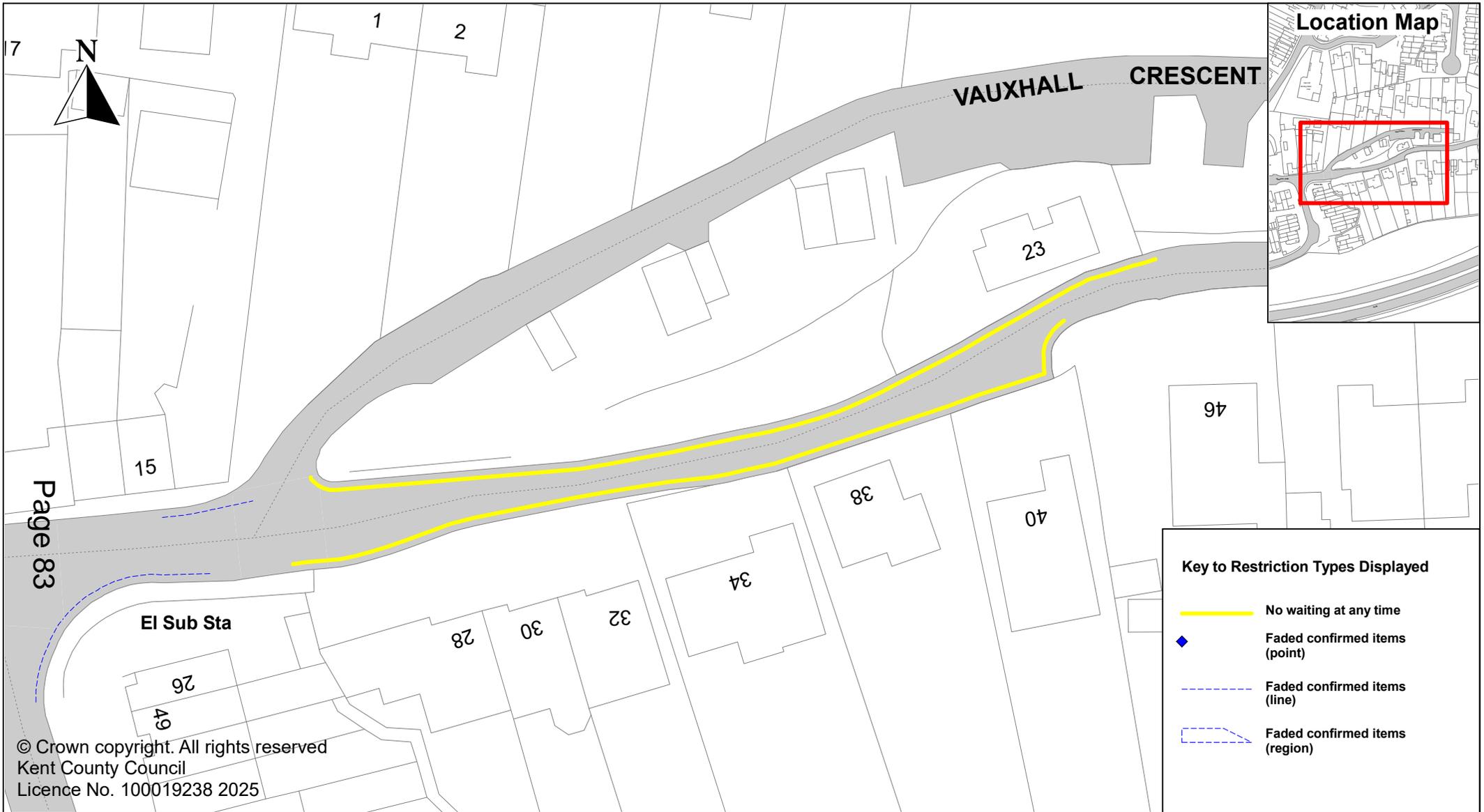
Page 82

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Parking Action Plan - Phase 15  
 Snodland - Holborough Lakes  
 Booth Close  
 New double yellow lines

SCALE	1 : 500
DATE	17/11/2025
DRAWING No.	DD/607/16-PM
DRAWN BY	ACB



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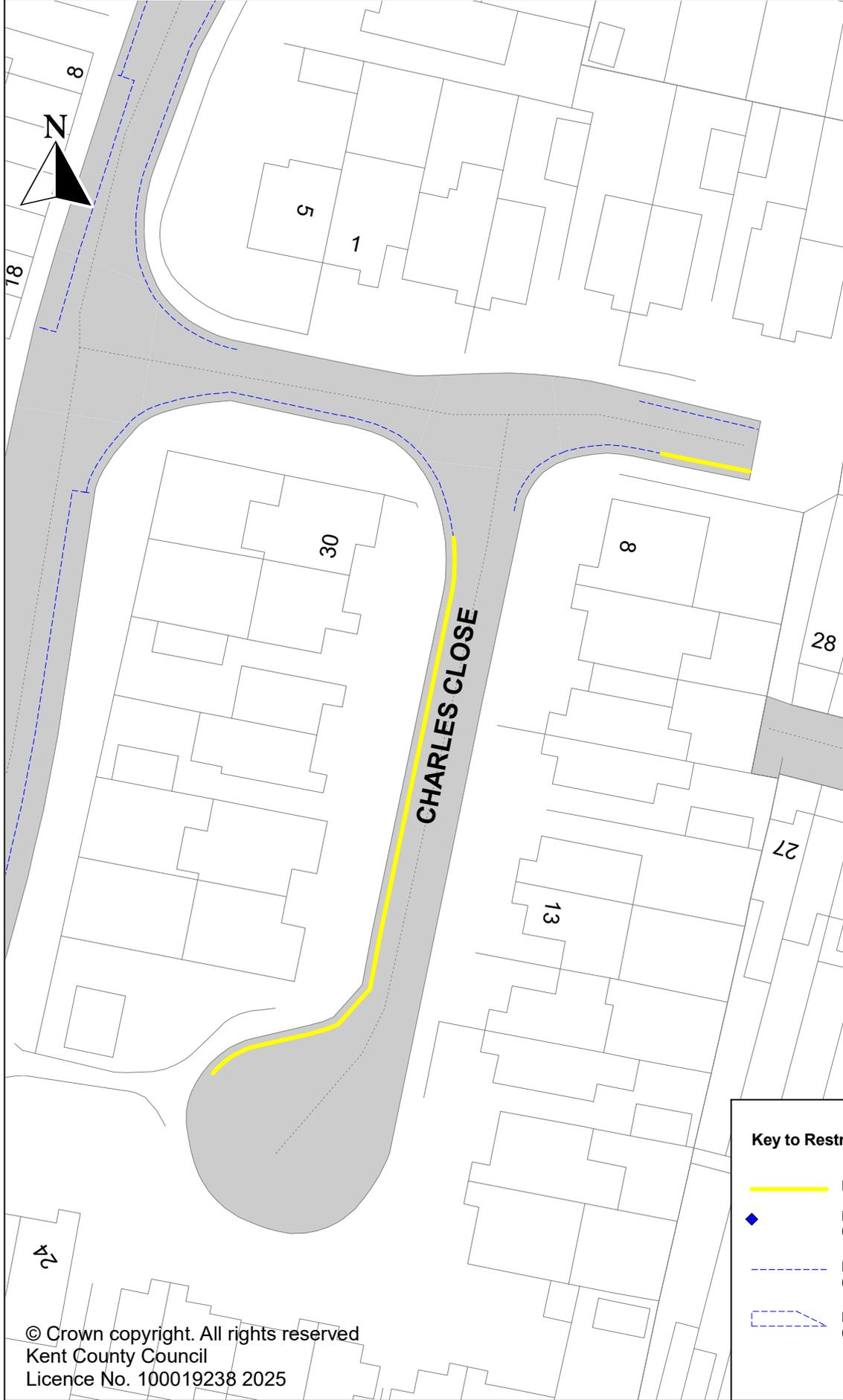
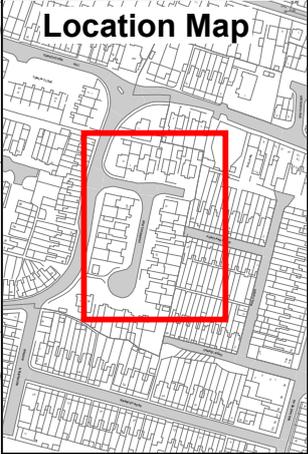
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-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)



Parking Action Plan - Phase 15  
 Snodland  
 Brook Lane & Vauxhall Crescent  
 New double yellow lines

SCALE	1 : 500
DATE	17/11/2025
DRAWING No.	DD/607/14-PM
DRAWN BY	ACB



**Key to Restriction Types Displayed**

- No waiting at any time
- ◆ Faded confirmed items (point)
- - - Faded confirmed items (line)
- - - Faded confirmed items (region)

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Parking Action Plan - Phase 15  
 Snodland  
 Charles Close  
 New double yellow lines

SCALE	1 : 500
DATE	17/11/2025
DRAWING No.	DD/607/18-PM
DRAWN BY	ACB



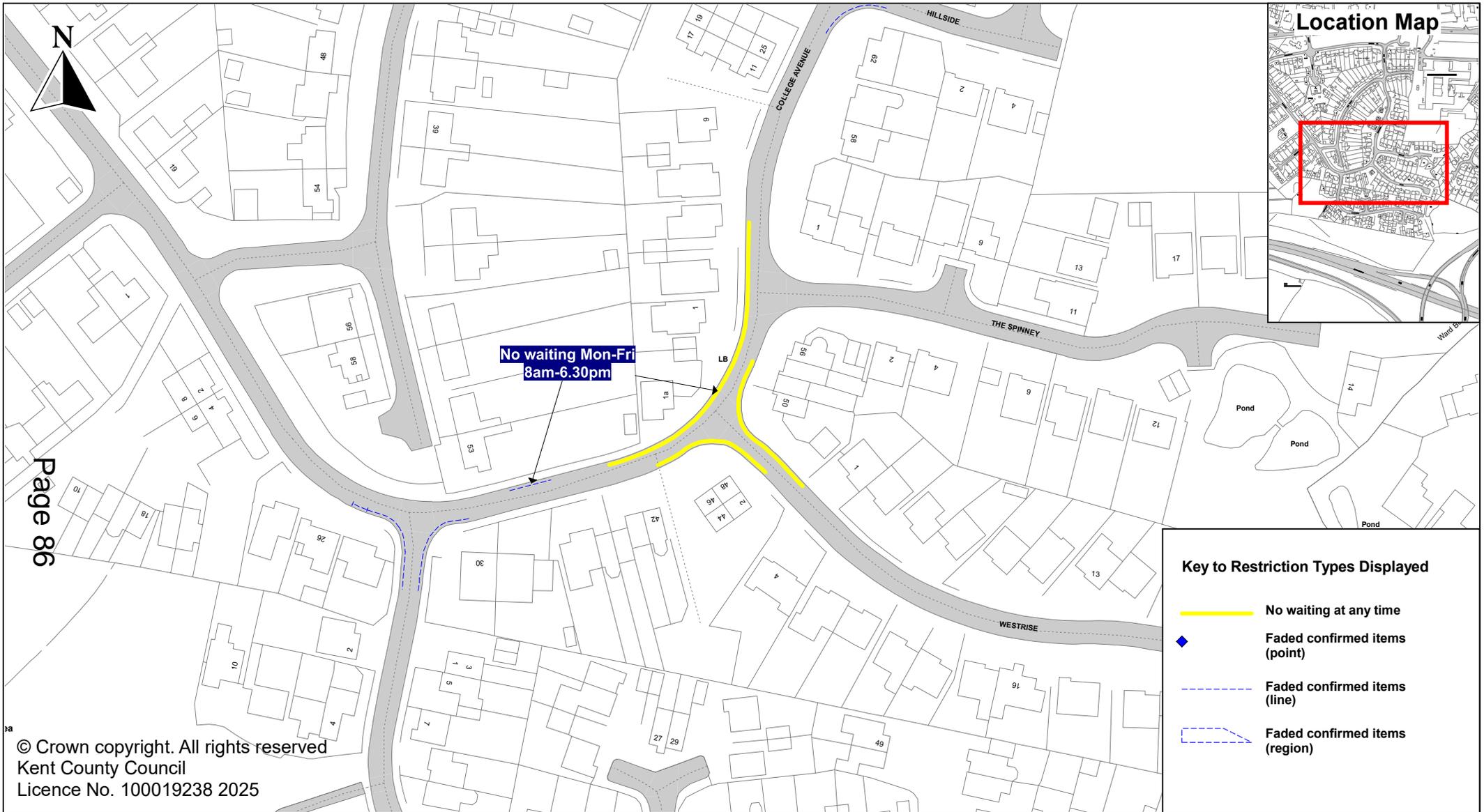
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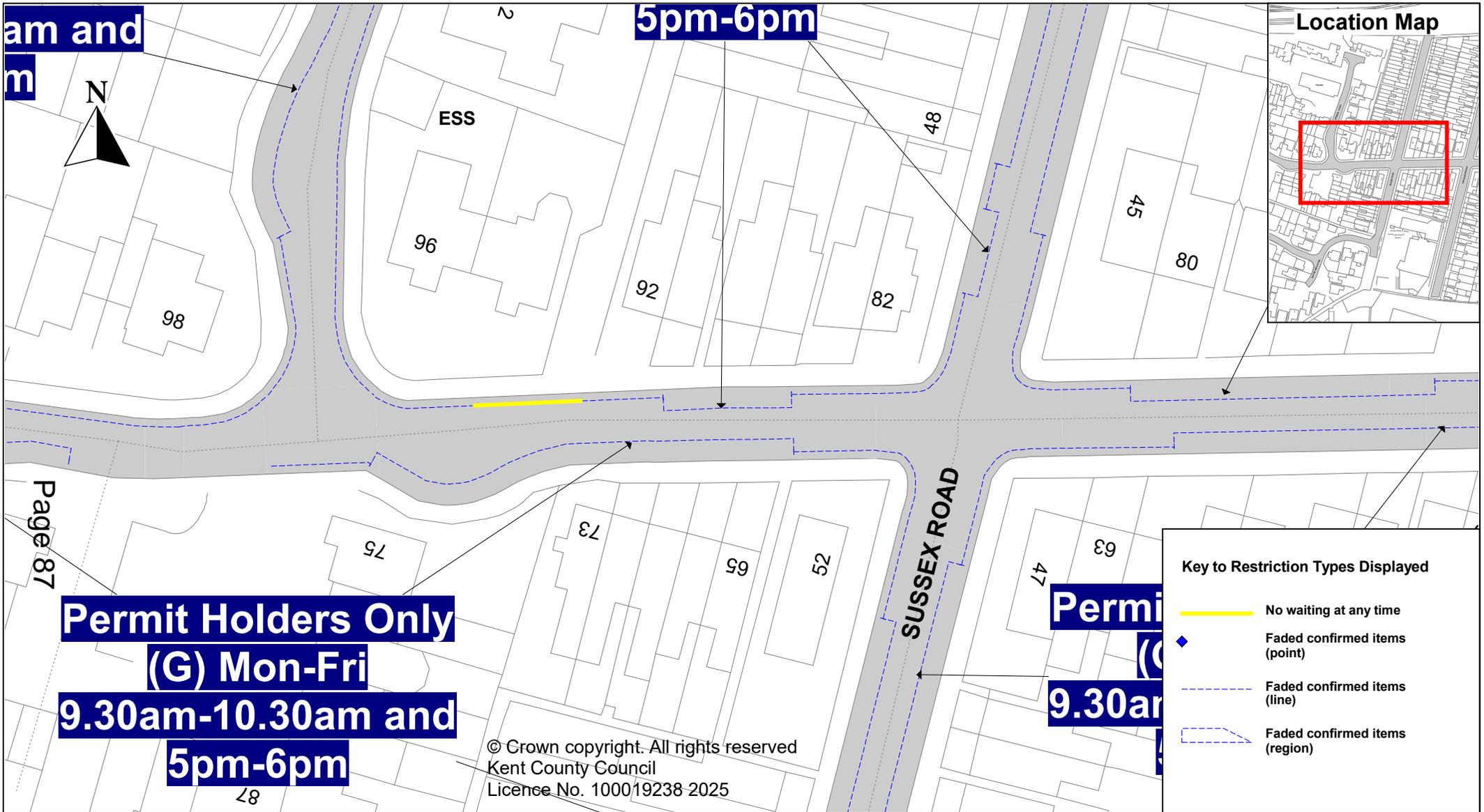
Parking Action Plan - Phase 15  
 Snodland  
 East Street & May Street  
 New double yellow lines

SCALE	1 : 500
DATE	17/11/2025
DRAWING No.	DD/607/15-PM
DRAWN BY	ACB



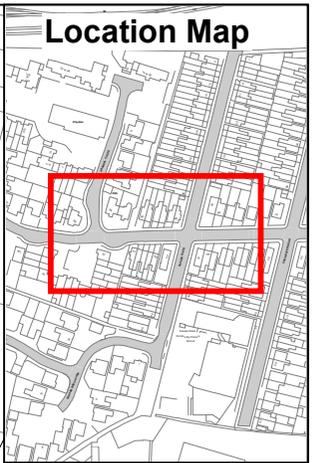
Parking Action Plan - Phase 15  
Tonbridge  
College Avenue & West Rise  
New double yellow lines

SCALE	1 : 1250
DATE	18/11/2025
DRAWING No.	DD/607/24-PM
DRAWN BY	ACB



am and  
m

5pm-6pm



**Permit Holders Only**  
**(G) Mon-Fri**  
**9.30am-10.30am and**  
**5pm-6pm**

**Permi**  
**9.30am**

**Key to Restriction Types Displayed**

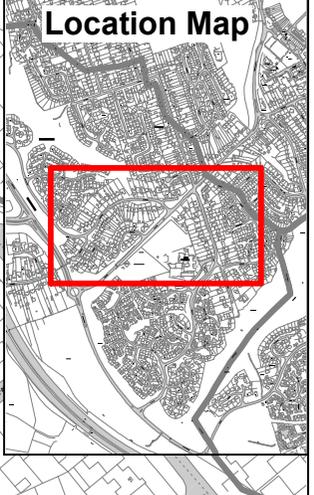
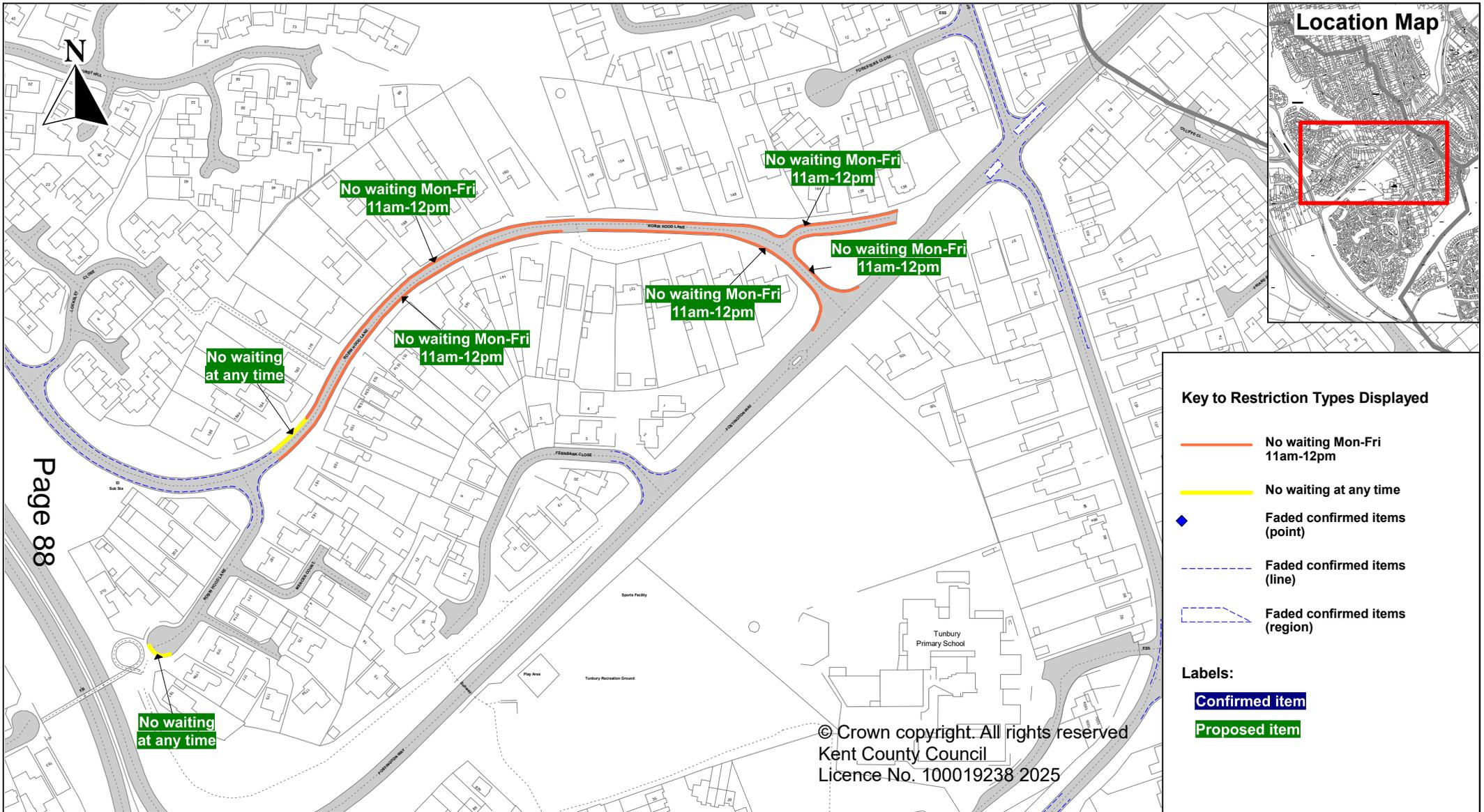
-  No waiting at any time
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)

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Parking Action Plan - Phase 15  
Tonbridge  
Douglas Road  
New double yellow lines

SCALE	1 : 500
DATE	18/11/2025
DRAWING No.	DD/607/21&22-PM
DRAWN BY	ACB



**Key to Restriction Types Displayed**

- No waiting Mon-Fri 11am-12pm
- No waiting at any time
- ◆ Faded confirmed items (point)
- - - Faded confirmed items (line)
- - - Faded confirmed items (region)

**Labels:**

- Confirmed item
- Proposed item

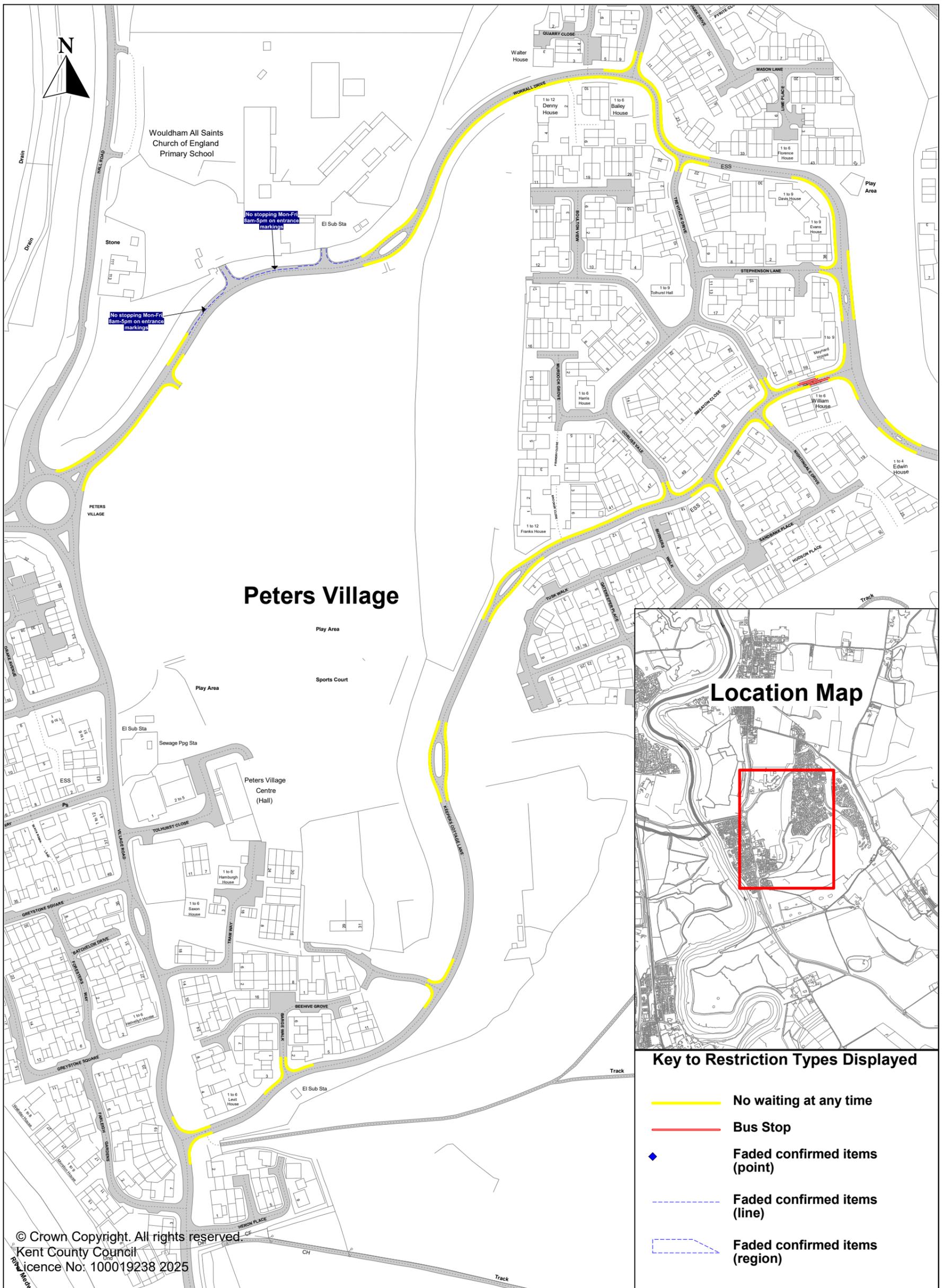
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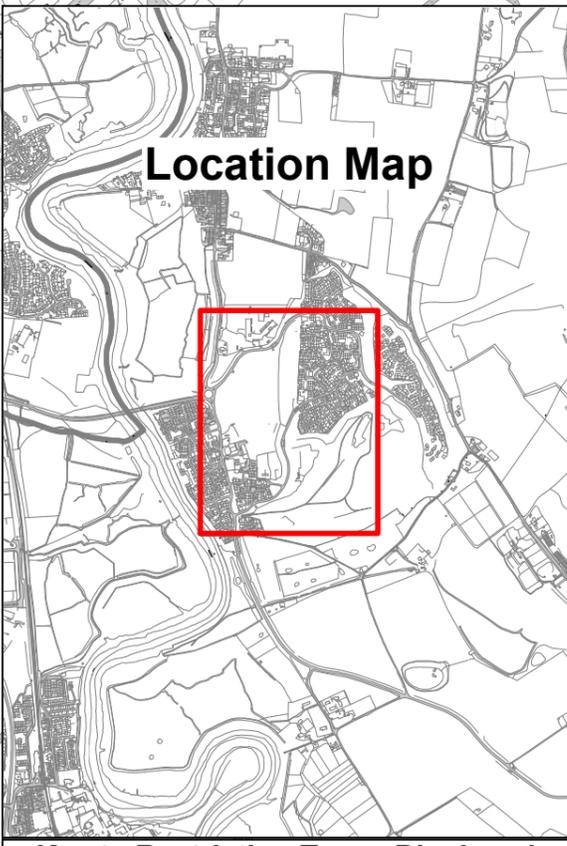


Parking Action Plan - Phase 15  
 Walderslade  
 Robin Hood Lane  
 New single and double yellow lines

SCALE	1 : 2500
DATE	03/12/2025
DRAWING No.	DD/607/27-PM
DRAWN BY	ACB



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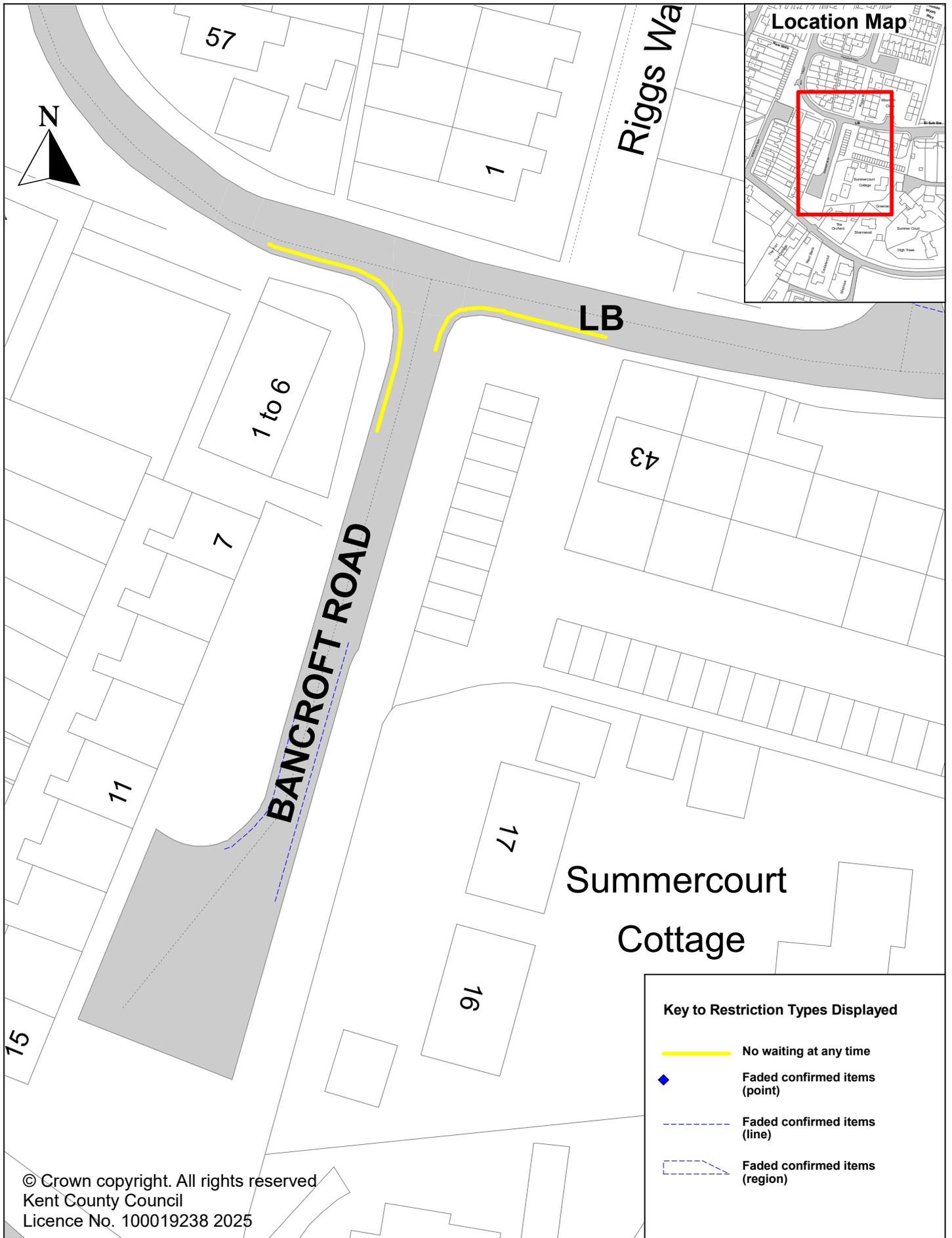
**Key to Restriction Types Displayed**

	No waiting at any time
	Bus Stop
	Faded confirmed items (point)
	Faded confirmed items (line)
	Faded confirmed items (region)



Parking Action Plan - Phase 15  
 Peters Village  
 Worrall Drive & Keepers Cottage Lane  
 New double yellow lines and bus stop clearways

SCALE	1 : 2500
DATE	18/11/2025
DRAWING No.	DD/607/29-PM
DRAWN BY	ACB



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**Key to Restriction Types Displayed**

-  No waiting at any time
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)



Parking Action Plan - Phase 15  
 Wrotham  
 Bancroft Road & West Street  
 New double yellow lines

SCALE	1 : 500
DATE	17/11/2025
DRAWING No.	DD/607/30/PM
DRAWN BY	ACB

## Phase 15-03 Borough Green – Wye Road

Location	Borough Green - Wye Road
View	Support

“No comments supplied”

Location	Borough Green - Wye Road
View	Support

“No comments supplied”

Location	Borough Green - Wye Road
View	Support

“No comments supplied”

Location	Borough Green - Wye Road
View	Support

“I confirm that I support the proposal to new "No waiting at any time" parking restrictions (double yellow lines) on our road, firstly due to the fact when there are so many cars at the entrance to Wye Road, you cannot see down the road to see if it is clear to proceed which often results in having to reverse due to an oncoming vehicle thus causing hazards with vehicles behind. Secondly and more importantly, people ignore the current restrictions on the entrance to Wye Road, especially during Wrotham School pick up times, resulting in cars then having to squeeze through, but definitely leaving no room for larger vans or emergency vehicles on such a tight bend in this instance. Maybe a traffic warden visit between 2:30pm to 3:15pm one day!!”

Location	Borough Green - Wye Road
View	Support

“I live at REDACTED Eaglestone Close, Borough Green, I received a letter regarding the proposed double yellow lines to be put on the bend of Wye Road, which although it does not affect me , I totally agree. I also feel that at the beginning of Tolsey Mead there is a double yellow for a very short distance then nothing. I know people park there who work down the road for the day after the double yellow line stops and at 3pm you get all the mums parking either side which can then be very tricky driving in or out of the road at this particular time, could a traffic warden be available some days at this time, or alternatively no parking between 3pm and 4pm.”

Location	Borough Green - Wye Road
View	Support

“The plan to put double yellow lines at the entrance to Wye Road is long overdue, due to commuters and local workers making the entrance to Wye Road very dangerous when coming in. I only hope the new restrictions when they come will be enforced.”

Location	Borough Green - Wye Road
View	Support

“I support the Borough Council's proposal for changes to the on- street parking arrangements for Wye Road, Annetts Hall and Tolsey Mead area, Borough Green, Sevenoaks show on plan DD607-03-PM”

Location	Borough Green - Wye Road
View	Support

"I would like to support the plan for the double yellow lines to be extended along Wye Road as the corner after Tolsey Mead is very dangerous sometimes, especially around school pick up/drop off times. However my concern is that this will just move the problem further along the road towards Annetts Hall and we will have the same problem but just further along."

Location	Borough Green - Wye Road
View	Support

"I write to support the proposals under DD607-03-PM Brough Green - Wye Road."

Location	Borough Green - Wye Road
View	Support

"The proposal to have double yellow lines on the bend of Wye Road is a good one. However, I feel it may increase the amount of non-resident parking in Tolsey Mead which is already a problem at times. How is this to be monitored? There are already double yellow lines at the entrance to Tolsey Mead which are frequently parked on and sometimes all day and overnight. People are aware that no one monitors the area and are therefore very unlikely to receive a parking fine!"

Location	Borough Green - Wye Road
View	Support

"No comments supplied"

Location	Borough Green - Wye Road
View	Support

"Road isn't wide enough to have cars parked on a blind bend, larger vehicles have to mount pavement to get through. Proposed line extension is probably slightly longer than needed but will be better and safer than current situation."

Location	Borough Green - Wye Road
View	Support

"The extension of the double yellow lines is a good idea. I would have preferred the whole estate to have parking restrictions as it is extremely dangerous when walking (especially at night) due to the persistent poor parking of residents who think it is acceptable to park on pavements and force many of us to have to walk in the middle of the road. Please also consider increasing restrictions on this estate as there are multiple blind corners where people frequently park (such as where Wye Road transitions into Annetts Hall). This is probably not a popular request for many of the residents on the estate, but I suggest it due to safety concerns of both pedestrians and motorists. Also, on many occasions I have driven through the estate and found only just enough space for my car to squeeze between 2 poorly parked vehicles on either side of the road, which would not have been wide enough for emergency vehicles to pass through."

Location	Borough Green - Wye Road
View	Support

"Coming from Wye Road going towards Wrotham Road it's currently impossible to see any vehicles coming into the estate and parked cars make it even more dangerous. To have the whole road width available around the bends, as proposed by the Council, would dramatically improve the current obstacle race and make it much safer for all."

Location	Borough Green - Wye Road
View	Support

"Parking on the bend of wye road is dangerous"

Location	Borough Green - Wye Road
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View	Object
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"We believe that to have double yellow lines so far down the road will impact greatly on all of the residents in Wye Road. If anything, maybe extend the lines for the length of one more car."

Location	Borough Green - Wye Road
View	Object

"There is no impact in traffic in Wye Road as this is not a through road. Nearly everyone has objected to this. This is a quiet road. Where will friends and family park when they come to visit me? Would you like this outside your house? I do not agree with this at all."

Location	Borough Green - Wye Road
View	Object

"Although looking at your map I am not affected by this but it will only make people park further in to the estate, which will then affect me."

Location	Borough Green - Wye Road
View	Object

"The main road would become extremely busy at peak times. We believe the proposals are unnecessary."

Location	Borough Green - Wye Road
View	Object

"Firstly I am OBJECTING to this stupid suggestion. 80% of the parking problem at this end of Wye Road is created by Box Logistics drivers who park their cars there and further down Wye Road / Tolsey Mead every week day, 1 particular driver parks his car at that end of Wye Road for weeks at a time, I don't know why they insist on parking in this road when they have ample parking on their site ! There also appears to be a car which has been parked in the same position without moving for the last 4+ months. These are the main contributors and I don't see why I as a resident should have yellow lines outside my property preventing me from having visitors, work men etc being able to park near or outside my property !!! The current yellow lines need only be extended by approx. 5 feet on the bend, not to impact the 10-12 houses where the lines are planned to extend past.

If TMBC insist on further action then restricted parking ie no parking between 2-4pm Mon-Fri, to prevent Box Logistics parking there all day and parents picking up their little treasures, would be an option, the residents affected could then still have visitors at evenings / weekends etc. Not the 24x7 yellow lines currently being suggested."

Location	Borough Green - Wye Road
View	Object

"I am objecting to the Borough Council's proposals for changes to the on-street parking arrangements for Wye Road, Annetts Hall and Tolsey Mead area, Borough Green, Sevenoaks shown on plan DD607-03-PM Borough Green - Wye Road. The reason is that just putting yellow lines to inhibit parking on the areas shown on the plan will mean that those people parking there currently will move further into Wye Road and Annetts Hall and Tolsey Mead to park (and so will the people who live opposite Wye road on the main road with a large white van). This proposal will move the problem and not solve it. I would like to see a scheme where residents are issued with badge for their vehicles to show that they live there and an allocation of badges for their relatives and other visitors to display temporarily whilst visiting. Also a sign at the main road entrances to both Wye Road and Tolsey Mead indicating the scheme is in place and details of a fine to be enforced (similar to the sign that

are in place for Dog Fouling for example). This is a better solution for everyone who live in these areas.”

Location	Borough Green - Wye Road
View	Object

“We have received a map showing the new yellow lines will stop just before our house in Wye Road. We are disappointed to hear this as cars will park further down the road creating the same problem. We just needed to highlight this as many people are then walking to the station for free parking or Box employees that park here to avoid paying parking. It seems unfair to those who pay too”

Location	Borough Green - Wye Road
View	Object

“This would be an objection to the proposed double yellow lines under the letter received. This would be due to the impact to local residents and the additional cost and management that this would bring to the council to enforce the parking infrastructure on the road. Yes there is a minor risk of the parking on the corner of wye road however the onus is on the drivers to proceed at caution and not that of the council to enforce a restricted view of a corner. Existing highway code laws exist.”

Location	Borough Green - Wye Road
View	Object

“I object to these proposals . They have not been thought through and will simply displace parking to further down Tolsey mead instead”

Location	Borough Green - Wye Road
View	Object

“See previous.”

Location	Borough Green - Wye Road
View	Object

“Enforcing parking restrictions on Wye Road will only force drivers to park in Tolsey Mead. Tolsey Mead is already full to capacity with parking by employees of Box Logistics and school pick-up time from Wrotham causes major disruption with a free for all with them parking on the existing double yellow lines + across driveways.”

Location	Borough Green - Wye Road
View	Object

“I object to the new proposed double yellow lines on Wye Road. The issue as I understand it is the parking around the junction of Wye Road and Tolsey Mead creating hazards at the entrances to the roads. Also access for emergency vehicles on those junctions, given the way some people park. The proposal you have now put forward merely moves the parking issues from Wye Road to Tolsey Mead which already struggles with the parking of parents and students from Wrotham School. The justification on Wye Road would also apply to Tolsey Mead. Your proposal also impacts those family, friends or workers visiting homes at the beginning of Wye Road. Few of the homes have space for additional vans, SUVs etc on their front. The real issue is the failure to provide traffic enforcement officers to apply the current parking restrictions, especially around the times parents are around to collect their children from Wrotham School. There is nothing in the proposal suggesting that you will renew the existing, faded, double yellow lines. Perhaps that should be a first step. There is no point spending money expanding a set of rules if you're not prepared to enforce them.”

Location	Borough Green - Wye Road
View	Object

“I can see no safety benefits of the proposed double yellow lines. As a nearby resident + sometime user of Wye Road for visitor parking, I have never witnessed any unsafe situations. The road is a very low speed area + cars can pass easily along the proposed lined area. I can also not see any evidence of the suggested support for these lines. In the letter you sent only an 85% vote against any changes. I suggest that this is only a self-centred desire from a handful of Wye Road residents, who for some unfathomable reason object to people parking sensibly on a public road. Please discard these proposed changes.”

Location	Borough Green - Wye Road
View	Object

“I **object to** the Borough Council's proposals for changes to the on-street parking arrangements for Wye Road, Annetts Hall and Tolsey Mead area, Borough Green, Sevenoaks shown on plan DD607-03-PM Borough Green - Wye Road.

As a long-term resident of Wye Road, I was fully supportive of the initial proposals to restrict parking in the road to residents and their visitors through a combination of a limited extension to the double yellow lines and the introduction of a residents' parking permit scheme.

For several years, parking by users of Borough Green station and employees of a nearby industrial unit has caused ongoing and significant problems. Due to the narrow width of Wye Road, vehicles frequently park on pavements, creating serious difficulties for both vehicular access and pedestrian safety. These issues were the primary reason residents petitioned for parking controls.

While I supported a modest extension to the existing double yellow lines, I objected to their extension beyond the main curve of the road and across the frontage and driveway of my property. Such a change would prevent contractors, visitors, and essential services from parking conveniently near my home, creating unnecessary inconvenience and practical difficulties.

My understanding of the original proposals was that any extension of double yellow lines would be accompanied by the introduction of a residents' parking permit scheme, ensuring that the parking problems caused by non-residential users would be resolved in a fair and balanced way. However, having now read the revised consultation letter, I note with concern that the permit scheme has been withdrawn while the extension of the double yellow lines remains proposed.

In my view, this approach will not resolve the underlying problem. Instead, it will simply displace non-residential parking further along Wye Road, transferring the existing issues to other residents in an already congested and very narrow street. This would be both ineffective and unfair.

I respectfully request that the council reconsiders this proposal and seeks a compromise solution that genuinely benefits residents, which was the original intention behind our petition. Retaining the residents' parking permit scheme (at nominal cost to residents) alongside a carefully limited extension of the double yellow lines would provide a more practical, equitable, and effective outcome.

Thank you for taking the time to consider my comments. I hope my objections will be given serious consideration.”

Location	Borough Green - Wye Road
View	Object

"I object to the new Double yellow lines proposed for Wye Road - the reason personally for me is the yellow lines go too far towards my house and beyond the bend which is a hazard. I feel this will cause parents/commuters to just park further down the road and outside my house."

Location	Borough Green - Wye Road
View	Object

"I object to the double yellow lines being extended by that much. We would ask that the lines be extended by one vehicle length."

Location	Borough Green - Wye Road
View	Object

"The current parking arrangement functions effectively and does not present any significant safety or access issues. Typically, no more than one or two vehicles are parked at any given time, which naturally discourages excessive speed from vehicles entering the road and therefore contributes positively to the safety of pedestrians and cyclists. It is also extremely rare for more than three cars to be parked on the road simultaneously.

Parking has not been a problem in this area, and I see no justification for residents being required to purchase parking permits or being prevented from parking outside their own homes. This proposal would create unnecessary inconvenience for residents without addressing any genuine or ongoing issue.

In addition, several of our neighbours are elderly and regularly require visits from carers, family members, and medical professionals, all of whom park for short periods. These visits do not cause disruption, congestion, or safety concerns, and the proposed restrictions would place an unreasonable burden on both residents and essential visitors.

Parking availability was a significant factor in our decision to move to Wye Road, and the introduction of restrictions would materially affect the livability and practicality of the area for current residents.

Furthermore, having reviewed the history of similar proposals, it is clear that such measures have previously been rejected on multiple occasions due to strong and widespread local opposition. I therefore question why this proposal continues to be reintroduced despite the consistent views of the majority of residents.

For the reasons outlined above, I strongly object to the proposed yellow line restrictions and respectfully request that this proposal be withdrawn."

Location	Borough Green - Wye Road
View	Object

"As a resident within the road I am surprised this is cited as required "Following requests from residents". Whilst cars do park on the road, introducing these lines just in this section will simply see cars park further into Wye Road and Annetts Hall, exacerbating the issues for the residents. Furthermore, the "No waiting at any time" restrictions will impact day-to-day life for residents affected - We will not be able to do "normal" things, such as have visitors. I strongly object to this, and feel it will impact traffic and level of parking in the wider road and way of life for residents affected. Thank you"

Location	Borough Green - Wye Road
View	Object

"I am writing to express my serious concerns regarding the proposal to introduce yellow lines on wye road and the problems this will inevitably cause for residents and essential services. While I understand that parking restrictions may be intended to improve safety or manage

congestion, I strongly believe that the proposed yellow lines will simply move the problem further down the road rather than resolve it.

If yellow lines are introduced at the end of the road, vehicles currently parked there will be forced to park further down where there are no restrictions. This will lead to increased congestion in these areas and make it far more difficult for residents to park near their own homes. Residents returning from work, unloading shopping, or assisting children, elderly relatives, or disabled family members will be unfairly affected, as parking will become more limited and competitive.

This displacement of parking will also create serious access issues, particularly for essential visitors and services, including:

- Carers and support workers who regularly visit residents may struggle to find suitable parking close to the homes they are attending. This could delay care visits or force carers to park far away, which is impractical when supporting elderly or vulnerable residents who rely on timely assistance.
- Emergency vehicles, such as ambulances and fire engines, may find it more difficult to access or pass through the road due to increased congestion and vehicles being forced into tighter spaces. Any delay or obstruction in emergency situations could have serious consequences and should be a key consideration.

Rather than introducing permanent yellow lines, I believe a fairer and more effective solution would be to introduce restricted parking time limits at the top of the road. This would prevent vehicles from parking there for extended periods while still allowing short-term parking where necessary. Time-limited parking would reduce congestion, improve visibility, and ensure that parking spaces are used appropriately without pushing the problem further down the road.

Additionally, enforcement could be managed through camera monitoring, removing the need for regular traffic warden involvement. A camera system could monitor how long vehicles remain parked at the end of the road, and any vehicles that exceed the permitted time limit could automatically receive a parking ticket. This approach would be more efficient, consistent, and less disruptive for residents, while still ensuring rules are followed.

Overall, I believe the proposed yellow lines would cause unnecessary disruption, increased congestion, and potential safety risks, while a time-restricted parking system with camera enforcement would be a more balanced and practical solution. I strongly urge the council to reconsider the current proposal and explore alternative measures that address safety and parking concerns without unfairly impacting residents and essential services.

Thank you for taking the time to consider my concerns. I hope these points will be carefully reviewed before any final decisions are made.”

Location	Borough Green - Wye Road
View	Object

“I am writing to formally object to the proposed introduction of double yellow lines (“No Waiting at Any Time”) on Wye Road, Borough Green, as set out in the Parking Action Plan Phase 15.

While I understand the council’s responsibility to manage traffic flow and road safety, I do not believe this proposal reflects the actual day to day conditions on Wye Road, nor does it provide a proportionate solution to the issue being identified.

For the majority of the time, including evenings, weekends, and outside of peak hours, Wye Road remains clear and free flowing, with no ongoing parking or safety problems. The congestion that does occur is limited to short, predictable peak periods, most notably during school drop off and pick up times.

In addition, the parking pressure at these times is largely caused by a specific and identifiable group of non resident vehicles, including employees of Box Logistics and construction workers associated with the nearby school site. This is not a general or constant parking issue created by residents or visitors to the road.

Introducing a permanent “no waiting at any time” restriction in response to a short term, peak time issue is therefore disproportionate. It would penalise residents unnecessarily and remove useful parking at times when it is clearly not needed, while failing to address the root cause of the problem. The likely outcome is that vehicles will be displaced further down Wye Road and into surrounding residential streets, transferring congestion rather than resolving it.

The proposed restriction is also likely to have a negative impact on traffic conditions in the wider locality. By removing parking from this section of Wye Road at all times, vehicles will be forced to circulate for longer periods in search of alternative parking and to park further into neighbouring residential streets. This will increase vehicle movements, congestion, and turning activity on roads that are currently quieter, particularly during peak periods, to the detriment of local residents and overall road safety.

I am concerned that this proposal ignored residents’ needs without sufficient evidence of a persistent safety risk that would justify a full, permanent restriction. Targeted alternatives such as time limited restrictions during peak hours, improved enforcement, or engagement with local employers and the school regarding staff parking would be more effective and proportionate solutions.

I respectfully request that the council reconsider this proposal, undertake further local consultation, and explore alternative measures that reflect the actual usage patterns of the road while protecting residents’ ability to park near their homes.

Thank you for taking my comments into consideration.”

Location	Borough Green - Wye Road
View	Object

“The existing yellow lines only need extended by approx 5-6 feet to prevent parking on the bend just as you enter Wye Road from the A227, which is the blind spot. Your proposed extension is far too excessive and not what the residents want. May I suggest a council representative meet with the residents on site to discuss.”

Location	Borough Green - Wye Road
View	Object

“The existing yellow lines just need to be extended past the bend by a few feet, to stop parking on the bend which is a blind spot and the main problem.

Your proposal to too excessive and NOT what the residents want.”

Location	Borough Green - Wye Road
View	Object

“The suggested extension of double yellow lines is far too long. The existing lines need extending no further than five meters, purely to improve vision and passage around the bend.

Any additional lineage will merely pass the commuting problem further down the road and reduce parking for residents even further.”

Location	Borough Green - Wye Road
View	Object

“Yes, I agree to yellow lines just pass the bend where it’s a blind spot for entering and leaving Wye Road, but not your proposed extension it is far too excessive and not what the residents want!”

Location	Borough Green - Wye Road
View	Object

“The proposed double yellow line extension is excessive and extends far beyond what’s needed to address the actual safety issue.

The problem area is specifically the bend immediately after the existing double yellow lines when turning into Wye Road. This only requires extending the lines by approximately 1.5 car lengths to allow vehicles to navigate the first bend safely.

Your current proposal will push parked vehicles further along Wye Road, forcing them to park near drop curbs. This will create a zig-zag pattern as drivers navigate around these parked cars, which actually increases danger rather than reducing it.

A more proportionate solution would better serve the safety objectives without creating new hazards further down the road.”

Location	Borough Green - Wye Road
View	Object

“Introducing double yellow lines is a blunt and permanent response to what is, in reality, a limited and often temporary parking “issue”. Such restrictions remove parking capacity for everyone, at all times, regardless of whether a problem actually exists at a given moment. This approach appears to prioritise ease of enforcement over proportionality, penalising residents and visitors alike for an “issue” that is sporadic, manageable, and frequently overstated.

Rather than targeting specific pinch points or addressing pressure during peak times, double yellow lines impose a one-size-fits-all restriction. This sacrifices community need, local accessibility, and practical common sense in favour of an excessive response to a parking “issue” that does not warrant it.

I would welcome sight of the evidence explaining where concerns have been raised and the basis on which this proposal has been brought forward. It would also be far more constructive to engage directly with the residents most affected.

The early 2025 consultation related to permit parking across Wye Road and Annette Hall, and to yellow lines on Wye Road. That was a separate matter. The views of Annette Hall residents expressed in that process should not automatically be applied to this consultation. This parking “issue” specifically affects the households along the section now under consideration, and discussion should therefore focus on those residents whose parking and access will be directly impacted.”

Location	Borough Green - Wye Road
View	Object

“80% of this problem parking is from Box Logistics drivers parking their cars on this section of the road through the working week and one driver parking for weeks at a time. Instead of inconveniencing 8-10 houses by imposing no parking ‘at any time’ all that is needed is a

restricted parking such as no parking between 2-4pm Mon-Fri along this section and perhaps the current yellow lines be extended by approx 6 feet around the bend near the A227 junction.”

Location	Borough Green - Wye Road
View	Object

“The main challenge with parking on Wye Road is that when you first enter the road, the road bends. As this part of the road does not have parking restrictions, people park on the section of road directly after the bend which then restricts the visibility when driving in or out of Wye Road. In my opinion the proposal that has been put forward is over the top, and to resolve lack of visibility all that is required is to extend the double yellow lines by no more than 2 car lengths further into Wye Road. The cars that park at the start of Wye Road that reduce the visibility are generally people who do not live on this estate. Residents of this estate understand other people will park in Wye Road (ie parents from the local schools etc) and they have the right to do this. However, the proposed parking restrictions won't stop people parking on the estate, instead people will just park further up Wye Road and into Annetts Hall and Tolsey Mead, therefore there this does not drive benefit to residents. The benefit we are looking for is a minimal extension of the current yellows lines in order to improve visibility and safety on the bend.”

Location	Borough Green - Wye Road
View	Object

“Main users of day long roadside parking in your extended area for yellow lines are Box Logistics. We understand that they may be in the process of making other arrangements so there may be less parking and hazard than currently.

If the yellow lines are extended as far as your plan indicates, this will make more limitations on Wye Road residents and their visitors than is necessary for safety. I think this is a common view of many of the Wye Road and Annetts Hall residents.

If the lines are extended then just a few feet would stop parking on the Wye Road bend that is at the Tolsey Mead junction. That would likely improve safety for all users of Wye Road and Tolsey Mead without impacting residents own safe parking too much. ”

Location	Borough Green - Wye Road
View	Object

“It is only the immediate bend very close to the Tolsey Mead junction that is 'blind', therefore for safety of traffic movement only a couple of metres extension of the yellow lines would be of benefit.”

Location	Borough Green - Wye Road
View	Object

“Current proposal will push all cars down to other end of Wye rd and into Annettes hall road. The idea residents requested was to putt double yellow lines around the top bend of each road and extend no more then 2 car lengths into the road. We need to stop people parking on or close to the corner which creates blind spots, people unable to access the road safely. There seems to be no where to submit an image of an alternative proposal.”

Location	Borough Green - Wye Road
View	Object

“I can report that the issue is with vehicles parking on the right hand side of Wye Road on or close to the first bend as you enter from the main road. This creates poor visibility for vehicles exiting the road and larger vehicles have to mount the pavement to negotiate the bend. If the double yellow lines were extended by about 10 meters It would solve the

problem. I OBJECT to the proposed extension of the double yellow lines further along the road as this will encourage speeding, with school children crossing the road and vehicles exiting Tolsley mead this would create a greater hazard.”

Location	Borough Green - Wye Road
View	Object

“The proposal to put yellow lines in wye Road would lead to traffic speeding along this stretch of road which would be a danger to pedestrian and other road users.”

Location	Borough Green - Wye Road
View	Object

“Extending the yellow lines as far as your proposal suggests will bring the parking use by non residents a lot further up the road which will make all the parking more compact including difficult access to their drives by residents so higher amount of roadside parking which would hinder safety for all car users and less ease of seeing pedestrians.

Parking on the sharp corner near Tolsey Mead is the only one interfering significantly with visibility so a very limited yellow line extension of perhaps a few feet only could improve safety.

\* Disappointing that a 2cd postal mailing was needed due to wrong dates on 1st one and wonder what the cost of that was compared with a minute or two of proof reading before 1st mailing sent?”

Location	Borough Green - Wye Road
View	Object

“The planned installation of double yellow lines is excessive and will push parked cars further into Wye Rd and Tolsey Mead.

I would like to see the double yellow lines extended on the right hand side as you enter Wye Rd from Wrotham road for 2 to 2.5 car length extra and then put double yellow lines on the left hand side up to the drive way of number 5 Wye Rd.

The main issue is negotiating the first bend in the road. Extra double yellows on the right would enable cars to view oncoming cars and not have to reverse back.”

Location	Borough Green - Wye Road
View	Unclear

“The double yellow lines need to extend just pass the bend as this is a blind spot. Not to the extent of your map.”

## Phase 15-06 Ditton – Scott Close

Location	Ditton - Scott Close
View	Support

“No comments supplied”

Location	Ditton - Scott Close
View	Support

“Whilst I support this, please note the following. By proceeding with this, cars will start parking further down the road, along the boundary of No.31 and onto the corner outside No.31. You will need to put lines on both or you will just move the problem”

Location	Ditton - Scott Close
View	Support

“For health & safety to the public to leave access for dustman collecting waste and emergency vehicles witch are obstructed.”

Location	Ditton - Scott Close
View	Support

“No comments supplied”

Location	Ditton - Scott Close
View	Support

“If the proposal goes through can you also arrange for existing double yellow lines to be repainted (as worn away).”

Location	Ditton - Scott Close
View	Support

“I support the proposal to put double yellow lines outside number 32 &41 Scott close I think bit would be a good idea as when the cars park on the corner you can't see anything pulling bout I would personally put double yellow lines on all corners”

Location	Ditton - Scott Close
View	Support

“I support the Borough Council's proposals for changes to the on-street parking arrangements for Scott Close, Ditton as shown on plan DD607-06-PM Ditton - Scott Close.”

Location	Ditton - Scott Close
View	Support

“I am in support of the councils proposed changes to the on street parking restriction of double yellow lines as the above ref. I value higher road safety than the convenience of several residents that find it easier to park on the road corners at the junction for their convenience as there is ample parking a few metres away. When cars are parked here it makes all other vehicles have to drive on the wrong side of the road to get round them and often means you are head on to an incoming vehicle. I gladly welcome your proposal for safety sake. May I also suggest that you remind residents that parking on the footpath causes great inconvenience to other residents in wheelchairs or who are disabled as there are at least 5 to my knowledge.”

Location	Ditton - Scott Close
View	Support

“Fully support the idea, Parking in these areas can be very dangerous when pulling out. Double yellows need to be extended round by 47 + 40 too.”

Location	Ditton - Scott Close
View	Object

“Although information is given regarding the Highway Code it is advisory, not law. This junction is wide enough to absorb vehicles parking and has been the situation for many years. Only one particular vehicle tends to park there and as there areas are not "policed" there is already "infringed" parking on the already existing yellow lines on the other end of the close. The parking upon the entrance to the close is far more dangerous for road safety and the monies could be better allocated. Please respect GDPR for information online.”

Location	Ditton - Scott Close
View	Object

“The only people this really effects is the 11 houses in my section of the close, back in 2018 same thing was done at our end of the close, I have lived here for 40 years and there were

never any issues, people that complained have garages they are not used by hardly any residents on the close.

The junction on the main road was curved and open enough, no-one parked beyond the arrow, so not on the junction. This has been caused by the council, with no robust evidence, in over 40 years there was only one incident on the junction to the main road, not serious I was informed.

A neighbour told me that a councillor said to him "you should park in your garages," again picking us out, without looking at our issues, the garages are not big enough for most cars, not our fault cars are made bigger, I would rather they were smaller. The forecourt in front of garages is hardly long enough for small cars, if everyone tried to park in front of their garages, it would be impossible, but when a lot of us in my section bought our houses there were enough spaces, then we lose about 5, that was a big impact on us.

The vote was taken back in about 2018, like this, further vote on from the first letter which was 50/50 we never saw the results! the lines went in, a neighbour tried to find out what the results, he did eventually and the majority around 60/40 **against** lines being put in, so why did you!! The results on your first vote last year was 17 against 15 in favour, so against wins in a vote, it does in all voting, so why is this any different, it should stand.

We live in a close, the junction you refer to does not lead onto a main road, there are two exits!! the other end must be a junction then, are you going to do this on every close. Instead of focusing on our very quiet close, with little movement of traffic after about 6 in the evening, not a lot during the day, just steady, why not look at St Peters Road, Wilton Drive, Cherry Orchard before adding more issues to Scott Close.

Because of the lines you have put in near us, myself and other residents have to park across the road, not right on the bend though, the same as the spaces you took on the other end, no one parked on the dropped curve or the bend, plus loads of room to see to the left, very rarely does anyone turn left, it is easy to see people coming and going from some of our windows.

Because of the spaces you took, we are getting abuse from other residents, plus one parks his car in the bay, (he can I know) but he has a drive, enough room for two cars if he wishes!

We have young children and eight elderly residents; the following has happened:

- Parking across the road abuse from one of the people involved with first set of lines, someone who it does not affect!! She was rude to my elderly neighbour and another neighbour, saying they should not park there, this is someone who has a drive!!
- Parking at the other end of the close where there are more spaces, again abuse from people that think they are entitled to keep spaces for themselves if needed. They have drives they can use.
- It is causing us a lot of stress, we hate coming home wondering if we can park, it is not fair, especially when not completely justified after all these years.

Parrish council need to start looking at New Road, especially the traffic lights, sometimes the traffic is past the post office, lights only let a few cars through, cannot even see what is over the road or coming from the right, people have overshot the lights on the main road before, the lights from Aylesford take ages to change before we can go, look at something worthwhile, not petty things, it is not fair.

Apologies for ranting, but majority of my section feel like we have been penalised."

Location	Ditton - Scott Close
View	Object

"Please accept this email as my objection to the additional planned yellow lines in Scott Close. There has never been an accident or any issues in Scott close. Since the yellow lines were added at the entrance to Scott close it just moves people to park further into the close. All these additional lines will do is move people to park on the next available space, or you'll have people parking all along Kiln Barn Road. In the letter it states all properties have private parking, which they do but no one at the entrance parks their car in their garage and most houses have more than one car. We park both our vehicles on our drive and if we have guests they struggle to park outside our house. More yellow lines means even less parking. If the issue is safety..... Maybe a 10/20mph speed limit and some give way lines would be more beneficial for people taking corners ?"

Location	Ditton - Scott Close
View	Object

"I object to the borough councils proposal for changes to the on street parking arrangements for Scott Close Ditton Aylesford shown on plan DD607-06-PM Ditton - Scott Close. As this is not a through road and serves primarily as access for residents, the traffic flow is already minimal and largely confined to those who live here or their visitors. Because of this, parking does not create congestion in the same way it might on a main or through route. Vehicles are able to manoeuvre safely, and there is no consistent obstruction preventing access or emergency services. In recent years, more families have moved into the area, increasing the demand for available parking spaces. Many households now have more than one vehicle due to work, school, and childcare commitments. As a result, parking capacity is already under significant pressure. There is no realistic alternative parking available nearby. Surrounding streets are similarly congested, and there are no suitable public car parks within reasonable walking distance. Removing or restricting existing parking without providing viable alternatives would create unnecessary hardship for residents and visitors alike. I am concerned that the proposal does not fully reflect the current needs of the community or the growing number of families living here. I respectfully ask that these factors be carefully reconsidered before any final decision is made."

Location	Ditton - Scott Close
View	Object

"I object to the yellow lines being introduced on Scott Close. It has no impact on traffic and will affect visitors coming being able to park. It doesn't affect me personally at all."

Location	Ditton - Scott Close
View	Object

"I am writing to formally object to the proposed installation of new double yellow lines around the junction near No's. 32 and 41 Scott Close, Ditton. Scott Close is a quiet, well established residential cul de sac with no through traffic, and it has long operated as a safe and calm environment for local families. Traffic volumes are consistently low, and vehicle speeds are naturally moderated by the road layout. This creates a safe setting for children and other pedestrians who walk, cycle, or play nearby, with residents exercising due care when driving or parking. Importantly, there have been no recorded accidents or safety incidents at this junction, demonstrating that the current arrangements do not pose a risk to pedestrians, children, or road users. The current parking pattern has therefore proven both safe and effective over many years. Essential services, including delivery vehicles and refuse collection vehicles are already able to manoeuvre around the junction without difficulty. This demonstrates that the existing parking situation does not present an obstruction, nor does it impair access for larger vehicles. Whilst the importance of highway safety is recognised,

there are no persistent safety problems, no patterns of obstruction, and no high volume traffic pressure at this junction. Therefore, the proposed restrictions appear unnecessary and disproportionate. The current arrangements are working effectively, and the introduction of double yellow lines would create more issues than it resolves. In addition, placing these restrictions within the central area of Scott Close, would also remove several parking spaces that residents depend on. This would particularly affect households without driveways, which represents around 18% of the households within Scott Close who rely on on-street-parking. These restrictions would also displace vehicles further up the road or onto neighbouring streets, potentially creating inconvenience to residents both within Scott Close and the surrounding roads in Ditton. For these reasons, I respectfully request that the Council reconsider this proposal and allow the existing layout and parking arrangements to remain.”

Location	Ditton - Scott Close
View	Object

“I am writing to formally object to the proposed installation of double yellow lines on Scott Close, as outlined in your recent consultation. Parking on Scott Close is already limited, and the removal of additional spaces will place considerable strain on residents, visitors, carers, and tradespeople. Many households rely on, on street parking due to the absence of private driveways or alternative parking facilities. The proposed restrictions would therefore create unnecessary hardship and increase congestion on neighbouring streets. You reference “requirements of the Highway Code” but if this were true all surrounding roads would then have to be double yellow lined. This feels like a targeted effort by residents who have driveways and are not taking into account the entirety of Scott Close residents. Your brief and ridiculous mention that all properties are served by private parking facilities is laughable and if this is believed, then you should provide more detail as to where all residents who do not have a driveway can locate this.”

Location	Ditton - Scott Close
View	Object

“I OBJECT yet again to the proposed changes on Scott close. Based on the same issue as last time. Pointless, it’s a side road access into Scott close and even when cars are parked access isn’t prohibited plenty of HGV have access and do access. In the current economic climate, what a complete waste of tax payers money this is. It’s in-fact absurd that an informal Constitution is needed. Am assuming this was done incase the Results were not in favour. The fact against is 52% should mean the council moves on more serious issues in the borough. How much has this cost the Tax payers ? I may ask under the freedom of information act. All Even though the majority is against the proposal your bias in the wording underneath is concerning. Accept people don’t want it and the majority have won. Just because number 41 has an issue. How can one resident have this much leverage This is a clear overwhelming against the proposal by the effect residents of Scott close. Please accept the democratic way”

Location	Ditton - Scott Close
View	Object

“Regarding the above consultation, I do not support the changes proposed. More importantly and with the greatest respect, I do object to rate payers' money being spent on this process, and I should imagine yet still more being spent on contractors to paint the lines if the proposal goes ahead, when the matter cannot be a high priority. Can you not think of a more efficient way of helping residents to resolve a parking dispute? There are huge potholes in New Road on the way to Scott Close. Why don't you spend rate payers' money on fixing them rather than on painting a few yellow lines?”

Location	Ditton - Scott Close
View	Object

"I am writing to formally object to the proposed introduction of new parking restrictions on Scott Close, referenced under DD607-06-PM. I am a resident of Scott Close, and parking availability on this road is already very limited. Any further restrictions will significantly worsen an already tight situation for residents and their visitors. As a result, vehicles will be pushed towards the end of the road and surrounding areas, which will create additional problems rather than resolve any existing ones. In particular, parking at the end of Scott Close risks obstructing emergency access to the community centre. This is a serious concern, as any delay or restriction to emergency vehicles could have severe consequences. Introducing further parking displacement in this area would be irresponsible and could compromise public safety. Additionally, reducing parking on Scott Close will force vehicles to be parked further away, including near the school playing fields where there are no nearby houses. This creates a genuine security risk, as cars parked in these isolated areas are more vulnerable to damage or theft. As it currently stands, parking on Scott Close functions adequately and does not present any safety or access issues that would justify the introduction of double yellow lines. There is no ongoing obstruction problem, and emergency vehicle access is not currently compromised. I have a good relationship with the residents along Scott Close, and there is a strong sense of community on the road. I am more than willing to voice this objection on behalf of the majority of residents, who are in agreement that these proposed restrictions are unnecessary and unwelcome. The only support for these changes appears to come from a very small number of individuals, and the reasoning given is based on personal preference rather than genuine safety or access concerns. Introducing these lines would cost the council additional time and public money, when there is no clear justification or need for them. Those resources could be far better used elsewhere within the borough. For the reasons outlined above, I strongly object to this proposal and urge the council to reconsider. Proceeding with these restrictions would be an unnecessary use of public funds and would create more problems than it solves for a close-knit residential community. Thank you for taking the time to consider my objection."

Location	Ditton - Scott Close
View	Object

"Scott Close is a quiet no-through road, with a low volume of traffic. The junction in question is quite large and already allows adequate space for safe movement including large delivery vehicles without any concern. There is no history of collisions or near-miss incidents, or any documented safety issues linked to the current road layout. Even during peak times, there is no evidence that existing parking arrangements have created visibility issues, congestion, or risks to pedestrians or road users. Introducing double yellow lines would significantly reduce the already limited on street parking available to residents. If implemented, this would force vehicles to park further from homes without driveways and create unnecessary challenges for families, elderly residents, and individuals with mobility needs. Any such impacts should be carefully balanced against demonstrable safety concerns of which, in this case, none appear to exist. I therefore kindly request TMBC to carefully consider the needs of all residents residing within Scott Close and reassess the necessity of such restrictions."

Location	Ditton - Scott Close
View	Object

"I have just noticed the lamppost signs regarding the above wish to object to the proposal, Vehicles do occasionally park on the corners of the junction but the turning is so wide that this has always appeared to be without possible dangerous consequences. If lines are placed as intended, parking to the straight areas will also be lost spaces, which will force parking to cause obstruction to other residents. There is not a dangerous situation but more

of a case of 'If it's not broke, don't try to fix it'. I understand that a single resident has complained to the current situation but it is known that this was the result of a personal dispute where a resident ended up parking on the corner opposite the complainant's house, which has now ceased. This is a small road within a small estate and the residents are quite capable of looking after each other rather than be restricted due to minimal unnecessary concern. Thanks for your consideration.”

Location	Ditton - Scott Close
View	Unclear

“It is a close and parking is in dire need, it will just make other areas more congested. Why cant we demand everyone has a double driveway to reduce parking in the road?”

## Phase 15-07 East Malling – Temple Way

Location	East Malling - Temple Way
View	Support

“We don't seem to be able to respond to this application via the QR code (see attached) but we still support this application as parking within 10 metres within of a junction, as cars do, breaks the highway code anyway, also parking opposite it on the pavement does, which our neighbours do. Vehicles block vision coming out of Walpole close and also they are too close to the end for vehicles turning into it. The only thing I would say is that the plans appear to show the yellow line extending four garage widths into the layby, thus reducing the available parking space, which means that cars will probably park on the pavement in front of their houses rather than risk parking in the layby on the yellow line. Although if the parking on the yellow lines in Bond field Road is anything to go by they won't make the slightest bit of difference.”

Location	East Malling - Temple Way
View	Support

“I am writing to respond to the proposal. I am supporting the Borough's proposals for changes to the on street parking. We need double yellow line please.”

Location	East Malling - Temple Way
View	Support

“I do support this, but there are already yellow lines on the corner of Bondfield close, cars still park there and no one is around to enforce this so whats the point? with the speed cars do in temple way the money would be better used by introducing speed bumps or other calming measures”

Location	East Malling - Temple Way
View	Object

“Parking is a big problem around Walpole Close. There is no way near enough space for people to park. The garage block should be pulled down an nobody uses them for cars there either empty or full of rubbish. We have a dumped car in the car park that has been there for 2 years, taking up space, reg. (REDACTED). This has been reported many times. I come home from work sometimes and have to park on the pavement as there is nowhere else to park.”

Location	East Malling - Temple Way
View	Object

“A lot of the time you cannot park in the car park and have no choice but to but on the path or corner or temple way ,we have an abandend car in the car park that has been there for 2 years and other vehicals parked and left for months without moving ,the best bet is to pull down the remaining garages as there empty or full of rubbish,then make more parking bays,people have a right to park near there homes”

## Phase 15-08 East Malling - The Rocks Road

Location	East Malling - The Rocks Road
View	Support

"Could some sort of protection be afforded to the grass verge outside No's 132-136 where parking would be allowed?"

Location	East Malling - The Rocks Road
View	Support

"I am in support of the proposals for changes to the on street parking arrangements for The Rocks Road, East Malling."

Location	East Malling - The Rocks Road
View	Support

"We support the proposal but would suggest the following clarification / improvement:

(1) Please ensure the yellow lines extend fully across the pedestrian gate to the front door of our house marked 132 / 134 / 136. This appears to be the intention judging by the small scale drawing. But we emphasise the point because the increased pressure on parking availability will encourage drivers to park right up to the eastern end of the new yellow lines adjacent to the "132 end" of our house. So if there are no yellow lines across our gate the current problem of drivers parking right across this frequently used gate will become much worse.

(2) We note that new yellow lines are proposed to run eastwards from roughly "136 end" of our house. This will remove several currently available parking spaces from there to the west end of the off-road space of 142. We see no reason for preventing parking along this stretch. Doing so will place severe pressure on parking for the residents of the cottages. Moreover vehicles parked in this stretch nearer to the 142 end effectively force traffic to slow at that dangerous corner.

Thank you for your attention."

Location	East Malling - The Rocks Road
View	Object

"For 15 years we have been trying to have the entrance to Paris House re-aligned on the NE corner of the entrance. Without this the new double yellow lines will make it even more difficult to turn left out of our drive."

Location	East Malling - The Rocks Road
View	Object

"I object to the Borough Council's proposals for changes to the on-street parking arrangements for The Rocks Road, East Malling, West Malling shown on plan DD607-08-PM East Malling - The Rocks Road. I object on the grounds that it will put more strain on the already overused area outside the entrance to Paris Farm Barn as there are no other alternatives for on street parking for the houses at the top of The Rocks Road. Increased use will cause blockages for the farm vehicles and horse carriages that require regular entrance to Paris Farm Barn and the fields further down the road."

Location	East Malling - The Rocks Road
View	Object

"Against. This proposal has already been through an informal consultation with 69% against. I'm unsure why this is continuing. Instead of wasting time and money on this pointless

proposal, tmhc should be working with highways to repair the numerous potholes in the area which aren't only causing damage but are a serious threat to safety.”

Location	East Malling - The Rocks Road
View	Object

“

- It will cause unacceptable loss of parking for residents with no alternative.
- It may displace parking problems onto neighbouring streets.
- The proposal does not meet the council's own criteria for restrictions.
- Insufficient consideration has been given to local needs (visitors, carers, deliveries). I am also currently pregnant and unable to walk far distances so would need local parking.
- Safety concerns about access for residents with mobility issues if parking options are removed.”

Location	East Malling - The Rocks Road
View	Object

“There is no parking for the terraced cottages and the land in front of Paris Barn Farm offers very limited space. To put yellow lines by the wall on the right hand side as you approach the cottages from East Malling towards Four Acres is the only parking available - and is also the widest part of the road. There are elderly and disabled folk living in the terraced cottages from 142 to 158. Where the hell are we supposed to park?”

Location	East Malling - The Rocks Road
View	Object

“We are **not in favour** of the Borough Council's proposal for changes to the on-street parking arrangements for The Rocks Road, East Malling, shown on plan DD607-08-PM.

**Comments:** We moved to this area in September 2024 and we have never had an issue with obstructive parking in this area of The Rocks Road. The plan proposes double yellow lines outside of properties 142 - 164 (we are at REDACTED) but we have never encountered vehicles parked on this stretch, so we really don't think this is necessary.

We do note and appreciate that, following the informal consultation last year that returned a majority not in favour, the proposal for new double yellow lines on the stretch of road outside of properties 132 - 136 has been scaled back.

However, the new plan would still reduce the amount of on-street parking available in this area and this will disproportionately affect those of us in the older properties on the road that do not have driveways.

This is clearly a valued parking area for residents and in our experience, and we do drive our vehicle along this part of the road regularly, the cars are always parked considerately and there is plenty of space for cars to pass. We have never witnessed or experienced any traffic issues as a result of the on-street parking.

In fact, we believe that having vehicles parked on this stretch acts as a welcome traffic calming measure. The speed limit for the road increases back to 30 at this spot and we are concerned that a removal/reduction of the on-road parking will result in cars travelling too fast around the bend in the road (right where our front doors are).

There is no regular bus service in East Malling so residents (including older residents and those with accessibility issues) have to rely on personal vehicles. Many properties in the area, including ours, do not have driveways and so on-street parking is hugely valuable.

We assume that part of the reasoning behind this proposal is to prevent obstructive parking near to the driveways/property entrances along this part of The Rocks Road. However, if this is the case, could painted *KEEP CLEAR* white lines be used instead? This would convey the same message re. parking but without taking away valuable (and reasonable) parking spaces available to other residents without their own driveways.

If this proposal for additional double yellow lines does go ahead, it would put additional pressure on the other on-street parking areas along The Rocks Road and will likely cause more problems than this proposal seeks to solve (i.e.. the road surface further up The Rocks Road where there is additional on-street parking is already in a terrible condition and seriously in need of repair)."

Location	East Malling - The Rocks Road
View	Object

"I echo entirely comments previously submitted by REDACTED of REDACTED The Rocks Road. Double yellow lines along the wall outside Paris House must remain free for parking for residents in the terraced cottages. We have elderly and disabled residents and it's totally unfair to ask them to park half way down the road if the space at the top of the road is full (opposite Paris Farm Barn), which it too often is. There has seemingly been no consideration for us at all."

Location	East Malling - The Rocks Road
View	Object

"On road parking is VITAL for the number of terraced houses like mine that have no drive. On road parking is ESSENTIAL for these houses. All the cars that park between 136-164 are known to belong to the houses that live there. We have no one parking and leaving their cars there. All current parking is very much needed and does not have an impact on traffic or accessibility. This needs to remain as it is or else there will not be enough parking for the homes. PLEASE DO NOT DO THIS, I need access to parking to live here and I don't want to have to sell me house over this."

Location	East Malling - The Rocks Road
View	Object

"Those of us that live in 156 to 162 have no drive ways and limited parking by Paris farm and rely on the space down by the cottages. We have elderly people who need parking close by too. We already struggle parking as those with driveways still take up spaces in the limited parking across the road. By removing parking this will further exasperate the already difficult parking and could leave access to the farm being compromised as well as access along the footpath up to four acres if we are forced to park there. In addition plans currently being proposed for additional housing in our area on the farm are only going to cause further issues."

Location	East Malling - The Rocks Road
View	Object

"Further to my earlier objections - the length of the yellow lines outside of 132 - 136 The Rocks Road - takes no account of the fact that parking along the entire length of the wall is the only option for residents of the folk that live in the terraced cottages 142 to 156 The Rocks Road and where on earth are visitors or deliveries supposed to park? Please bear in mind that there are very elderly and disabled folk living in the cottages that have very limited mobility and there would be absolutely nowhere for them / visitors/ health professionals or deliveries to park. Further the scrubland outside Paris Barn is also used by dog walkers and walkers to park! Again seriously limiting the space available to residents."

Location	East Malling - The Rocks Road
View	Object

"I object to the proposal of no waiting time at any time through the use of yellow lines. This is because the area's residents have little or no parking, and at times it is necessary to park in the areas you propose to restrict.

Most of the area proposed doesn't have cars parked there anyway, since most residents are aware of the general traffic. Especially access for horse vehicles, therefore, residents' parking is taken into consideration.

The residents at 142-166 The Rosks Rd have their home entrances on the road, and there is no parking there anyway, so the yellow line proposal for this area would be a waste of resources.

The Rocks Rd has unnecessary traffic at times because many navigation apps consider it a shortcut, which it is not. Therefore, this creates a problem of its own.

I thereby, strongly object to the proposal."

Location	East Malling - The Rocks Road
View	Object

"Additional double yellow lines would force cars to park further along The Rocks Road towards Gilletts Lane. This area from numbers 72 to 58 are already heavily used for parking where permissible. Also, the current double yellow lines outside the shared drive of number 58 would benefit from being slightly extended towards the telegraph pole. This is because average cars or SUV/vans when parked in the unofficial bay cause a blind spot for traffic driving up The Rocks Road. Residents in 58, 60, and 62 cannot see clearly as parked vehicles are parked too close to the shared drive exit point."

Location	East Malling - The Rocks Road
View	Object

"There is already insufficient parking for all the cottages at the top of the Rocks Road. The only available off road parking is a badly attended area which is unkept and full of pot holes and only allows limited parking at the current time (I can supply photos if required). The application of double yellow lines along the proposed area will only exacerbate the already overcrowded area. It would be nice to know exactly where the residents are supposed to park?? Is there going to be a new designated area? Some of the cars which currently park in the off road area belong to people who have driveways. The access to the stables across the road will be blocked if all the residents are having to park there. I have a disabled relative who visits me regularly and it would be impossible for her to transfer to her wheelchair and get across the current area, so I don't suppose this has been taken into account either. The cars coming along the road, go far too fast and the parked cars on the road act as a traffic calmer. Strangely, the speed limit increases from 20 mph to 30 mph at the point where you are proposing the addition of double yellow lines. Myself and many of the other residents would welcome the opportunity to actually show somebody the area which will be affected, as it seems clear that nobody has actually assessed the situation properly."

Location	East Malling - The Rocks Road
View	Object

"Thank you for consultation opportunity. I agree with the planned yellow lines except that I think parking should be excluded outside 118 & The Old Coach House because the road width is only 4, Stone wall to verge. KCC Highways also commented on a nearby planning application (Four Acres) that this is a pinch point. Add 1 car length outside 132-136.

Location	East Malling - The Rocks Road
View	Unclear

"I generally agree with what has been proposed except; 1. The planned parking spaces outside 118 & The Old Coach House, the road is only 4 m wide along this area, it is steep grass verge opposite. Highway's also commented on a nearby planning application ( houses in fields by Four acres) that this area was a pinch point. 2. Add 1 car length by 132 opposite 133 Paris House, only if it will allow them to easily exit their driveway. We appreciate the additional yellow lines proposed elsewhere."

## Phase 15-09 Larkfield – Kingfisher Road

Location	Larkfield - Kingfisher Road
View	Support

"I support the Borough Council's proposals for changes to the on-street parking arrangements for Kingfisher Road, Larkfield, Aylesford."

Location	Larkfield - Kingfisher Road
View	Support

"I am emailing today in support of the new double yellow lines. As a resident this needs to be done as the traffic is becoming an ever growing issue on this road due to inconsiderate parking."

Location	Larkfield - Kingfisher Road
View	Support

"I have seen cars parked outside no 86 that are on opposite sides of the road and have not left enough room for a bus or fire engine to get through the gap.

Having to stop because of the poor parking also creates more pollution from vehicles. Stop start etc.

One of the vehicles that parks outside the bungalows live on the opposite side of the road in what used to be the old police station building. They only have parking for one car and presumably have 2 cars. The TMBC shouldn't allow houses to be built or modified where there is only enough parking for one car. Nearly every household has 2 cars. My neighbour has 4 vehicles and the children have not started driving yet. Another neighbour has 3 cars. Our side roads are clogged up with large panel vans and the owners sometimes live 50 - 100 m away from where they park them."

Location	Larkfield - Kingfisher Road
View	Object

"The issue is that people are parking outside because they feel inconvenienced to have to get a ticket to park in Martin square. Even if its the free hour its a faff especially for the doctors as you never know how long you will be with the chemist or when people are collecting kids from school.

Change the carpark back and the problem on the road will be solved."

Location	Larkfield - Kingfisher Road
View	Object

"I agree wholeheartedly with your proposals as parking has become dangerous on this stretch of road, however parking on Raven Close is not an issue. I am a community carer and need access to my car at all times, my car is parked in Raven Close as my front door No. 88 is on this road and parking is scarce outside my house. I see no need to double yellow line into Raven Close as it is not part of the main road. Please could this be amended so the double yellow lines are only on the main road on Kingfisher Road as this will reduce parking even more."

Location	Larkfield - Kingfisher Road
View	Unclear

"Hi , I have a dropped kerb and disabled drive at the front of my bungalow. It was put in from an assessment with Occupational therapy a couple of years ago as I'm disabled. They decided a disabled bay on the road was inappropriate as there were a lot of other people in my area that could use it. As I'm disabled my daughter parks across my dropped kerb when

she comes and helps me. When I agreed with planning I contacted the parking team and explained exactly what I've put in this email. They assured me that double yellow lines won't go across my drive if planning was approved. Well now I see it's been approved. So I'm checking that double yellow lines won't be put across my dropped kerb?"

## Phase 15-10 Larkfield – Lunsford Lane

Location	Larkfield - Lunsford Lane
View	Support

“Please can you extend the Double Yellow Lines to include my drive because with the lines that you propose people will park either side of my drive and I wont be able to see traffic from either direction.”

Location	Larkfield - Lunsford Lane
View	Support

“I agree to yellow lines around Brook Rd junction - I live at REDACTED. I disagree with yellow lines (west side, southwards from the bus stop) because these are older houses with no drive ways to use for their vehicles.”

Location	Larkfield - Lunsford Lane
View	Support

“I am a resident that has lived in this part of Lunsford Lane for 49 years and whilst in principle I support the New and Amended Parking Restrictions as this will legally prohibit vehicle parking both sides of my driveway and obstructing my view to exit safely. However I view this as just a sticking plaster over a larger traffic management issue and will likely cause more issues than it solves. A case in point being the current practice of parking on the pavement. I list the issues that we have endured for a long time. This part of Lunsford Lane is constantly used for contractor parking where several vehicles arrive and park all day, while one vehicle is used to transfer all personnel to their place of work. This practice limits parking for residents that do not have the luxury of off road parking. This part of Lunsford Lane has become the rat run to avoid delays at the traffic lights on the junction of Gighill and Leybourne Way only for a high proportion of traffic to choose to turn right at a very busy uncontrolled road junction. The 20mph speed limit on this part of Lunsford Lane has been a waste of money as it is ignored by most drivers. I have a measured length of road outside my property and a noted time in seconds of how long to travel this length at 20mph. I have noted numerous vehicles travelling in less than half this time which is far exceeding this speed limit. I have even been overtaken by other drivers while I am doing 20mph along with verbal and hand gestures from the other driver as they went by. We have had a traffic watch conducted once which did not prove to be conclusive as the team of operators in high vis coats was used as an early warning for drivers to slow down. A covert operation would be more representative of normal practice. The traffic calming speed humps are ineffective as the newer larger vehicles can straddle them and not requiring any reduction in speed to negotiate them. To sum up I would recommend a site visit by your officers to fully appreciate the traffic management issues, especially at peak times, before implementation. The focus should be to encourage drivers to use the controlled junction of Gighill and Leybourne Way. An example of this could be no left turn at the mini roundabout junction of Gighill and Lunsford Lane and no right turn (except buses) at the junction of Lunsford Lane and Leybourne Way.”

Location	Larkfield - Lunsford Lane
View	Support

“Support, but on the opposite side of the road. Put bus route to go up Gig Hill which is the main road.” An annotated plan was supplied but was not clear on its intention.

Location	Larkfield - Lunsford Lane
View	Support

"I support the proposals for changes to the on-street parking as shown on plan DD607-10-PM Larkfield- Lunsford Lane."

Location	Larkfield - Lunsford Lane
View	Support

"Whilst I support the yellow lines being added on Lunsford Lane, I don't believe they go far enough up the road and this will only serve to move the parked traffic further up the road, continuing the existing problem. I also suggest that the road is re-laid with tarmac, as the upper end of the road was, following the gas repairs."

Location	Larkfield - Lunsford Lane
View	Object

"I am writing to object to the above proposed plans. Firstly hardly any of the through traffic adheres to the 20mph limit currently in force and if you stop vehicles parking on one side this will encourage speeding vehicles as their view will be clear for the duration of yellow lines. We have lived in Lunsford Lane for 16 years and never seen buses having trouble getting through parked vehicles as the road is perfectly wide enough even with cars parked opposite each other. On our side of the road (we live at REDACTED) we have a lot of trouble exiting our driveway at present with a number of cars and vans parking right up to the edges of the driveway on the pavement obstructing our view of oncoming traffic where we have had several near misses due to speeding traffic at present and if cars are prevented from parking on the opposite side this will make matters worse and ultimately we are concerned there will be an accident. As it is wheelchair users and pushchairs cannot get through on the path with the amount of parked cars on the path on our side of the road which is acceptable."

Location	Larkfield - Lunsford Lane
View	Object

"I am strongly against this for the following reasons. Cars parked on the road significantly reduce the speed of cars travelling on this part of the road. When there are few or no cars parked, traffic speeds often exceed 50 mph – I do not exaggerate. It is a 20mph zone, but this is not complied with. The road is often clear or only one or two cars are parked so no yellow lines are needed. The bus stops are enormous (why?) and are always clear. They are not used by vehicles parking. Parked cars do not interfere with bus traffic or the tiny number of people that use the bus stops in any significant way. Double Yellow lines will make this road much less safe. The 20mph speed limit is not complied with. The argument that parked cars delay the bus and "affect the attractiveness public transport" is ridiculous. I have lived here a long time and have never witnessed a bus being held up for more than a few seconds by parked cars. The initial consultation was clearly against the proposal so why are you wasting time and money on going through the process again. Spend the money on improving services for young people in the area. I predict that if yellow lines are painted, it will have no impact on bus use and that within a few months those same residents and councillors that supported the lines will be complaining about traffic speeds and we will be going through this process all over again for some other proposal. A direct result will be cars parking further up the road leading to complaints. I do have a question - and I would appreciate an answer. I note that in the numbers for the response rate you count 5 duplicates – all against. Do you count duplicates as being from the same person or coming from the same address. If you are counting the results from the same addresses but from different people as "duplicates" this has skewed the result and the number of objections is higher."

Location	Larkfield - Lunsford Lane
View	Object

“I am emailing you to object against the proposal to put double yellow lines along certain parts of Lunsford Lane. I have objected previously stating the following reasons: . I believe it will just shift the problem of parking on each side of the road to the higher end of Lunsford Lane so will not solve the problem. It will mean that residents who currently park on left handside as you go down will obviously have to park on the righthand side. There are many areas where there are dropped kerbs so the spaces will be limited. There simply isn't enough on road spaced to accommodate the extra cars to park . People will then possibly overhang the entrances of other residents' driveways causing obstruction and difficulty seeing oncoming traffic. . People already speed down this road. Giving a 'car free' section of the road will only encourage the speed of some drivers as there will be no cars parked in their way to slow them down. . The informal consultation where you wrote to 54 residents clearly demonstrates that residents are mainly against this proposal as, according to your letter 32% in favour was outweighed by the 65% Against. Surely that says it all. . I've lived here for 30 years and I've never seen an accident on this road, or a bus not being able to get through or for that matter a traffic jam. The road runs smoothly and doesn't need fixing.”

Location	Larkfield - Lunsford Lane
View	Object

“Can I please ask you to read all the correspondence below & photos attached so as to explain / detail my concerns relating to the decision to install double yellow lines on one side of Lunsford Lane

In short Lunsford Lane already suffers greatly from high levels of kerbside parking . poor sight lines and speeding vehicles. This decision will only increase the problems !

Whilst I first raised these concerns one year ago I have still to receive any kind of logical rationale for such a decision i.e. Why only install double yellow lines on just one side & why do so on that particular side ?

As Corporate Director of GE&T please confirm if you have ( as part of this consolidation order ) carried out a site visit and assessed things fully – if so, Im sure you would recognise the points I raise. I'm always happy to meet you on site should you wish Mr Jones

In my opinion - **this is an accident ready to happen “ under your watch “** as vehicles attempt to pull off of their drives with poor visibility due to the inevitable increased on kerbside parking and pedestrians ( inc young children & elderly people ) attempt to cross the road between tightly parked vehicles with extremely limited sight lines

Please be assured and make no mistake that I will hold [parking.office@tmbc.gov.uk](mailto:parking.office@tmbc.gov.uk) fully responsible should an accident , injury or fatality occur as a result of such a decision

As I have previously stated – all of this could be avoided by installing double yellow lines on both sides of Lunsford Lane and allow resident parking only for those with no driveways”

**And**

“The current proposal is to install double yellow lines directly in front of the houses including those without driveways in which case residents , visitors & delivery drivers will be forced to park on the opposite side of the road and dice with crossing ( not ideal for less mobile people or small children ) the busy road

In such cases might I suggest that residents of the properties with no driveways be issued with scratch cards to be displayed within bays directly outside their houses

Maybe this should have been included within the consultation

Please don't think I'm being negative for the sake of it but I can foresee a H&S risk with cars being forced to park on one side of the road only.

Its like the design has simply created a very long car park along much of the eastern side of Lunsford Lane where vehicles will be parked bumper to bumper 24/7 that will almost permanently restrict visibility for everyone

Lets see what [simon.jones@kent.gov.uk](mailto:simon.jones@kent.gov.uk) suggests and go from there”

**And**

“Morning All

I was about to say “ Good Morning “ but for me it wasn't as I nearly struck a vehicle at 5.50am that was parked so close to my drive that it made it almost impossible to reverse off in the dark with very limited sight lines

As I have previously stated - these commercial vehicles & private cars park at Lunsford Lane all day Mon- Fri whilst the owners go to work

This situation will only worsen as more vehicles do likewise should this proposal proceed

'simon.jones@kent.gov.uk' this design will simply created a very long car park along much of the eastern side of Lunsford Lane where vehicles will be parked bumper to bumper 24/7 that will almost permanently restrict visibility for everyone

This is an accident ready to happen ! “

**And**

“Hi Simon

Can you please reply to my recent emails

Should you wish to carry out a site visit I'm more than happy to join you - just so that you can understand my concerns

As you are the Officer responsible for the proposal it would be really good if you could share the rationale behind the decision “

Location	Larkfield - Lunsford Lane
View	Object

“I would like to absolutely vote AGAINST having yellow lines on our side of the road. We have a drop curb where my husband parks over night as he has valuable goods for work (work vehicle too) if the lines were put in place and everyone was fighting for a space on one side of the road my husband would have to park right the way up the road, causing stress about the van being out of sight. The neighbour also only had on road parking and have 3 young and disabled children. The road is not obstructed at the moment and if anything people lack parking spaces as it is. There is no issue with how the road is now. If anything the lines ONLY need to be put right at the end by 412/399. This plan would very much negatively affect us as a family.”

Location	Larkfield - Lunsford Lane
View	Object

“The extent on the western side does not extend far enough south. It leaves a 3.2m gap where the traffic calming is which would encourage vehicles to park within and on the traffic

calming, which would also cause problems when trying to exit the adjacent drive as vehicles currently park further away, but would be pushed into an obstructive position due to the lines, causing issues which do not currently exist.”

Location	Larkfield - Lunsford Lane
View	Object

“I strongly OBJECT to changes to parking as proposed on plan DD607-10-PM Larkfield - Lunsford Lane . Restricting parking is not the answer. My objections are :-

1. Speed (impact on traffic). Parked vehicles both sides of the road act as calming measures much like sleeping policemen and chicanes. When few cars are parked average speeds are noticeably faster consistently above the 20mph limit, the more parked cars the slower the traffic. Removing parking from one side opens up a race track.

2. Acceleration (impact on traffic). When few vehicles are parked on the lower stretch of the lane cars and vans, especially joining from Leybourne Way accelerate harder perceiving a clear road ahead.

3. Road use (impact on traffic). The road is not only a means to get from A to B it is also and as importantly the destination. Vehicles don't magically disappear when they get there, there has to be provision for the parked vehicle. We pay road tax to use the road It is implicit to have an expectation to both move and be stationary.

4. Volume of traffic (impact on traffic). The continued expansion of housing development and race to redevelop the industrial areas, once manufacturing now predominantly service, storage and distribution (Amazon et al) have massively increased the volume of vehicle movements especially on the main access route, Leybourne Way. Little planning, consultation, or serious thought has gone into considering the impact and cost to and loss of benefit to the surrounding residential areas. This linked with every car having access to live updating sat. nav. has led to more traffic being routed or choosing to use unsuitable routes to save time, avoid congestion. Lunsford Lane a prime example.

5. Type of road (impact on traffic) Lunsford lane is a residential road where people expect to have access to their habitations for the every day business if living. We have Gig Hill running parallel with no properties fronting and traffic light control on the junction with Leybourne Way. More could be done to favour its use as prime route i.e. making the junction of Leybourne Way and Lunsford Lane no right turn both in and out.

6. Pedestrians (impact on foot traffic). Lunsford Lane has always been used, quite rightly and legally for parking (it is a public highway, not owned by residents) for the benefit of all. Dog walkers, joggers, fisherfolk, park runners accessing the wonderful resource that is Leybourne Lakes and using its facilities. Tradesmen servicing properties, or grouping to use one vehicle to travel to London reducing congestion, pollution, Bootfair goers, all doing their bit for the economy adding to tax take and GDP. The many elderly and not so nimble who need emergency services and carers to CARE for them. All these real people need to be able to cross the road confidently and safely, slower traffic (see point 1) makes this a pleasure to do.

7. Bus Route, Arriva 71 ( impact on traffic, and the fact your letter focussed on it.). I live at 389 behind the impressively large bus stop, it is never busy either on the bus or at the stop ( please evidence your claim) I have never seen or heard report of the bus being delayed on Lunsford Lane(please evidence your claim) in fact the drivers use the lower Lunsford bus stop as a hold over waiting so as not to reach Snodland before timetabled. The

unattractiveness of public transport is mostly driven by political choices and ideology as I suggest you know.

I do have a question that I would like an answer to regarding your informal consultation.

The 5 duplicates (all against), were they all from one individual or were they from individuals within one or multiple households? I ask as 389 has 3 residents all car owners, road users who all qualify as persons with an interest and right to respond. If the latter is the case then the against response is significantly greater, in any case to have twice as many voting a clear majority, under almost all circumstances, in a democracy would be conclusive. I find the outcome disturbing so would you please explain the protocol you use to arrive at a formal consultation? was it evidence based or arbitrary? It is a worry when budgets are so tight and Bias, interest groups and cronyism are rife.”

Location	Larkfield - Lunsford Lane
View	Object

“Firstly we as residents have NEVER asked for yellow lines. These will caused no end of problems. Being on our side of the lane will cause people having to park on the other side as several people do not have access to parking! We also have people parking here using it as a car park while they are picked up by someone else due to the proximity to the M20. The buses that use the lane are mainly empty and like others that use the lane it's just a cut through to avoid the traffic lights at the bottom of Gighill Road. I did object originally saying you need visit the Lane to access the issues this will cause & offered alternative strategies. It will only push the problems elsewhere and does nothing to alleviate the issue of people parking on the pavements. Can you confirm that someone has been out to survey the area concerned & give details of how residents were contacted as no one I've spoken to has pushed for this in fact quite the opposite & like me have voiced their concerns as to the problems this will cause.

Thank you for taking time to read this objection & hopefully i will get a response which has been lacking as of yet. ”

Location	Larkfield - Lunsford Lane
View	Object

“If you put yellow lines down one side of the road, this gives a clear path for cars to speed up!! Not keep to the 20mph speed limit which is meant to be enforced. I have lived on the road for 5 years and not seen any problems with having no lines in front of my house or any issues with buses getting past further up or down the road. You should be putting yellow lines on the corners where it's is a blind bend!!”

Location	Larkfield - Lunsford Lane
View	Object

“Please make the double yellow lines come past 353 because I know that from 357 they will park both sides of my drive and I cannot see properly to drive out of my drive.I have trouble now, so when they put yellow lines in the parking will be from starting outside my house.I hope this stops all the parking up our road.Some cars park on the kerb.There is a lady who has a wheelchair.She has to go in the road to get round sometimes.Thank you.”

Location	Larkfield - Lunsford Lane
View	Object

“There is no standstill traffic down Lunsford Lane, there's a lot of cars that go through but never anything that causes issues. Emergency vehicles can always park somewhere.

I'm objecting to this proposal because a lot of houses on my side of the road don't have driveways, therefore they have no choice to park on the road, outside their house, as they should. Most households have two cars, my household has more than 2, however we can fit 2 on the drive but we need minimum one space over our own driveway or elsewhere on the road and I strongly disagree to the council putting double yellows over my own driveway. There already isn't enough parking available on that road for residents and the issue is people parking there to go across to the lakes, this isn't something that residents should be penalised for! If anything this will make further up Lunsford lane worse for traffic especially as this is where there are more speed bumps and bollards which already obstruct parking areas."

Location	Larkfield - Lunsford Lane
View	Object

"I do not believe there is an impact on traffic at all in our road. What I do feel is that there should be speed cameras to deter the ridiculous speed some drivers do. It's so dangerous with lots of children & animals up & down the road. My main objection is the fact we have a driveway for which 2 cars are always parked on & as we are a 4 car family we park one over the drive & have to find alternative parking outside for the other. There are houses with no driveways so where are they supposed to go?? I find it absolutely ridiculous that this is even being considered. It will also impact the house prices which is extremely unfair!!! It's a shame that those with sufficient driveways do not park all their vehicles on them."

Location	Larkfield - Lunsford Lane
View	Object

"Lunsford Lane is a well-used vehicle route often as a rat run to avoid the speed bumps on Gig Hill and traffic lights at the bottom of Gig Hill at the junction with Leybourne Way. Whilst the double yellow lines at the entrance to Leybourne Way and around the junction with Brook Road are welcomed it is unclear why the double yellow lines need to extend south to 357 Lunsford Lane. By putting double yellow lines on one side, all the existing cars which currently park on this section of road will be all parked on one side of the road creating a single, long route for vehicles going north bound. The current arrangements of on street parking reduce vehicle speeds whereas the proposal will enable vehicle speeds to increase by creating a long uninterrupted section of road. Vehicles often speed will in excess of 30mph notwithstanding this now an un-enforceable 20mph speed limit and the proposed double yellow lines will exacerbate this. Many of the properties affected do not have private driveways or have limited off-street parking therefore, the double yellow lines will displace the on-street parking further south along Lunsford Lane and will result in further inconsiderate parking behaviours. The double yellow lines will extend beyond my property and will make it difficult for visitors and delivery vehicles coming to my house without be able to park outside on the residential street. There is a question of enforceability of the double yellow lines in which there are numerous locations in the local area where parking on the double yellow lines is dangerous but unenforced (e.g. by Tesco on Chaucer Way). As with the 20mph zones this represents a waste of tax payers money on a scheme very few local people actually want.

It is clear from the previous consultation that these double yellow lines are not wanted by the local community with 65% against them therefore it is unclear why TMBC/KCC are proceeding with this matter given the lack of support or need for the double yellow lines. Therefore, it is kindly request that the double yellow lines for the full extent of Lunsford Lane are not proceed with and should only be provided up to property 385."

Location	Larkfield - Lunsford Lane
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View	Unclear
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“The road is hazardous when cars are parked so close to junctions Brook into Lunsford is a prime example when you trying to enter the road and your sightline is obstructed by parked vehicles, some on the pavement. I would suggest double yellows should run from Brook Road passed 393 to 399 as they do a the top by Springfield Road entry junction.”

Location	Larkfield - Lunsford Lane
View	Unclear

“Should the proposal proceed then I recommend that at very least double yellow lines should be installed opposite the bus stop directly outside Nos 385 387 & 389 otherwise the scheme will , in itself , be creating a “ pinch point “ for passing traffic when buses are stationary & therefore a serious H&S risk would have been designed in to the scheme”

Location	Larkfield - Lunsford Lane
View	Unclear

“Thank you for taking the time to review my direct email. I appreciate the effort that has gone into preparing the plans for this scheme and for considering feedback from previous consultations. I understand there are many factors to balance when designing these plans, and I value the officers’ work on this project. I have put these comments online (under objection as here was no space for ‘comments’ ) but that stated “will be reported to elected Borough councillors at a meeting of the Joint Transportation Board for them to decide which locations proceed” and this isn’t about a location proceeding or not, rather the extents of that location, which is really more an issue for officers who drew up the plans. I also raised the same issue at the first consultation. I am writing to request an extension of the proposed lines by 3.1m on the western side of the road (southern end), specifically to cover the area of the speed cushion. My concern is that the current proposal, where the lines end at the north end of the speed cushion, may inadvertently encourage parking over the traffic calming feature in an area of road narrowing, immediately adjacent to my driveway, causing both a safety hazard and an obstruction. Given that a standard wheelbase is about 2.5m, this situation could lead to vehicles overhanging the dropped kerb for my drive, making it difficult, if not impossible, for me to turn left out of my property, especially given the build-out on the opposite side of the road. Additionally, the footway is quite narrow at this point, which raises further safety concerns as in an area or road narrowing vehicles are more likely to park on the footway. The purpose of these lines is to prevent obstructive and pavement parking and extending them by 3.1m would help achieve this goal more effectively. I have attached a plan and an image illustrating the issue, with your proposed lines shown in yellow and my suggested extension in red. I am keen to resolve this efficiently to avoid future issues, especially given the current quality of parking in this road. Please feel free to call or arrange a site visit if you need further information. Thank you for your attention to this matter, and for considering my request as part of your ongoing review.”

## Phase 15-14 Snodland – Brook Lane

Location	Snodland - Brook Lane
View	Support

"If a car is parked just passed Vauxhall crescent, vehicles coming down that road cannot see clearly to the left until almost in the centre of Brook Lane."

Location	Snodland - Brook Lane
View	Support

"I support the painting of yellow lines as described. However it would be even better if you joined the new yellow line by the electric sub station to the dotted line to the west. That spot is exactly where a van is parked 24hours a day, making exit from Vauxhall Crescent that much more difficult."

Location	Snodland - Brook Lane
View	Support

"I am in support of the proposals for the changes to the on street parking arrangements at Brook lane, DD607-14-PM Snodland-Brook lane."

Location	Snodland - Brook Lane
View	Support

"No comments supplied"

Location	Snodland - Brook Lane
View	Support

"I totally support the proposals to put yellow lines along Brook Lane it is very dangerous on exiting Vauxhall Crescent when cars and vans are parked opposite and at the side of the exit onto Brook Lane, you can not see down the Lane properly!!"

Location	Snodland - Brook Lane
View	Support

"I am in Support to the Borough council Proposals for changes to the on street parking arrangements For Brook Lane shown on plan DD607-14-PM . I would also like to know how is this to be monitored as there is no mention of CCTV cameras to make sure that offenders are held to book. Brook Lane is a very narrow lane with no pavements , The lane is used by the public for access to the park and lakes and most of the residents are elderly, Could the council consider putting speed bumps to slow down traffic as I fear that someone will be hurt."

Location	Snodland - Brook Lane
View	Support

"Regarding the proposed yellow lines in Brook Lane, no problem having them introduced, but that's not the issue, the thing is you take absolutely no interest in enforcing the parking restrictions that you already have in Brook Lane and Lakeside, people park with complete immunity talking absolutely no notice, this I've pointed out to you numerous times but nothing ever changes, so you might as well not bother wasting our money on a bucket of paint. If your after revenue Friday afternoon/evening it would be like shooting fish in a barrel parked all over the place pavements blocked etc. Total joke."

Location	Snodland - Brook Lane
View	Support

"This is a narrow section of Brook Lane and also has blind spot for car exiting their drive. This will undoubtedly improve safety for both pedestrians and vehicles."



## Phase 15-15 Snodland – May Street

Location	Snodland - May Street
View	Object

"I am writing to raise serious concerns regarding the enforcement of yellow lines from outside my home at REDACTED May Street, Snodland, extending towards East Street, and to ask what reasonable alternatives or solutions are being offered to residents in my situation.

I have lived at this address for eight years. Over that time, parking availability in May Street has become increasingly difficult. Many residents own multiple vehicles or vans, and as several leave early for work and return early, spaces are usually taken long before I return home.

I am a single parent with one car and work as a REDACTED a role I have carried out for 22 years. I work shifts, meaning I often return home around 6:30pm, and on some shifts closer to 9pm. When I am working, my autistic daughter (aged 12) is cared for by my parents, and I collect her on my way home.

My daughter is autistic and has no awareness of road dangers. She requires constant supervision near traffic, as she will run up and down and does not understand the risks posed by passing vehicles. When I am unable to park in May Street or the nearby bays, I am forced to park further away in East Street. With the enforcement of double yellow lines there, this option is no longer available.

This leaves me in an impossible position: carrying bags while ensuring the safety of my autistic child, potentially having to walk a significant distance along busy roads with no safe or practical alternative. This is not only extremely stressful but poses a genuine safety risk to my daughter.

I would like to understand what consideration has been given to residents with disabilities or caring responsibilities, and what solutions the council can offer in cases such as mine. For example, are exemptions, resident permits, designated bays, or alternative arrangements being considered for households where enforcing these restrictions creates a significant safeguarding issue?

I would appreciate a response outlining how the council proposes to address this situation and ensure that my daughter and I are not placed at risk as a result of these changes."

Location	Snodland - May Street
View	Object

"We need to have permit parking only in May Street due to people using May Street as the train station car park due to over-inflated car parking prices, not double yellow lines put in to this hard to park in for the true residents of May Street, this way its a win-win for Council & residents, Council makes lots of money & residents are able to park in their own street."

Location	Snodland - May Street
View	Object

"I object to the Borough Council's proposals for changes to the on-street parking arrangements for May Street & East Street, Snodland shown on plan DD607-15-PM Snodland - May Street. I have lived on May Street since August 2023. In the past two and a half years, I have only managed to park my car close to my home on a few occasions. The street is constantly used by commuters and care home staff as free parking, which forces residents to park wherever space is available. On many occasions I have had to park on

High Street (over the bridge) due to the lack of available spaces near May Street and East Street. The proposed double yellow lines would result in at least ten fewer parking spaces for residents. This will simply push more people to look for parking over the bridge, and we all know that the parking situation in Snodland is already difficult. There is a large unused car park on East Street, which is probably owned by the Paper Mill. I have not seen any cars parked there during the entire time I have lived on May Street. It may be a good idea to speak with the Paper Mill about opening the car park to residents, as this would definitely help with the current situation.”

Location	Snodland - May Street
View	Object

“I am object to the borough Council's proposals for changes to the on-street parking agreements for May Street and East Street, Snodland shown on plan DD607–15-PM Snodland -May Street. This is my valid reason... The introduction of yellow lines at the bottom of the road would have a negative impact on traffic conditions within the surrounding area. Removing on-street parking in this location is likely to displace vehicles into nearby residential streets, increasing congestion and reducing the availability of parking for residents and visitors. This displacement may result in increased traffic circulation as drivers search for alternative parking, leading to higher traffic volumes, unnecessary vehicle movements, and an increased risk of conflict between vehicles and pedestrians. Narrower residential streets may also become obstructed, potentially restricting access for emergency services, refuse collection, and delivery vehicles. Additionally, the removal of parking in this area could encourage higher vehicle speeds along the affected section of road, as the traffic-calming effect of parked vehicles would be lost. This may reduce safety for pedestrians, cyclists, and other road users, particularly at peak times. Overall, the proposed yellow lines would not resolve traffic issues but instead transfer them elsewhere within the locality, resulting in a net negative impact on traffic flow, safety, and residential amenity. Unless you are willing to look at other alternatives for a parking solution for the residence, this will continue to be an issue and will continue to face objection. You could even imply a permit to park as a lot of people use this road and surrounding roads for parking instead of paying at the train station and the factories employees in the surrounding area Dress on there says you would like more information please read this for the same.”

Location	Snodland - May Street
View	Object

“I am writing to further oppose the proposed parking restrictions with double yellow lines at the junction of May Street and East Street.

I have recieved a letter showing the responses to a previous review, which shows that 82% of responses are against the proposal. The letter also states that this response shows that local residents value parking convenience over road safety and access.

As a local resident (REDACTED May Street) I not not appreciate or agree with this statement. If course residents want the road to be safe and accessible, especially in terms of emergency vehicles and refuse collection, however, I and I am sure other residents believe that while some changes would be a positive move for safety, the proposed double yellow lines do not need to cover as much as is planned.

Please see attached image.

The red indicates that while this restriction is welcome, no one currently parks along part 1 anyway! And part 2 - I do not believe the lines need to go beyond the boundaries of the end house (no.58).

The blue section of lines is not a problem as no one currently parks around the perimeter of this, however residents do currently parks on the concreted section off the boundary of the road and I hope this would still be possible.

He green area, while I agree parking directly opposite the end of May Street could cause restrictions for large vehicles to term there is absolutely no reason why the whole length of road here should be restricted. Leaving some designated parking here would still allow full access and safety!

If (despite the over whelming objection with 82% against) the proposal does go ahead as planned, then residents will be forced to park elsewhere, no doubt causing problems somewhere else. This does not solve the problem it just moves it. “

Location	Snodland - May Street
View	Object

“May Street is not a through-road, mainly residential use – or though we have train users parking down the road to avoid paying. This impacts negatively on the already issue with parking – The only issue with East Street is at the junction onto Brook Street where the industrial unit has parking spaces that cars park facing out. This compromises space for cars turning into Brook Stret and into East Street. The proposed yellow lines down East Street will cause safety issues as people will need to park in other streets – Brook Street is horrendous with all the heavy goods lorries – Personally I work shift and arrive home past 11pm – what about my safety having to walk a greater distance – the Station has had issues with anti-social behavior – I’m not happy with the prospect of being a loan female walking past the station. I have to carry a laptop – The issues if I was mugged not just physical or emotions the impact for Ashford Borough Council as a data breach would not be good!

What proposals are the council going to do to assist with the issue of parking – It is very short-sighted to not actively find solutions to the reality of present day living. How is the Council going to engage with commercial business that have redundant or little used parking areas – We have reached out to see if the parking area by East street could be used – Maybe the Council can help? I understand that the issues of security was a main reason – maybe that’s where TMBC could help?

The safety issues you cite are minimal. This issues of boy racers up and down the A228 should be a priority the speeding down Brook Street and the heavy goods lorries should be a priority & Malling Road traffic issues should be a priority – The reduced lack of parking down May Street will mean other roads will be compromised and become a safety issue. I have seriously though of selling-up and moving – but I fear the parking issue will impact the value of my home because of a perceived danger that has not happened.”

Location	Snodland - May Street
View	Object

“I would like to object to the proposal of double yellow lines for May Street and East Street. The parking down the street are challenging at the best of times with some occasions having nowhere to park in the street and having to walk in badly lit roads and as a single lady this can make me very anxious. We have a train station at the top of the street and we do not have parking permits so this allows non residents of the street to park.”

Location	Snodland - May Street
View	Object

“I am writing to formally object to the proposed introduction of double yellow lines at the junction of May Street and East Street. Parking availability in this area is already extremely limited, and the removal of further on-street parking would cause significant inconvenience to

residents. Many households rely on street parking due to a lack of off-road options. A key issue contributing to congestion is non-resident parking, particularly by those using the nearby train station. Rather than introducing double yellow lines, I would strongly suggest that the Council consider implementing a residents' permit parking scheme. This would help deter non-resident parking while preserving essential parking for those who live here. I believe this approach would better balance access, safety, and residents' needs, without unnecessarily reducing already scarce parking provision. Thank you for considering my objection."

Location	Snodland - May Street
View	Object

"I am writing to formally object to the proposed introduction of double yellow lines on May Street and East Street. These restrictions will inevitably push vehicles from local businesses, commuters, and train users onto the surrounding residential roads. Our street is already under significant pressure for parking, and removing these spaces will create further congestion, inconvenience, and frustration for residents who rely on being able to park near their homes. This issue is particularly concerning for residents like myself, who work late into the evening. When I'm unable to park close to my home, I have previously experienced my car being broken into on multiple occasions. For myself and many others being forced to park further away is not just an inconvenience but a genuine safety and security risk. The proposed changes do not take into account the knock on effects for those who actually live here. Instead of improving the area, they will create avoidable problems and reduce residents' quality of life. For these reasons, I strongly oppose the introduction of double yellow lines on May Street and East Street and urge the council to reconsider this proposal."

Location	Snodland - May Street
View	Object

"I support the objective of ensuring safe access for emergency and refuse vehicles at this junction. However, due to the proximity of the railway station, a significant proportion of parking demand appears to arise from non-resident commuter use. The proposed double yellow lines will further reduce already limited residential parking and are likely to displace vehicles into surrounding streets, increasing local traffic circulation and congestion. I therefore object to the proposal in its current form, as it does not address the underlying cause of parking pressure. I would encourage the Council to consider a more targeted parking management approach, such as a resident permit scheme or time-limited restrictions, which would prioritise local residents while still meeting safety and access requirements. A solution that manages demand rather than simply removing spaces would be more proportionate and sustainable."

Location	Snodland - May Street
View	Object

"I live REDACTED May Street and I object to the proposed double yellow lines on May Street due to the already severe lack of available parking for residents. The street is frequently used by commuters and people visiting nearby businesses, which significantly reduces parking availability. As a single woman returning home late from work, I do not feel safe having to park several streets away and walk alone at night. This proposal would negatively affect resident safety and increase parking pressure and traffic in surrounding roads. A residents' permit parking scheme would be a more suitable solution, as it would deter non-resident parking while still meeting the needs of local residents."

Location	Snodland - May Street
View	Object

“I am writing to register a strong objection to the proposed installation of double yellow lines on May Street, Snodland. Parking availability on our street is already severely limited. Residents frequently struggle to park anywhere near their own homes, particularly during evenings and weekends. Introducing double yellow lines would remove additional spaces and significantly worsen an already unacceptable situation for those who live here. The primary cause of the parking pressure is not residents, but non-resident vehicles. It is widely recognised that many of these vehicles belong to local workers who no longer have access to workplace parking, as well as commuters who park here to avoid paying for parking at the nearby train station. While I understand that parking pressures exist more broadly, it is unreasonable to solve those pressures by penalising residents and reducing our limited parking provision further. The proposal fails to address the root cause of the problem and instead shifts the burden onto households who have no alternative parking options. A far more appropriate solution would be the introduction of a residents’ permit parking scheme. This should include a clear limit on the number of permits issued per household to prevent oversubscription and ensure fair allocation of spaces. Such a scheme would prioritise residents, deter commuter and non-resident parking, and directly target the source of the issue without removing essential parking capacity. I urge the council to reconsider the proposed double yellow lines and instead consult properly with residents on implementing a controlled permit scheme that protects those who actually live on the street. Please confirm that this objection has been formally recorded as part of the consultation process.”

Location	Snodland - May Street
View	Object

“Good morning I am contacting you with regards to the proposed double yellow lines in May Street/East Street. While I appreciate the access issues for emergency vehicles/refuse, parking in the area is awful, if the lines are put in place it will become even worse. We have asked in the past for residents permit parking to solve the issue of people parking up for the day and catching the train or going off to work elsewhere, to no avail. I would support the lines if the parking issues are resolved, we only have a limited amount of parking here and the bays are not enough, maybe open up the car park at the junction of May Street East Street to residents only or allow permit parking. As it is we have to find parking elsewhere which causes problems with car/van break ins or vandalism which have effected a lot residents. I hope this can give you an insight to the issues we face here.”

Location	Snodland - May Street
View	Object

“Thank you for your letter dated 23 January & received 13 February 2026, this is unfortunate that your letter arrived late. Saying that I am emailing regarding your plans for double yellow lines to May Street / East Street & Brook Street by the deadline stated on your letter.

The majority of cars parking in the proposed areas for yellow lines are commuters using the train service, staff and visitors from the care home, business estate visitors and workers especially those from the post office and surrounding businesses on estate, May Street residents are forced to park in areas proposed for yellow lines due to everyone else parking in our street. We have double yellow lines to the top of May Street, which isn't monitored. There are also cars parking on both sides of the Road at Brook Street, parking on pavements, restricting access for wheelchair & pram users, how is this monitored as I see there are no plans to restrict parking here, a van continues to park on the double yellow lines outside number 25 Brook Street, which restricts visibility when exiting the junction and no action seems to be taken. Whilst I support the need for the refuge team to access the road once per week, May Street is in desperate need for resident parking permits to prevent others not living on the street parking in much needed spaces, which has resulted in your

refuse team airing their concerns to you, regarding access. We have asked for parking permits in the past, but has never been consulted to May Street, I find it difficult to comprehend why other roads in nearby train stations have parking permits, and wonder why Snodland is not considered, especially when there are popular high speed trains service & wonder whether you are able to take this forward to consult with residents, or even put a two hour restriction parking notice in place.

On another note, there are many potholes and breakdowns of road surface contributed by the refuse vehicle accessing May Street, please can these be repaired, please see attached. I have twice stepped into a pothole in the middle of the road during the darker nights and have taken days to recover, someone of an age may not be so lucky and may hold the road own liable. I understand that the street lights do not belong to TMBC and will take this up with the Parish Council.

I would also like to comment of the lack of care from the refuse collectors, please see picture of alleyway, where bins were left in the middle of the alley way, not only is this a means of escape in case of fire, we have a visually impaired visitor to our property on regular occasions, which can cause navigation issues.

To end I think the introduction of permits or notices applied to street restricting parking for two hours only, this would alleviate others parking in May Street and could have avoided the costly consultation/works to TMBC & tax payers.”

Location	Snodland - May Street
View	Object

“I agree tuning right onto east street from may street can be tight and would benefit from the actual corner having restriction but object because of the disproportional length of proposed restrictions which indicate they will remove two parking spaces with double yellows carrying on from/past the corner all way to number 54/56 May St, displacing 2 cars. I object to the proposed double yellows around/to the existing parking bay opposite numbers 54/56 May Street. This bay provides parking for 3 vehicles. If the proposal of the double yellows happens it will mean 3 cars can no longer park in the final bays? I object because it will add to the displacement. May Street already has double yellows at top (station end) and 3 dropped kerbs along it, further restrictions will increase antisocial parking.I object to the proposed East Street double yellow lines on the already restricted parking street, the proposed double yellows will create a rat run and increase the speed vehicles travel on what would be a clear strip of road, allowing them to speed up after turning into East Street instead of slowing down as they do now. The sharp blind left where May street meets East street would become more dangerous for pedestrians joining the road where there is no pedestrian pavement and for road users. If East Street was cleared of parked vehicles as the proposal indicates it would soon become a short cut/rat run for delivery drivers and all using as a cut through to the trains station. The proposal to displace between 7-11 vehicles onto Brook Street (already restricted and bumper to bumper between 6pm-8am) is unsustainable and will create more problems on Brook Street which already has a high amount of vehicle collisions / impacts and people being clipped by cars/lorries on the blind bend at bottom of the hill as they navigate the narrow pavement. There are no cited accidents or injuries on East or May Street.Possible solutions, depending on the reason for this proposal, if its to keep East Street clear for staff arriving to factory or the dustcart on a Monday could there be timed parking restrictions allowing residents to park there when they get home after work but gone before 9am or similar agreement. With May street, the most common sense thing seems to be removing the raised flower/weed beds that currently divide the parking bays along may street, this could allow for 4-5 additional parking spaces. Not sure who owns

them but they've been paying for people to come spray the raised beds with weed killer every year for years so they'd be saving money in the long run if they were gone, residents would probably help with the removal if asked by the owners. Please submit this email as my objection to the Joint Transportation Board for consideration.”

Location	Snodland - May Street
View	Object

“I have received your letter regarding parking restrictions (double yellow lines) along may street and junctions ....I don't really know what planet you guys are on if you cannot see the problem and as you can see from your survey the residents have spoken and they dont want it ...mainly because there is not enough parking in may street and surrounding roads so where will residents park without getting a parking ticket ...which brings me nicely to my next point ...the reason why you want to add double yellow lines is because it will generate more money for you to waste...there would not be a problem along the proposed route if you stopped non residents parking to commute on THE TRAINS ...now there's a thought I'll leave you with and see if you can come up with an idea without punishing residents with the safety rubbish as an excuse to generate money ...in my years of living in the area I don't recall anyone being run over or injured in the proposed double yellow line route ...so where the safety issue comes from is beyond belief ...maybe stop agreeing to more housing projects which the area doesn't need and encouraging more cars and people to this once lovely rural area being ruined by local and county councils ...”

Location	Snodland - May Street
View	Object

“I am writing to raise serious concerns regarding the enforcement of yellow lines from outside my home at REDACTED May Street, Snodland, extending towards East Street, and to ask what reasonable alternatives or solutions are being offered to residents in my situation. I have lived at this address for eight years. Over that time, parking availability in May Street has become increasingly difficult. Many residents own multiple vehicles or vans, and as several leave early for work and return early, spaces are usually taken long before I return home. I am a single parent with one car and work as a REDACTED, a role I have carried out for 22 years. I work shifts, meaning I often return home around 6:30pm, and on some shifts closer to 9pm. When I am working, my autistic daughter (aged 12) is cared for by my parents, and I collect her on my way home. My daughter is autistic and has no awareness of road dangers. She requires constant supervision near traffic, as she will run up and down and does not understand the risks posed by passing vehicles. When I am unable to park in May Street or the nearby bays, I am forced to park further away in East Street. With the enforcement of double yellow lines there, this option is no longer available. This leaves me in an impossible position: carrying bags while ensuring the safety of my autistic child, potentially having to walk a significant distance along busy roads with no safe or practical alternative. This is not only extremely stressful but poses a genuine safety risk to my daughter. I would like to understand what consideration has been given to residents with disabilities or caring responsibilities, and what solutions the council can offer in cases such as mine. For example, are exemptions, resident permits, designated bays, or alternative arrangements being considered for households where enforcing these restrictions creates a significant safeguarding issue? I would appreciate a response outlining how the council proposes to address this situation and ensure that my daughter and I are not placed at risk as a result of these changes.”

Location	Snodland - May Street
View	Object

“Parking is more important than double yellow lines. Double yellow lines would force residents to park on other streets in the local area. This would increase more problems in an already difficult parking area.”

## Phase 15-16 Snodland – Booth Close

Location	Snodland - Booth Close
View	Support

"We support the proposal as the parking on Booth Close causes many issues, e.g. a lot of obstructions, making it difficult to get out, non-residents / residents without allocated parking often park their car wherever they can and use all the visitor bays. More thought should be given about the public transport as it is inadequate."

Location	Snodland - Booth Close
View	Support

"No comments supplied"

Location	Snodland - Booth Close
View	Support

"No comments supplied"

Location	Snodland - Booth Close
View	Support

"Parking in that street has become bad as there are no double yellow lines and I think it is important they should be enforced to stop inconsiderate parking. We are seeing this on Crossfield Walk and also Alisander Close and feel if Booth Close benefits from double yellow lines, so should these other two streets. Countless times a van the size of an ambulance cannot get through safely."

Location	Snodland - Booth Close
View	Support

"The random parking of people around the estate is very dangerous. They should reinstate all the yellow lines in all the side streets to ensure the walk ways are not blocked and children can safely navigate the estate. There have been lots of occasions where we have found cars parked on pavements as the roads aren't wide enough for genuine parking."

Location	Snodland - Booth Close
View	Support

"People often park right by the entrance to the road making it difficult to get in and out. It obscures vision at the end of the road and can make it unsafe turning out on to poynder. They often park blocking the bin store and bins are not emptied. They also park on the corner of the bend which again obscure vision and has caused some near misses with car coming in and out not being able to see each other."

Location	Snodland - Booth Close
View	Object

"We have lived here for 8 years. We bought our house on the authority no parking restrictions. We have never had issues getting to the road. We have 2 vehicles to our home. Other neighbours have multiple vehicles as the supported housing residents. We have at lease 8 cars parked who live in the road. Where will we now park if lines are enforce? We have to object to this proposal it is ludicrous. We should be able to park outside our own house, its not a walkway. Bin lorries cab get through peak & off peak times when the road has cars parked so no reason emergency services cannot pass."

Location	Snodland - Booth Close
View	Object

"I am writing to formally object to the proposed installation of double yellow lines within Booth Close. As a resident directly affected by this proposal, I believe the restriction is

unnecessary, disproportionate, and will create more problems than it solves. 1. Significant Loss of Essential Parking The proposed double yellow lines would remove parking for approximately eight vehicles. In a residential close with no alternative parking provision, this represents a substantial and harmful reduction in available space. Residents rely on street parking, and removing this capacity will displace vehicles into surrounding streets, creating wider parking pressures and inconvenience for the community. There is no evidence that the current parking arrangement causes obstruction or prevents access for residents, visitors, or emergency services. The road is already used exclusively by those living in or visiting the close, and parking demand reflects normal residential use. 2. The Road Is Wide Enough to Accommodate Parking Safely Even with vehicles parked along the road, there remains ample space for cars to pass safely. The geometry and width of the close do not justify a blanket parking ban. The council has not demonstrated that parked vehicles cause congestion, block access, or create safety hazards. 3. Natural Traffic Calming Already Exists This is a residential close, not a through route. Traffic levels are low, and drivers naturally travel slowly and cautiously due to the presence of homes, pets, and children. Parked vehicles contribute to this natural traffic calming effect, encouraging drivers to reduce speed and navigate carefully. Removing parking may unintentionally increase vehicle speeds, reducing safety rather than improving it. Conclusion - the current proposal is excessive and does not reflect the actual needs or conditions of the close.”

Location	Snodland - Booth Close
View	Object

“I am writing to object to the proposal to implement double yellow lines to Booth Close. There had been minor issues with obstructions in the Close that now seem to be resolved with no recent incidents for past 6 months with only a few inconsiderately parking historically. The vast majority park respectfully without causing restriction to the area. Allocated parking and visitors bays are very limited and to restrict further would make it virtually impossible for visitors to park anywhere in the immediate vicinity and carrying items, children etc extremely difficult to search for available parking elsewhere much further away as parking is already restricted on Manely Boulevard and only 1 visitors bay in Booth Close. The limit for 3 hrs of using a blue badge for drivers or passengers would also be a major disruption and inconvenience with individuals with mobility issues. I am not aware of frequent access issues to either emergency services or waste collection vehicles. The implementation of double yellow lines is an extreme unnecessary measure to a minor infrequent parking issue and would adversely impact on households and visitors who park responsibly.”

Location	Snodland - Booth Close
View	Object

“After reading the Phase 15 parking action plan consultation I first would like to object to the double yellows in booth close as it will have a dramatic impact to the life of residents on Poynder drive, Parking is hard enough atm and this will cause more stress and mental health to me as I struggle to park as it is. The first thing I would like you both to consider is removing double yellow lines on Poynder drive there are many areas that can still have them taking away. The other thing I would like to bring to your attention is what we have to deal with everyday because there are not enough spaces is cars parking on the corners as you can see in the pictures attached. They also block the drop kerb so prams etc cant cross. Now if there was a medical emergency or a fire ( there have been 4 here already) how on earth would a fire truck get down here so my proposal would be yellow lines just on the corners to prevent this. P.S The car was still there this morning ”

Location	Snodland - Booth Close
View	Object

“In relation to the yellow lines proposed on Booth Close I would like to object. Please note this is not a total objection as I think yellow lining the whole close is not practical. The road has many two apartments that only have one parking space and you are just going to force parking elsewhere. When Berkeleys Homes painted the lines on the close back in circa 2016 which wasn't part of the planning and had to be removed, we had questionnaires on this and I repeatedly said the same thing. We need lines in certain parts - I have taken a photograph of the map you've sent and attached with details where I think lines are required. Other areas simply aren't necessary. We need to ensure that people can park. We are a solely residential area and this estate particularly in phase 1 has extremely limited parking compared to the latter phases and we should not be penalising people for needing to have two vehicles.”

Location	Snodland - Booth Close
View	Object

“Parking is already a serious matter on Poynder drive with no spaces whatsoever so putting double yellows in Booth close will put more strain on Poynder drive parking and more stress on the residents trying to park there vehicles in Poynder so i am objective to this.”

Location	Snodland - Booth Close
View	Object

“There is enough yellow lines on the development some people find it hard to park as restrictions are already on place. The impact to do this is so not needed”

Location	Snodland - Booth Close
View	Object

“I live on Poynder Drive which junction with Booth Close. Poynder Drive is already difficult enough to park on as it is I would actually like that to be more relaxed parking along Poynder Drive to be there is. By double lining booth close parking will becoming almost impossible. The estate does not have enough to buy to cope with the amount of residents that live here. I propose the it booth close becomes double yellow lines then Poynder drive and surrounding roads will need more relaxed double yellows. I appreciate the booth close is a smaller road so if you take away parking from there, you need to allocate more parking on the main road.”

Location	Snodland - Booth Close
View	Object

“Parking is very difficult and Holborough Lakes and this will make it worse. More traffic driving round looking for a space. More idling outside houses and the Primary School.”

Location	Snodland - Booth Close
View	Object

“By reducing on street parking, it will make it harder for residents to park vehicles. We do not have enough space at the moment.

”

Location	Snodland - Booth Close
View	Object

“Please can this NOT go through the parking is hard enough for everyone on this estate. There is no where to park and if they go ahead everyone that parks there will park in all the other spaces and we will never get parked. There needs to be more spaces on the main roads not less please please look at the parking issues we currently have it's unbearable coming home from work everyday and struggling to park for 45 minutes every day. Thankyou”

Location	Snodland - Booth Close
View	Object

“Parking in Holborough Lakes is absolutely awful as it is. Adding more double yellows and not allowing people to park is going to cause more issues. Holborough Lakes needs more park not less!”

Location	Snodland - Booth Close
View	Object

“There is no reason to have double yellow lines here as large vehicles including the refuse trucks can come down here with no problem at all. I suggest maybe removing more yellow lines around here for residents.”

Location	Snodland - Booth Close
View	Object

“Parking restrictions are strangling already. There is not enough parking as it is. The knock in affect from people and visitors not being able to park is they park in other people’s allocated spaces who then can’t get parked on arrival home. You seem to be tightening the noose on Holborough Lakes bit by bit. If you travel round various locations in snodland and the wider community you will see there are many estates that park on kerbs, park near junctions or park in long lines not allowing for pull in spaces but Holborough Lakes, where it does have more freedom to lift some double yellows sensibly, allow for more parking with the considerable amount of homes and make it more visitor friendly is constantly being squeezed tighter with more and more restrictions being added. It’s actually appalling that the enforcers park on the double yellows then issue tickets to others. Place the double yellows on junctions, lift other double yellows on the longer stretches of road and get a balance. The only people who would welcome this are those with garages and driveways. We don’t all have that luxury”

Location	Snodland - Booth Close
View	Object

“I object to the proposal IF there are no plans to remove double yellow lines from safe parking areas close to Booth Close e.g. on Poynder Drive. It is already a nightmare to park on Holborough Lakes and by just adding more restrictions without removing them where it is quite obviously safe to do so elsewhere will mean that the problem with parking will not be resolved and the concerns residents have on Booth Close will transfer somewhere else”

Location	Snodland - Booth Close
View	Object

“There is not enough parking on Holborough Lakes as it is. This makes people have to park in visitor bays and unlined roads. If more double yellows are put in place, it will make parking worse. Please do not do this.”

Location	Snodland - Booth Close
View	Object

“Dear Sir

I am writing regarding the proposed installation of double yellow lines on Booth Close, as outlined in your recent consultation.

Whilst I understand the intention behind the proposal, traffic flow has never been an issue on Booth Close. Residents’ bins are collected without any difficulties, and more recently a fire truck was able to access the houses. This contradicts an issue with traffic flow around the area as reason behind double yellow lines being implemented.

Outside 11-13 Booth House there is no current walkway, therefore parking does not impact on pedestrians. Double yellow lines will have such a significant impact on residents, who already have such limited parking, that those with mobility issues and young children will be put at risk. Parking nearby will be so congested that residents will need to walk for some distance just to access their own property. Furthermore, visitors, carers and delivery vehicles will not be able to stop safely in the area. I also have serious concerns about the impact on other roads within the area, who will no doubt be affected by this proposal when people attempt to park nearby,

To my knowledge, Booth Close has never experienced congestion or safety issues, further evidenced by the fire truck recently accessing the road. These proposed restrictions are excessive and residents feel that the measures are disproportionate to the problem they are intended to address.

I respectfully ask the council to review the decision and consider alternative options such as time limited controls or partial restrictions. If not, then a consultation with residents is absolutely necessary to understand the impact this measure will have.

I would appreciate being informed of any review or next steps in this proposal.

Location	Snodland - Booth Close
View	Unclear

“DYL needed where shown on plan (entrance to Booth Close and both sides from No.3, westwards to access alongside No's 10 & 11) to stop parking + obstruction on the corners of the close + narrow drive passageway towards car park. The other areas of parking are not an issue and prohibiting parking in the area would cause further issues for residents.”

Location	Snodland - Booth Close
View	Unclear

“There is a need to protect access at all times for cars getting to houses in the Close, and for ambulances and fire vehicles, let alone the waste collection vehicles. The area that is most in need is the immediate access from Poynders Drive, and narrow neck on the approach up to numbers 4-10. I agree with double yellow lines on these two areas. If you decide to put the yellow lines as per the plans you sent us, it will exacerbate the problem unnecessarily. It will not affect me because I have a parking place outside the house and garage.”

## Phase 15 -18 Snodland – Charles Close

Location	Snodland - Charles Close
View	Support

“The proposals are exactly what is needed to restrict parking to one side of Charles Close. Where the proposed double yellow lines are in the turnaround area they need to go to the edge of the driveway of No.24, this is to prevent vehicles parking on the path there and blocking the pathway to Birling Road. The proposals will allow safe access for emergency vehicles if needed. At present dustcarts and delivery vehicles have difficulty getting through the Close, These measures would greatly improve this as long as it is checked regularly be traffic wardens.”

Location	Snodland - Charles Close
View	Support

“Some non-residents park all week never moving in the circle at bottom . Cars park on pavement with front in the hedge blocking pavement.”

Location	Snodland - Charles Close
View	Support

“No comments supplied”

Location	Snodland - Charles Close
View	Support

“No comments supplied”

Location	Snodland - Charles Close
View	Support

“Please get the yellow lines soon. I'm fed up with having to go in the road with my mobility scooter as are parked on the path day and night. I'm (age redacted) please help”

Location	Snodland - Charles Close
View	Support

“No comments supplied”

Location	Snodland - Charles Close
View	Support

“No comments supplied”

Location	Snodland - Charles Close
View	Support

“I support the Borough Council's proposals for changes to the on-street parking arrangements for Charles Close, Snodland shown on plan DD607-18-PM Snodland - Charles Close.”

Location	Snodland - Charles Close
View	Support

“I am in support of yellow lines , ref DD606-18-PM Snodland charles close.”

Location	Snodland - Charles Close
View	Support

“No comments supplied”

Location	Snodland - Charles Close
View	Object

“We object to yellow lines. We are not objecting to residents parking only which would reduce volume of non-resident cars.”

Location	Snodland - Charles Close
View	Object

“We object to the boroughs proposal for change to the on street parking arrangements for Charles close shown on drawing DD607/18-PM We believe that having double yellow lines will affect the residents of Charles close especially from visitors of residents in Charles close. The impact may affect blocking of driveways and also impact the local roads where parking is already extremely limited. I don’t believe a small area that accommodates approx. 5 cars warrants double yellow lines and really doesn’t impacts any residents of Charles close who all have driveways. I’d rather it stay as it is and used as a first come first serve basis.”

Location	Snodland - Charles Close
View	Object

“I sometimes have no choice but to park in Charles Close as I cannot park outside my house. If this goes ahead where will I park as when I come home from work about 17.30pm, there are no spaces. I can understand the residents frustration but you need to make other places so that we can park without having to walk miles. This is not acceptable and I strongly disagree with this proposal.”

Location	Snodland - Charles Close
View	Object

“THERE WILL BE NO WHERE FOR VISTORS TO PARK OR WORKMEN,,,,AND WILL JUST MAKE THINGS WORSE IN OTHER LOCAL ROADS.WHICH IS BAD ENOUGH NOW .VECHILES WILL BE PARKED ON YELLOW LINES ..HOWEVER LEAVEING THE TURNING CIRCLE YELLOW LINE FREE WOULD PARTLY HELP RESIDENTS ..”

Location	Snodland - Charles Close
View	Object

“I first thankyou for the letter dated 23rd Jan re consultation on yellow lines.

there are a couple of issues that need to be address . This is the first time I have seen any consultation letters SO if you carried out a consultation last year. I am not surprised the returns were negative as I do not believe everyone got a copy I certainly did not.

Before any decision on any restricted parking is made, I would request a site meeting with residents to discuss formally, and not by a hit and miss postal survey.

also when Yellow lines are installed they serve little purpose unless they are policed properly. one should also consider that when Charles close was built in the 1970, parking was not so much of an issue, as residents only had one car if at all

to put yellow lines outside people houses is a disaster as most people in our close have two cars. and will park outside their house.

A parking permit system would be best served, (not that I am sure this would work ) either “

Location	Snodland - Charles Close
View	Unclear

“I agree that some steps should be taken to deter non residents parking in Charles Close. As a resident I am concerned that if double yellow lines are introduced all the way down the close and round the corner to the south it will take up parking spaces for visitors. There is adequate space for 4 parking bays to be marked out without obstructing access to number 24 Charles Close. Directly opposite my house there is a vehicle (belonging to the resident)

parked there every evening and weekend. The house next door has a vehicle (their vehicle) permanently parked outside. That takes up two spaces. Today, for example there are 12 cars parked in the road not accounting for any parked right down the end "bubble". That means there are no spaces even now for visitors or tradesmen to park so double yellow lines will not deter non residents but just make parking difficult for our visitors if non residents claim a space first."

## Phase 15-21&22 Tonbridge – Douglas Road

Location	Tonbridge - Douglas Road
View	Support

"I am writing in support of the council's proposal for double yellow line to be applied per DD607-21&22-PM Tonbridge Douglas road parking plan."

Location	Tonbridge - Douglas Road
View	Support

"I support the Borough Council's proposals for changes to the on-street parking arrangements for Douglas Road, Tonbridge shown on the plan DD607-21&22-PM Tonbridge - Douglas Road. I live almost directly opposite this stretch of the road. Several of us have had cars on our side of the road damaged by passing vehicles. We believe this is due to large vehicles being parked on the stretch indicated on your proposals (outside number 94). Parking in this spot narrows the road significantly, with vehicles on both sides. Parking here also seems to make it difficult for drivers approaching from the west to judge the road width as it narrows outside number 73. There is adequate parking on Douglas Road, and I would be very happy to park a few yards away from my house to ensure this stretch of road is safe. Many thanks for looking at this issue and trying to take action."

Location	Tonbridge - Douglas Road
View	Support

"No comments supplied"

## Phase 15-24 Tonbridge - West Rise & College Avenue

Location	Tonbridge - College Ave & West Rise
View	Support

"I support the proposals as vehicles park all around the bends / corners making it impossible to clearly see any traffic coming from the left hand side when exiting West Rise. Vehicles also park on the pavements which is a hazard to pedestrians."

Location	Tonbridge - College Ave & West Rise
View	Support

"I 100% agree with the proposal to add double yellow lines to the junction of these roads. I believe it is an accident waiting to happen. There is a white van parked the majority of the time on the left-hand side near the junction as you exit West Rise, half on the pavement half on the road, which means that you cannot walk on the pavement/have to drive on the wrong side of the road to exit the road into College Avenue. (In the past there was another white van that parked on the other side of the road at the same point, which made it almost impossible to enter/exit West Rise). For emergency vehicles and the rubbish collection, I am unsure how they can get up the road some days. When there are cars parked near the junction on College Avenue as well, it is even worse. Sometimes cars come in both directions on College Ave and if they try to turn left into West Rise, no-one can go anywhere because the entrance into West Rise is then blocked with a car trying to exit/turn right (but has no other option but to exit the road from the wrong side of the road) and with cars also parked on the road as you turn left out of West Rise, there is no-where to go. The downside of this proposal could be that the issue on the corners of the road could be moved further up the road, but from a safety perspective cars should never be parked so close to a junction (I thought that was in the Highway Code?) I am guessing that the people voting against this proposal are either those people who park their cars on the junction to be close to their property, or people who don't live close enough to the junction to suffer with these issues?"

Location	Tonbridge - College Ave & West Rise
View	Support

"We are in support of the Borough Councils proposals for changes to the on-street parking arrangements for College Avenue & West Rose, Tonbridge. Those shown on plan DD607-24-PM Tonbridge - College Ave & West Rise. The current situation with on-street parking is dangerous and forces cars to be on the wrong side of the road whilst going around a blind bend. Increasing restrictions in the areas suggested will make the road safer and shouldn't impact residents too much as most houses have off street parking."

Location	Tonbridge - College Avenue and West Rise
View	Support

"In my view, this proposal is entirely logical and sensible. I very much hope it will proceed. Thank you."

Location	Tonbridge - College Avenue and West Rise
View	Support

"No comments supplied"

Location	Tonbridge - College Avenue and West Rise
View	Support

"Cars parking on the corners of West Rise and College Avenue obstruct visibility at the junction making turning more dangerous than necessary."

Location	Tonbridge - College Avenue and West Rise
View	Support

"Cars are regularly parked in a dangerous manner on this corner. I have had many near misses and seen numerous others due to lack of visibility. My concern is that the corner of The Spinney will go the same way. This should also have restrictions in my view. A lot of school sixth formers park very badly and dangerously in College Avenue."

Location	Tonbridge - College Ave & West Rise
View	Object

"This plan excludes the exact mirror problem around The Spinney and access. It will divert parking to The Spinney and cause the same problem, which does already exist. We prefer a Residents Parking Scheme to blanket yellow lines. I need to park outside my home as I am (age redacted). On occasions - medical visits too!"

Location	Tonbridge - College Ave & West Rise
View	Object

"The addition of these proposed yellow lines will force cars to park further up West Rise causing issues for residents. We already have been impacted by the new restrictions on College Avenue, resulting in people having to park further into the estate. Rather than the proposed layout of the yellow lines the same logic could be achieved by just having double yellow on one side of the junction."

Location	Tonbridge - College Avenue and West Rise
View	Object

"It does not solve the parking problem at the end of The Spinney and could make that road more prone to parking on the corner of that road as it is a mirror to West Rise - which you have attempted to solve. That is my sole objection - should it be extended to include the entrance to The Spinney too?"

Location	Tonbridge - College Avenue and West Rise
View	Object

"I am writing to formally object to the proposed introduction of double yellow lines on College Avenue and West Rise. DD607-24-PM

I have lived on this estate for over three years and strongly believe that this proposal will create more problems than it solves, not only on these roads but across the wider estate as a whole.

One of the reasons cited for the proposal is that refuse and service vehicles are unable to access the roads. This claim is simply not accurate. During my time living here, bin collections have always taken place without issue, and refuse vehicles have consistently been able to access the roads, even with cars parked as they currently are. This has been the case consistently over several years.

The real issue on College Avenue and West Rise is not parked cars, but the speed at which some vehicles travel through the estate. Removing parking will not slow traffic; if anything, it risks encouraging higher speeds by creating longer, clearer stretches of road. If safety is the concern, traffic calming measures or speed enforcement would be far more appropriate and effective solution.

Parking pressure on the estate is already exacerbated by school-related parking. Parents and students parking for nearby schools regularly use roads across the estate, which significantly increases congestion at peak times. Introducing double yellow lines on these

roads will not remove this demand; it will simply push vehicles further into surrounding streets, worsening the problem elsewhere.

This situation is set to become far more severe given the ongoing and proposed developments in the area. Over 100 new houses are currently being built near Haysden, with proposals for a further 400 homes nearby. These developments are located in an area that already includes a college and three schools. With no corresponding increase in parking infrastructure, it is difficult to understand where residents, visitors, school-related traffic, or service providers are realistically expected to park.

The impact on existing residents has not been adequately considered. Many households have more than one vehicle, which is entirely normal. Removing on-street parking will leave residents with no viable alternatives. The same applies to visitors, tradespeople, and carers. In particular, carers supporting elderly or vulnerable residents require reasonable access and parking nearby, which this proposal would make significantly more difficult.

Rather than addressing the root causes of congestion and safety concerns, the introduction of double yellow lines will simply displace parking and increase frustration across the estate. This feels like a short-sighted measure that does not reflect the lived experience of residents or the growing pressures being placed on the local area.

For the reasons outlined above, I strongly object to the proposed double yellow lines on College Avenue and West Rise and urge the council to reconsider this proposal, taking into account current conditions, future development, and the real needs of residents.”

Location	Tonbridge - College Avenue and West Rise
View	Object

“It is clear to me that by putting in place these new double yellow lines, the problem will simply move to the next road over - The Spinney. The Spinney is not a wide road, and I have previously had difficulty getting on and off my driveway when cars have parked opposite my driveway, close to the junction with College Avenue.

If these new restrictions are put in place, then they must be applied to both West Rise and the neighbouring roads otherwise the council is simply alleviating a problem on one road by causing a problem on another.”

## Phase 15-27 Walderslade – Robin Hood Lane

Location	Walderslade - Robin Hood Lane
View	Support

“Good Morning TMBC, I hope you're well.

Me and my wife are fully in favour of these parking restrictions. We would like to see double yellows in the turning circle by the curly bridge at the end of Lowe Robin Hood Lane. Me & my wife have had numerous issue's with nuisance parking, people park face on facing the bridge not up against the kerbs and on maybe id say 9 or 10 occasions of our three years being here we have been blocked in our own driveway by nuisance parking. We had an occasion a couple of years ago where my wife has an urgent baby scan and we couldn't get off our drive, we had to smash the vehicle window and release the vehicles handbrake which as you can imagine is quite dangerous as its on a down hill but we managed to control the vehicle safely. We had another incident where, because we cant always access our drive easily we have to drive the whole vehicle up onto the public footpath beneath the bridge to reverse onto our drive and one incident saw my wife knock a child of his bike. Luckily he was fine but we simply should not have these problems in the first place. In our eyes its absolutely imperative these lines go down within the turning circle its caused us a lot of stress over the recent few years with nuisance parking. The problem i think we will find is there are a lot of business that operate on Lower Robin Hood Lane (that perhaps shouldn't be operating from a residential property) and they have a lot of customers that come and park along the road.

Thank you for taking the time to read, have a great day.”

Location	Walderslade - Robin Hood Lane
View	Support

“Too much nuisance parking at the turning circle at the end of Lower Robin Hood Lane blocking driveways”

Location	Walderslade - Robin Hood Lane
View	Support

“No comments supplied”

Location	Walderslade - Robin Hood Lane
View	Support

“I pass the cul-de-sac T junction daily. Cars are often parked on both sides of the road. There appears to be some sort of car business located close to the cul-de-sac. There is no visibility of cars coming through there from either side. The 9 against presumably concerns mainly those concerned with the business. In addition, if the volume of cars relates to the business the problem may continue on Saturdays and Sundays.”

Location	Walderslade - Robin Hood Lane
View	Support

“When you state 12pm do you mean midday or do you mean midnight?”

Location	Walderslade - Robin Hood Lane
View	Support

“We have recently received correspondence from yourselves inviting comment to the above proposed double and single yellow lines. We reside at REDACTED Robin Hood lane and would firstly like to say that we are very much in favour of the yellow lines, however there are some points that we raised at our first point of deliberation that have been addressed and some that clearly have not. The first point that gives us great concern is the fact that we

understand from our neighbour at 139 after speaking directly to your office that the above said proposals in which you have invited for comment have in fact been decided upon and if this is the case your letter dated 23rd January 2026 becomes redundant for consultation. Requesting comments as the letter stated would interpret that yourselves were genuinely open to consultation, which if our neighbour is correct in the fact that yourselves confirmed that the proposals are already fixed and can not be changed then the letter should have been procedural and not been open to comment. This brings us to the second point which has a direct bearing on why we are so concerned. We understand on the location map and confirmed by our neighbour at 139 that the council does not recognise the access road which starts outside our property (137) up to 149 as a road. Please could you give clarification as to how at your office defines a road. We were on the understanding that a road is that in which it is used for vehicle and pedestrian use that links access to locations. The reason this is relevant is that there has been no provisions made for this access road on the map which in turn will cause a problem for us as we have already experienced drivers that commute park directly on the pathway and the green verge and even blocked driveways before, hence when you state no waiting between 11am-12pm at the top of the road, which I might add is also an access road you are effectively going to encourage those drivers to simply move down to outside our properties. Thirdly, we feel that the no waiting times of 11am-12pm equating to one hour is not sufficient not only because we have witnessed commuters that are using the access road clearly being picked up and dropped off at different times of the day we also have witnessed a resident that is using his address as a car sales is also using that access point and the road to park his overflow of vehicles, this time restriction we feel would not deter or eradicate the problem. We appreciate you taking time to consider our comments and look forward to a response as a direct response to our email and would appreciate it not being a generic response.”

Location	Walderslade - Robin Hood Lane
View	Support

“No comments supplied”

Location	Walderslade - Robin Hood Lane
View	Support

“I am in support of the proposals for changes to the on-street parking arrangements on Robin Hood Lane, Walderslade Chatham. Especially with limiting the single yellow lines to Mon-Fri. You could even restrict it for 2 hours instead of one on those days.”

Location	Walderslade - Robin Hood Lane
View	Support

“Thank you for the recent correspondence in respect of the above. Just to confirm that we support the revised proposals and think a no waiting solution is more favourable than having double yellow lines. This should deter commuter parking but without permanent restrictions that seem somewhat overbearing.”

Location	Walderslade - Robin Hood Lane
View	Support

“With reference to your letter dated 26th January regarding the proposal for the on-street parking arrangements for Robin Hood Lane and the cul-de-sac (DD607-27-PM Walderslade – Robin Hood Lane) I support the plans in principal although remain concerned that any parking restriction proposed may push the parking of ad-hoc vehicles into the side roads i.e. Mercer Court. If this proves to be the case a further extension of the double yellow lines would be required both in Robin Hood Lane where the cul-de-sac element is.”

Location	Walderslade - Robin Hood Lane
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View	Support
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“We are in support of full-time NO WAITING AT ANY TIME restrictions on Robin Hood Lane. It is a complete waste of time and money to limit the restriction to 11am-12pm. Firstly, all properties on Robin Hood Lane have sufficient off-road parking to alleviate the need for on-road parking. Secondly, the road has a deceptive bend to it, making any obstruction a hazard. The bend and the speed of cars using the road, don't allow the motorist the confidence to safely overtake any parked vehicle on the road. We have had several near misses trying to indicate the turn into our driveway when a vehicle is parked directly opposite. The oncoming vehicle thinks we are indicating to overtake the parked vehicle and then gets annoyed when we turn into our drive. Thirdly, someone around 164 Robin Hood Lane is running a car valeting business and frequently parks several cars on the road which makes overtaking on that bend another extremely dangerous manoeuvre. Fourthly, although brief, during school drop-off times, the Fostington Way end of Robin Hood Lane gets congested with parents parking, causing hazardous obstruction on an already busy junction. We know that residents have complained for many years about the speed of vehicles using Robin Hood Lane, with no effect. The speed and the deceptive bend are issues that need to be addressed. Full-time restrictions are needed to avoid the risk of an accident on this busy road.”

Location	Walderslade - Robin Hood Lane
View	Support

“Whilst I agree in principle ,the restrictions do not go far enough to cover road safety issues. The restriction should be as follows. Waiting should be from 0700 to 0900 to cover the main flow of early morning traffic, The main junction to RHL should be no waiting at any time, this is a dangerous bend.”

Location	Walderslade - Robin Hood Lane
View	Support

“I write to indicate that whilst I fully support parking restrictions and urge that action is taken quickly before a serious accident occurs, I am, as no doubt other residents are, puzzled and would like to understand why the previously proposed and very sensible restrictions have now been diluted despite being supported by 75% of those who responded. It is important to understand that the problem of on-street parking is most acutely felt on the bends of Robin Hood Lane particularly at that end of the Lane where the road meets the cul-de-sac and Fostington Way. Here, parking occurs both day and night on both sides of this relatively blind bend and constantly in the bus stop adjacent to the cul-de sac on both weekdays and at weekends. This has created a serious hazard to those using the Lane as well as to those entering and exiting properties on the Lane. This is not a recent phenomenon and historically relates to the road being used as ‘day parking’ by those who are then collected and dropped back at the end of the day. However more recently the problem has been compounded by a high volume of cars which are parked for long periods at the ‘top end’. The result of this parking is that vehicles negotiating the road from either direction have to move to the centre of the road before being able to see oncoming traffic. It is also means vehicles trying to enter and exit properties on the lane are denied safe passage due to poor visibility created by the parked cars. Being unable to have a clear view in order to do so safely creates a significant hazard to both residents and other Lane users. As vehicles are also usually parked half on the pavement this also constitutes a hazard for pedestrians. In relation to the bus stop at the cul-de-sac end of the lane, I note The Highway Code at section 243 states ‘DO NOT stop or park at or near a bus stop ‘, however there is seldom a time of day or night that this is not full of parked cars which again park partly on the pavement to maximise the space. The same section of The Highway Code also states “ DO NOT stop or park on a bend “ and “ DO NOT stop or park opposite or within 10 metres of a

junction “. Capitalisations are as the relative parts appear in The Highway Code. I therefore do not believe the current proposals as amended fully address all the issues and if not reflected upon further will allow a serious hazard to continue which is likely to contribute to or indeed be the primary cause of an accident involving serious injury or worse. ”

Location	Walderslade - Robin Hood Lane
View	Support

“I, a resident of REDACTED Robin Hood Lane, ME5 9 NL, am in favour of your recommendations.”

Location	Walderslade - Robin Hood Lane
View	Support

“In response to the letter regarding the above action for double yellow lines. As a household we have been wanting this to be actioned for so long. People drove way too fast around this road, using it as a cut through when traffic is bad. People parking on blind bends etc I'm surprised there have not been more accidents. We are in full support of the lines. We do not think that any extra time restrictions do would be put in place though. ”

Location	Walderslade - Robin Hood Lane
View	Support

“I fully support the Borough Council’s proposals for the changes to the on-street parking arrangements for the Robin Hood Lane and cul-de-sac, Walderslade, Chatham, as shown on plan DD607-27-PM Specifically, the inclusion of time-restricted (or residents-only) parking in the cul-de-sac itself. Any solution to limit the dangerous and obstructive parking which occurs on both sides of the road, impacting all residents of the cul-de-sac, would be very much appreciated. I’m sure you will also receive responses of approval from the only other two residential properties further down the cul-de-sac from us; as they have spoken to this about me already and they all wish for this matter to be resolved.”

Location	Walderslade - Robin Hood Lane
View	Support

“We agree with the no waiting at any time on the bend from 186 and red line for the remainder of the road. The no waiting at any time at the end of the cul-de-sac will shift the commuter parking to other positions in the cul-de-sac. This already causes problem for access with cars, due to double parking on either side of the road. Almost impossible for waste collection or deliveries. As all residents have drives a red line in the area to stop the commuter parking would be a better option.”

Location	Walderslade - Robin Hood Lane
View	Support

“No comments supplied”

Location	Walderslade - Robin Hood Lane
View	Object

“I object to the Borough Council’s proposals for changes to the on-street parking arrangements for Robin Hood Lane (and cul-de-sac), Walderslade, Chatham shown on plan DD607-27-PM Walderslade - Robin Hood Lane. It will still allow parking near the cul-de-sac outside houses 171, 171a, 202 etc. This will make the road difficult to get down due to parking on both sides of the road. Where I live I will need to first go up a shared driveway before turning right into Robin Hood Lane by number 171a. If there are cars parked both sides then it will make it difficult to swing out into the road. It will also cause issues for when the refuse collection takes place as well as other large vehicles trying to get through. My

proposal would be to still have the DYL at the end of the cul-de-sac but make the rest of that cul-de-sac no waiting 11am-12pm one side and no waiting 12pm-1pm the other side.”

Location	Walderslade - Robin Hood Lane
View	Object

“I would like to formally object to this proposal. My family regularly parks on the road outside our home, as our driveway is not large enough to accommodate all of our vehicles. The introduction of yellow lines would prevent us from parking outside our own property and could result in us receiving parking tickets for doing so, which feels unreasonable. Parking on our road has not caused any traffic congestion, obstruction, or safety concerns to date. It is not a main road and traffic flow is generally light. Vehicles are able to pass safely, and there have been no ongoing issues to justify such restrictions. If the concern relates to vehicle speed or general safety, we would be open to discussing alternative measures such as traffic calming solutions (for example, speed cushions or signage), which may address any concerns without removing residents’ ability to park. We respectfully ask that the council reconsider the proposal to install yellow lines and instead engage with residents to explore more balanced solutions.”

Location	Walderslade - Robin Hood Lane
View	Object

“I do not believe these measures on their own will improve road safety, in fact, it may inadvertently make the situation worse.

The primary issue for the road (with the exception of the cut-de-sac sections) is the speed of vehicles travelling up and down it, particularly at peak times in the morning and evening. The road needs speed reduction measures rather than or alongside any parking restrictions.

I am aware that residents have raised the issue of speeding vehicles with the council in the past, but it has continued to be a safety issue to this day. My children are unable to cross the road safely for school without adult supervision and it is also difficult to get our vehicles off our driveway in the morning and evening, due to the speed with which vehicles approach the bend.

My concern is that by making the road clear of parking it may actually enable vehicles to travel even faster, due to the route becoming a clear “rat run”. At the end of the day this is a residential road, and as such, residents should be able to cross it and join onto it safely, without the worry of speeding vehicles.

I do appreciate there are issues with obstructive parking in the cul-de-sac sections and with cars parked outside the property operating a car-related business near the junction. However, I cannot support the proposal in its current form as it does not also address the safety issues for the rest of the road.”

Location	Walderslade - Robin Hood Lane
View	Object

“Objection to the Borough Councils proposals for changes to the on-street parking arrangements for Robin Hood Lane (and cul-de-sac) Walderslade, Chatham shown on plan DD607-27-PM Walderslade - Robin Hood Lane

Referring to your letter dated 23rd January 2026 regarding new double yellow lines and single yellow lines to prevent obstructive parking Robin Hood Lane (and cul-de-sac), Walderslade Ward We wish to comment on the Borough Council's proposals as follows:-

We have lived here in Robin Hood Lane since 1984, over 40 years, and at that time only cars used to park in the cul-de-sac causing minimum issues. Now much larger vehicles park

causing disruption and safety issues. We have large delivery and commercial vans left parked overnight and sometimes for days at a time. The bigger the vehicle the more difficult it is for us at REDACTED and our neighbours to get in and out of our driveways.. These large vehicles always need to use our driveway at REDACTED to reverse to be able to leave the cul-de-sac These vehicles and other large vehicles reverse constantly breaking up the end of the drive and the footpath is subsiding...There is a manhole cover at the end of our drive that belongs to Open Reach and they have had to repair the broken concrete edge due to constant large vehicles reversing, This is a hazard to pedestrians and an accident waiting to happen.

Parking restrictions of a single yellow line with just one hour no parking between 11am and 12 noon will have little effect on commuter parking, the care home users or others who leave their vehicles for most of the day and travel to work in another vehicle. The drivers are likely to adjust their hours to avoid a parking ticket. The group home staff will take a lunch break between 11am and 12 noon and return to park. Our understanding was that the group home were going to increase their parking spaces on their property so what has happened to this idea? Parking restrictions should be from 7am to at least 4pm We are on the edge of the Tonbridge & Malling Borough so we cannot see traffic wardens patrolling the area very often or if at all so we guess it would be left to us residents to police the parking area themselves! Double yellow lines would prevent not only the parking of large vehicles causing disruption but help safety issues and protect young children who use the cul-de-sac to walk to and from school.

There is still the issue of access to our houses 136, 138 and 144 by the emergency services and the likely event that they will not be able to help the residents in need, This has not been addressed by you at all. We at REDACTED are now in our 80's so this is much more of a concern to us. Delivery by large vehicles has proved difficult and recently at REDACTED we needed a skip to be delivered and due to other vehicles parked the driver of the skip lorry had to manoeuvre the skip manually to get it correctly on our drive. Vehicles do at present park both sides of the cul-de-sac with vehicles parking up on the pavement to presumably, as they think, allow us residents to pass in between the parked vehicles to get into and out of our driveways... If you are lucky there may be a spare inch each side of our vehicles for us to move in and out. Sometimes we need to back into our driveways but this is impossible as there is no manoeuvrability space to do this due to parked cars.

We think that your plan to provide a single yellow line with parking restrictions only between 11am and 12noon should be looked at again.”

Location	Walderslade - Robin Hood Lane
View	Object

“Thank you for your update of the proposed parking restrictions.

My first point on this, is your map ,which is incorrect .

There is a road (cul de sac )starting at 135 and ending at 129 robin hood lane. please check google maps ,it will show you and you have done some pot hole repairs on it last year.

This is shown as a dotted line and not a road on your map.

It is a road and needs to be viewed as such, for your survey to be correct and subsequently your proposals.

please see attached to assist you in this matter.

You mention the cu de sac from 144 to 138 but not our one ,even though i wrote to you on the 23rd of feb , 4<sup>th</sup> and 6th of march ,voicing my concerns about our little bit of road.

So i was very disappointed that you have not even mentioned it in your letter of the 18<sup>th</sup> feb .

For it not to be mentioned or even included is very frustrating and worrying and needs to be rectified as soon as possible to take in my and my neighbours concerns, who i have spoken to.

As stated in my earlier emails, this will be a dumping ground for all ,dog walkers cars ,vans ,commuters and the repairs that go on to cars across the road which line the street.

Also the no waiting time of 11am to 12 pm mon-fri , will not stop these cars being parked overnight.

I would appreciate a direct reply back please ,so i know its been received and looked into.”

**And**

“Thank you for taking my call today ,it was good to understand the workings of these proposals ,along with the information you imparted on where to get other information pertaining to this matter and who to contact to voice my concerns.

As i stated in my previous email of the 27<sup>th</sup> of feb ,regarding the map you supplied ,which shows a path rather than a road for the cul de sac from 137- 129; looking at the kcc web site ,it clearly shows it as a road. image attached.

It also shows its status, as maintainable at public expense ,as is the rest of robin hood lane .

So as i said previously ,the proposals are based on information which i believe to be incorrect and would ask that with this information is passed on to the members ,so they can make an informed decision.”

Location	Walderslade - Robin Hood Lane
View	Object

“I feel it necessary to reiterate the points made in my email to you dated 19<sup>th</sup> January 2026 and my initial response dated 27<sup>th</sup> February 2025, concerning the above referenced changes to the parking restrictions proposed for Robin Hood Lane and the cul-de-sac serving Nos 136, 138 and 144.

I believe it necessary to restate the points because I do not believe anyone in your department has the wit or wisdom to link the two previous responses under the amended consultation dates.

First let me say that I welcome the proposal to introduce parking restrictions along Robin Hood Lane. However as stated in my initial response of February 2025 the proposals in relation to the cul-de sac serving Nos 136,138 and 144, do not go far enough. My key reasons are:

1. the lack of turning space at the head of our cul-de-sac, means that residents often cannot access their own driveways, indeed one of my neighbours cannot get his own vehicle out of his driveway if someone is parked on the opposite side of the road.
2. This lack of turning space means that emergency services (fire & ambulance) do not have permanent ease of access and cannot negotiate a turn at the head of the cul-

de-sac – these points should address the “traffic flow” considerations that you require. Although in a cul-de-sac traffic flow is a somewhat arbitrary concept.

3. You mention in your letter that “there was discussion from residents that parts of the restrictions should only apply Monday to Friday, 11 am – Noon.” I can say with absolute certainty that none of the residents in Nos 136, 138 or 144 would have made this point, and they are the only ones directly affected by such a ill considered and downright stupid suggestion. I strongly suspect that such views, **if they were really said at all**, might have come from the care home (once operated by MCCCH now Choice?) who evidently want to retain use of the cul-de-sac for parking. Or perhaps it was the occupiers of the property further along Robin Hood Lane (No 154?) who appear to be operating a vehicles servicing business on their front drive and across the pavement (even on the Google maps satellite view there are 7 cars visible).
4. Only a shortsighted fool would think that a one hour restriction in the middle of the working day will have any effect whatsoever. For example, the commuter parking community will simply ignore the restrictions since they park and leave their vehicles around 07:00 hrs and do not return until late afternoon or evening, any fines imposed (equally unlikely to happen) will also be ignored or perhaps even willingly paid by commercial firms who do not want to pay two lots of London congestion and regular alternative parking charges.
5. The care home users will if forced to do so take an early lunch break and remove their vehicles between 11 am and noon after which they too will return.
6. The parking restrictions should apply at a **minimum throughout the working day**.
7. As currently put forward parking outside of the one hour restricted period will be permitted on both sides of the cul-de-sac (hopefully away from the 3 short areas of lowered kerbs). Again this legitimizes the inconvenience to residents and reinforces the total lack of consideration or interest that the Council has in its tax paying residents, as opposed to itinerant workers using the cul-de-sac for day parking.
8. The answer as noted above is to impose “No parking at any time” on the side of the cul-de-sac where the houses are situated and for at least one car length at the head of the cul-de-sac for turning purposes, and “No parking between 06:00 hrs and 18:00 hrs on Monday-Friday”, along the remainder of the cul-de-sac. (See the plan/map that I supplied with my original response.)

As with my previous correspondence, I assume that I will either receive no direct response at all (most likely) or an anodyne letter telling me that the planners have already made a decision. On current form that letter will be dated 2023 and will arrive six months after the lines, if any, have been painted.

In my previous message I anticipated a potential disingenuous reply generated by an AI system. It would appear that AI was used to really good effect with your first letter which with the multiple date errors read like a translation of Chinese instructions.

I can't wait for the next instalment of this saga of inept reasoning. Unfortunately, at each step it is your “customers” or the tax paying residents of the borough who have to do the critical thinking for you. As I said before, I am 75 years of age so please get a move on or I might miss it.”

**And**

"I have tried to contact your department by telephone to seek clarity and complain about a letter received earlier this week and was told that all communication must be via email, hence this message.

First concerning the letter received – as I say received on **6<sup>th</sup> or 7<sup>th</sup> January 2026** – the letter itself is dated **18<sup>th</sup> February 2024**. Has this letter really taken 13 months to arrive?

The letter states that the Council carried out a period of informal consultation between 18<sup>th</sup> February 2025 and 16<sup>th</sup> March 2025. However the statutory consultation period had expired on 16<sup>th</sup> March 2024, the closing date for responses, just one month after beginning. Based on these dates one is forced to the conclusion that there was little intention to pay heed to responses to the informal consultation after the statutory period had expired. For your information I responded by email to the proposal on 27<sup>th</sup> February 2025, among other things pointing out the lack of turning space at the head of our cul-de-sac, leading to No 136.

Enclosed with the recently received letter from you was a plan showing amended proposals which superficially appear to take into account the wishes of the residents of the cul-de-sac but on closer inspection clearly only take account of one – the care home (once operated by MCCH now Choice?) who evidently want to retain use of the cul-de-sac for parking. Or perhaps it was the occupiers of the property further along Robin Hood Lane (No 154?) who appear to be operating a vehicles servicing business on their front drive and across the pavement (even on the Google maps satellite view there are 7 cars visible).

The amended proposal intends to impose parking restrictions for a period of JUST ONE HOUR BETWEEN 11:00 a.m. AND 12:00 (NOON). This is patently absurd and will have absolutely no effect either on commuter parking or the care home users. The former will simply ignore the restrictions since they park and leave their vehicles around 07:00 hrs and do not return until late afternoon or evening, any fines imposed (equally unlikely) will also be ignored or perhaps even willingly paid by commercial firms who do not want to pay two lots of London congestion and regular alternative parking charges. The care home users will if forced to do so take an early lunch break and remove their vehicles between 11 am and noon after which they too will return. THE PROPOSALS AS AMENDED ARE MEANINGLESS AND WILL HAVE NO BENEFICIAL EFFECT ON THE DOMESTIC RESIDENTS WHATSOEVER. The parking restrictions should apply at a minimum throughout the working day. It is pretty obvious that the time spent by the Council members deliberating this was wasted as no real thinking has gone into their apparent decisions.

I would echo the point I made in my email of 27<sup>th</sup> February 2025, that effectively residents at 136, 138 and 144 Robin Hood Lane will have to limit calls for emergency services (ambulance, fire service etc) to the one hour between 11:00 am and Noon because access and turning of large vehicles will virtually be impossible. Presently it is hit or miss as to whether large vehicles can access these three properties.

I am sending this email because it is the only means of communicating with your department. I must assume that this is because nobody there has the courage or wit to defend the indefensible over the telephone. As I consider that my Council Tax payments avail me of minimal service anyway, I must also assume that I will either receive no response at all (most likely) or a disingenuous one generated by an AI system. Either way my complaint will fall on deaf ears who will simply wait for me to run out of steam or pass away. The good news for you is that at 75 years of age you probably won't have too long to wait."

Location	Walderslade - Robin Hood Lane
View	Object

"I write directly to you about the above proposals as i am not sure if you are aware of my concerns .

i have emailed parking on four separate occasions highlighting these matters but on your proposals it doesn't mention the cul de sac i live in ,which is from 137 -127 robin hood lane.

The reason ,i believe, is due to the map that is being worked from ,which shows a path rather than a road (cul de sac) ,is incorrect.

I have attached some images so that you can check ,what i am saying.

The first image is from the kcc website ,showing the status of the road and then google maps and then what was sent out to the residents.

If the proposals are not amended to incorporate the cul de sac , then it will become a dumping ground for the many cars that are being repaired form the house across the road, which line the main road at all times ,day and night, the dog walkers and work vans.

I would be most grateful if you could confirm that my concerns are being considered before proposals are agreed."

Location	Walderslade - Robin Hood Lane
View	Unclear

"How will compliance with the 11.00-Noon restrictions be monitored? Will there be regular visits by parking officers? Do you expect that the level of payments received from penalties will be sufficient to cover your operating costs, or, when you realise that you are losing money, will monitoring just cease, resulting in the whole exercise being a total waste of time? There will be difficulties with all the traffic associated with the care home at No 146 Robin Hood Lane. Further restrictions around No 152 where there seems to be a business buying/selling used cars and carrying out servicing all over the payments. They even seem to have some stock parked in the lay-by near No148. It is accepted that a solution to the existing problems in required, but I have serious doubts as to whether your currently proposed solution will produce the required result. Further thought would be a good idea."

Location	Walderslade - Robin Hood Lane
View	Unclear

"We are a Residential care home, there are 5 gentlemen that are supported within this service who have mobility concerns and learning disabilities. There are currently 2 x cars however, we are looking to gain another 2 cars. We have a large staff team, which could potentially means a further 10 cars that will need to be parked closely to the service. Could there be some considerations taken regarding disability parking spaces outside to the property. We understand that there may be attached costings for this."

Location	Walderslade - Robin Hood Lane
View	Unclear

"Whilst I generally support the revised proposals I notice that there is heavy parking between numbers 156-146 Robin Hood Lane which appears to be for a vehicle repair business or similar. I'm not sure the 11-12 restriction will address this."

Location	Walderslade - Robin Hood Lane
View	Unclear

"Double side of road is frequently difficult to navigate from 206 down to 198 Robin Hood Lane (Lower) pr opposite properties. Maybe one side of road yellow line "No waiting at any

time” (Plan provided, asking that parking be restricted at the eastern end of the eastern cul-de-sac, and further restrictions be considered for the western cul-de-sac.

## Phase 15-29 Wouldham – Worrall Drive

Location	Wouldham - Worrall Drive
View	Support

"The section of KCL between Village Road and Barge Walk is a hazard now. I believe the propose yellow lines should be extended further to cover the "kink" in the road here."

Location	Wouldham - Worrall Drive
View	Support

"We 100% support the parking restrictions. We would like to know if there are plans to extend it to side roads (which we'd support) as pavements are blocked and junctions are dangerous. We'd also like contact details to report illegal / dangerous parking once the restrictions are in place."

Location	Wouldham - Worrall Drive
View	Support

"No comments supplied"

Location	Wouldham - Worrall Drive
View	Support

"No comments supplied"

Location	Wouldham - Worrall Drive
View	Support

"No comments supplied"

Location	Wouldham - Worrall Drive
View	Support

"I support the yellow lines but believe if only one side of the road cars will just move to the opposite side so the yellow lines need to be both sides of the road."

Location	Wouldham - Worrall Drive
View	Support

"No comments supplied"

Location	Wouldham - Worrall Drive
View	Support

"No objections."

Location	Wouldham - Worrall Drive
View	Support

"I support the proposed changes to the parking arrangements. If anything, they don't go far enough. In my opinion, the double yellow lines should be extended East along Worrall Drive from the junction of Trevithick Drive, on the North side, all the way to the 90 degree bend to the East, to prevent pavement parking blocking the line of sight turning into Trevithick Drive if heading East. The double yellow lines should also be extended on the North side of Keepers Cottage Lane. All the way from Barge Walk to the junction of Village Road. The cars parking here block the view of oncoming traffic and almost weekly I've nearly had a head on collision here. The problem is particularly bad when the sun is low and in the West, as cars travelling West cannot see cars heading East, who are forced onto the wrong side of the road by parked cars on the left/North side of the road. There have been multiple posts on social media re this parking."

Location	Wouldham - Worrall Drive
View	Support

"We support the Borough Council's proposal for changes to the on street parking arrangements for Worrall Drive & Keepers Cottage Lane area, Wouldham, Rochester shown on plan DD607-29-PM Wouldham - Peters Village"

Location	Wouldham - Worrall Drive
View	Support

"I am in support of the proposals but I would also like to add that the yellow lines from the entrance to Keepers Cottage Lane from Village Road and yellow lines around entrance to Barge Walk need to be continuous, no gap. This is a blind corner when vehicles are parked on one side, it is extremely dangerous. It will continue to be dangerous if you leave a gap between proposed yellow lines."

Location	Wouldham - Worrall Drive
View	Support

"I write to completely support the Borough Council's proposal for changes to the on-street parking arrangements for Worrall Drive and Keepers Cottage Lane area. The parking is so dangerous and causes a lot of traffic issues, many of which are dangerous."

Location	Wouldham - Worrall Drive
View	Support

"I am in Support of the Borough Council's proposals for changes to the on-street parking arrangements for Worrall Drive & Keepers Cottage Lane area, Wouldham, Rochester shown on plan DD607-29-PM Wouldham- Peters Village"

Location	Wouldham - Worrall Drive
View	Support

"In response to your letter on the proposed parking restrictions in the above area I would like to inform you that I wholeheartedly support the idea of these parking restrictions. The parking in this area is extremely dangerous and very soon somebody is going to get seriously injured. People park right on the pavements meaning that as a pedestrian you have to walk out in the road. They park on corners and bends so you cannot see oncoming traffic. However, what concerns me is how you are going to enforce this restrictions. Do your plans include having regular enforcements officers here to oversee the situation and issue parking tickets etc, because if not then its a complete waste of time and will be even more frustrating as it will look like another box ticking exercise. rather than a serious issue that needs to be resolved. Could you please reply to this email informing me of what the plans are for enforcement. I look forward to hearing from you shortly and being assured that there is more to TMBC than just emptying our rubbish for the amount of Council Tax we pay."

Location	Wouldham - Worrall Drive
View	Support

"I support the borough councils proposal for changes to on street parking arrangements for Wirral drive and keepers cottage lane."

Location	Wouldham - Worrall Drive
View	Support

"I am in support of the Borough Council's proposals for changes to the on street parking arrangements for Worrall Drive & Keepers Cottage Lane area."

Location	Wouldham - Worrall Drive
View	Support

"Please accept this email as confirmation that I support the Borough councils proposals for changes for Worrall Drive & Keepers Cottage Lane area Wouldham"

Location	Wouldham - Worrall Drive
View	Support

"Confirming I don't have any objection to the current plans for proposed yellow lines."

Location	Wouldham - Worrall Drive
View	Support

"I support the borough councils' proposals for changes to the on-street parking arrangements for Worrall Drive and Keppers Cottage Lane area, Wouldham, Rochester showing on plan DD604-29-PM Wouldham - Peters Village."

Location	Wouldham - Worrall Drive
View	Support

"I generally support the proposals and would like these introduced as soon as possible as parking is absolutely atrocious around here and needs dealing with asap (people don't use their parking spaces enough). People also park awfully outside the school which is very very unsafe for the children and doesn't encourage walking to school. I therefore support the proposals around here (albeit I know a lot of people have to travel onwards after the school run so have to use their cars) however, I feel that this is a matter of regular enforcement (once a week at least) and this is necessary to go hand in hand with the introduction of these yellow line restrictions. Without this people will just continue to park inappropriately over the restrictions and on the pavements, crossing and on the zig zag lanes which unfortunately happens daily, twice a day! Please find attached my comments and a plan showing where I believe additional double yellow lines should be introduced: Southern end of Keepers Cottage Lane, Keepers Cottage Lane outside of 49-53, Corliss Vale junctions, Worrall Drive outside Davis House, 6 additional areas in total. I look forward to this being introduced as soon as possible to help towards reducing the likelihood of an accident (potentially involving a child) occurring in this area in the not too distant future."

Location	Wouldham - Worrall Drive
View	Support

"It is long overdue. Parking on the pavements also needs addressing. Everyone has parking."

Location	Wouldham - Worrall Drive
View	Support

"I support the traffic calming measures but they will only work if they are enforced. Currently people ignore the zig-zags near the school; park on the central bollard (supposedly to cross pedestrians safely). It would be good to put residents parking bays (additional)"

Location	Wouldham - Worrall Drive
View	Support

"No comments supplied"

Location	Wouldham - Worrall Drive
View	Support

"We fully support this to go ahead."

People parking their cars and vans, fully and partially on these 2 roads is an accident waiting to happen, for all road users and animals.

It becomes even worse at school runs times or when there's sports events on at the field.

People park on bends, islands, dropped curb crossings.

Residents with carports simply don't use them and instead park their vehicles on the road closest to their front door, causing more congestion.

We are to pleased that the council is being proactive in putting this in place, before an accident occurs, honestly well done!"

Location	Wouldham - Worrall Drive
View	Support

"People parking their cars/lorries/vans, fully and partially, on the pavement - especially on Worrall drive is absolutely shocking! Especially during school run times.

There are numerous scrapes and clipped wing mirrors most weeks due to inconsiderate parking - this could easily be a child!

I have personally witnessed 2 children run out inbetween badly parked cars, having then been nearly missed by on coming cars on the road.

I fully support the double yellows and would like to ask if they can continue along Trevithick drive please, just so as it doesn't push school parents to start parking on the next closest road.

Also a 20 mph should be put in place by the school, so as people don't then speed up because it's clearer to pass.

Thank you,"

Location	Wouldham - Worrall Drive
View	Support

"While I support this I have also submitted and rejected the proposal due to the locations of some of these yellow lines are positioned ie on the start of keepers cottage lane from the main Village Road some parts of keepers cottage and some parts of Worrall drive on the bends and outside the ridiculous dangerous school section! I agree with all of these but think it needs to be both sides of the road as to just one side as it just makes people park on the opposite side instead, just moving the issue rather than correcting it. And like I mentioned in my rejection submit, since there have been some yellow lines in place on Worrall drive ever day people park on them still, and I have never seen a ticket issued to any of them."

Location	Wouldham - Worrall Drive
View	Support

"I am writing to express my support for the Council's proposal to introduce double yellow lines on Keepers Cottage Lane.

While I welcome this initiative, I would respectfully request that the Council consider extending the double yellow line restrictions to both sides of Keepers Cottage Lane, specifically from 4 Keepers Cottage Lane to 18 Keepers Cottage Lane.

I am a resident of Keepers Cottage Lane with young children. With the new proposal, vehicles will take advantage of the lack of parking restrictions on the residential side of Keepers Cottage Lane. This means cars will be parked directly outside my front door, which creates a significant safety concern. When my children exit our front door, they step immediately into an area where parked vehicles obstruct visibility for both pedestrians and

drivers. This poses a real risk of accidents, particularly given the age of my children and the speed at which situations can develop.

Extending the restrictions to both sides of the road in this section would:

- 1) Improve sightlines for all road users
- 2) Enhance pedestrian safety, particularly for children and vulnerable residents
- 3) Support the Council's stated aims of preventing obstructive parking and maintaining clear access
- 4) Create a safer environment consistent with the proximity to the school

I believe this extension aligns with the spirit of the original proposal and would deliver meaningful safety improvements for residents and road users alike.”

Location	Wouldham - Worrall Drive
View	Support

“I am in favour of the Borough Council’s proposals for changes to the on-street parking arrangements for Worrall Drive and Keepers Cottage Lane area, Wouldham.

As a resident at No.REDACTED Worrall Drive, I have seen an increasingly worrying amount of near misses outside my property, mainly linked to double-parking, and people not being able to see around the bend when travelling up Worrall Drive from the school. Most recently, there was a collision outside my house, where someone was coming out of the Chalkpit Road onto Worrall Drive, and upon trying to creep out onto Worrall Drive due to lack of vision with multiple parked cars, ended up being hit by someone coming up Worrall Drive.

I also witness on a daily basis parents with pushchairs/young children on scooters or bikes having to walk into the road to get around parked cars on the pavement. This is unacceptable, and it is only a matter of time before someone is seriously injured or worse.

I have also seen buses, a fire engine, plus ambulances struggling to get through Worrall Drive, due to the parking. Someone had to come out of their house to move the van they had parked on the pavement/road to allow a bus to pass, and then once it had passed the van owner parked the van back in the same place - blocking the road again!

Aside from the lack of double yellows, there is also a distinct lack of road markings, especially at junctions. When I look at other developments (Holborough Lakes, Leybourne Lakes, Kings Hill) I find it strange that there are no give way signs, or white lines at junctions within the majority of the village. It seems a bit of a free-for-all, and I am sure contributes to the near-misses we witness (my ring doorbell is constantly recording these).

I wrote to TMBC many months ago about my concerns around the highways in Peters Village – especially around the school. To date, there has been no resolution to this, despite some back and forth on email, so I am glad to see there is now a consultation in place to further look into this.”

Location	Wouldham - Worrall Drive
View	Support

“Parking is atrocious along these roads. It is at times impossible to see oncoming traffic and you are often forced to drive around blind bends on the wrong side of the road. Pedestrians are also having to walk in the roads as so many park all 4 wheels on the pavements.”

Location	Wouldham - Worrall Drive
View	Support

“It is dangerous for people to be parking on those tight corners. When people park on the pavement we cannot use the pavement and end up having to walk on the road. This is extra inconvenient for us, as my partner is a wheelchair user, but I expect people with prams have the same issue.”

Location	Wouldham - Worrall Drive
View	Support

“Parking along Keepers Cottage Lane makes visibility terrible. Everyone has their own parking spaces so they should use them rather than parking along the road.”

Location	Wouldham - Worrall Drive
View	Object

“I believe every car will be looking to park in the roads without yellow lines causing problems to residents with multiple cars parking outside their own property.”

Location	Wouldham - Worrall Drive
View	Object

“I am writing to formally object to the proposed changes to the on-street parking arrangements for Worrall Drive. My concern is that the introduction of 24/7 double yellow lines outside the school will not resolve the existing traffic issues but instead displace parking further down Worrall Drive, particularly towards the blind bend near Bailey House and Quarry Close. This bend already presents visibility issues, and there is insufficient width to safely accommodate two-way traffic. Once vehicles are parked along the proposed length of road, there will be limited space to pull in if an oncoming car becomes visible (often too late on this blind corner) as vehicles will be displayed and condensed to this stretch to park, with only road width for one way traffic. This may cause standstill traffic with no space to manoeuvre.”

Location	Wouldham - Worrall Drive
View	Object

“I am writing to formally object to the proposed installation of yellow lines along Barge Walk and Keeper’s Cottage Lane.

There is no clear justification for yellow lines on this stretch of road. Bus traffic does not travel along this route on a constant or frequent basis, and the vehicles currently parked there do not create any obstruction or danger to pedestrians, cyclists, or other road users.

Residents have lived in this part of the estate for the over eight years without any interference or requirement for yellow lines. During this time, there have been zero accidents and zero disruptions to traffic moving up and down Keeper’s Cottage Lane. The current arrangement has operated safely and without issue.

It is also important to highlight that this is an unadopted road with no street lighting, and the parking is primarily for residents. Introducing restrictions in this location appears unnecessary and disproportionate.

Barge Walk is already a narrow road. Removing parking from Keeper’s Cottage Lane will inevitably displace vehicles onto surrounding narrow roads, potentially creating greater congestion and restricting traffic flow further rather than improving it. This would simply shift the issue rather than resolve any genuine safety concern.

Furthermore, the cost of installing yellow lines in the identified areas would be better allocated to addressing existing potholes within the area. Poor road surfaces present a far

greater and more immediate danger to vehicles, cyclists, and pedestrians than the current parking arrangements.

For these reasons, I strongly object to the proposed yellow lines on any part of Keeper’s Cottage Lane, including the top end between Barge Walk and Keeper’s Cottage Lane, and respectfully request that this proposal be reconsidered.”

Location	Wouldham - Worrall Drive
View	Object

“I am writing in the hope that you may be able to reconsider the council’s proposals to introduce yellow lines outside our property at REDACTED Keepers Cottage Lane, Wouldham, Kent. We had previously been given the opportunity to provide our comments on the proposal, and while we were not entirely opposed to it, we strongly object to the installation of yellow lines directly outside our property. This raises significant concerns for us, as it could negatively impact the value of our property and exacerbate parking issues. These issues are already prevalent due to new developments in the area that fail to provide adequate parking spaces for both residents and visitors. Moreover, my mother-in-law suffers from mobility challenges, and having a dedicated parking space outside our home would be extremely helpful for her. We have previously suggested alternative proposals, including the creation of a single parking space outside our house and implementing time restrictions for parking. While we understand that our road serves as a bus route, we wish to highlight that there are only two buses per day—one in the morning and one in the evening. There have been no instances of buses experiencing difficulties manoeuvring along the road since the houses were completed, which leaves us unclear about the council’s reasoning behind the decision to install yellow lines. My wife and I would be extremely grateful if you could assist in having the council reconsider its current proposal and explore alternative layouts that address our concerns.”

Location	Wouldham - Worrall Drive
View	Object

“I am writing to formally object to the proposed traffic order for Keepers Cottage Lane, as the current plans raise serious safety, access, and equality concerns. The proposal places parking restrictions on the side of the road where the pavement is significantly wider, while leaving the narrower pavement unrestricted. At present, when vehicles park on the wider side, there remains sufficient space for wheelchair users and prams to pass safely. Under the proposed scheme, vehicles will inevitably park on the opposite side, particularly in the breaks in the double yellow lines. This will completely obstruct the pavement, making it impossible for wheelchair users or those with prams to pass. In addition, vehicles exiting Brooker Close will be forced onto the wrong side of the road when turning right towards Village Road, creating an obvious and unnecessary safety hazard for both drivers and pedestrians. I live at REDACTED Keepers Cottage Lane and require regular wheelchair access to and from my front door. If vehicles are permitted to park partially on the pavement, as they currently do on the wide pavement side, I will be unable to leave my property safely or access either pedestrian crossing. This would directly and materially restrict my ability to carry out basic day-to-day activities. I have attached pictures of the space taken by a car parked on that side and the fact that the vehicle in question is not even as far as they could be on the pavement and there is less that what is legally required for accessible access from building regulations (Approved document M part M) Should these proposals proceed in their current form, I will have no option but to seek legal advice regarding a potential breach of the Equality Act 2010, as the plans would effectively discriminate against disabled residents through a failure to provide reasonable and safe access. The issues outlined above demonstrate a clear lack of consideration for mobility-impaired users. I request a written

response confirming that these concerns have been properly considered and explaining what steps will be taken to address the significant access and safety issues raised. I trust that this objection will not be disregarded. And that you have acknowledged that you are restricting disabled access to my dwelling. ”

Location	Wouldham - Worrall Drive
View	Object

“In my opinion you are just moving more cars onto bends on Keepers Cottage Lane and Worrall Drive, 1. Creating additional blind spots, 2. Reducing sight at junctions, 3. Displacing parking into more dangerous locations.”

Location	Wouldham - Worrall Drive
View	Object

“I am writing to raise a concern regarding the current plans to install double yellow lines in the proposed areas of Peters Village. I live at REDACTED Keepers Cottage Lane, and under the current proposal, double yellow lines would be placed along the roadside directly opposite my home. The pavement on that side of the road is considerably wider and safely accommodates parked cars without obstructing access for wheelchairs, pushchairs, or other pedestrians. Parking there also helps maintain a wider and safer carriageway for vehicles. If double yellow lines are added to the opposite side, vehicles will instead be forced to park on the pavement outside my house. This would significantly restrict pavement access for wheelchair users, pushchairs, and pedestrians, and increase safety risks for residents. It may also lead to more cars parking directly on the road, reducing safe access for buses and other vehicles. Additionally, there is no fencing in front of the houses on my side of the road (REDACTED). These properties would therefore be left unprotected, increasing the risk to residents entering or leaving their homes while vehicles mount the kerb on this side. I would like to propose that the double yellow lines be placed on the side of the road where houses are unprotected, and that the wider pavement on the opposite side be retained for resident parking. This would preserve safe pedestrian access, reduce risk to residents, and maintain safer road conditions.”

Location	Wouldham - Worrall Drive
View	Object

“I am NOT IN FAVOUR of the Borough Council's proposals for changes to the on-street parking arrangements for Worrall Drive & Keepers Cottage Lane area, Wouldham, Rochester shown on the Parking Action plan DD607-29. Phase 15 Wouldham - Peters Village.

My husband and I were two of the first residents in Peters Village and have lived here for 9 years in May. We live in Barge Walk at the top of Keepers Cottage Lane. In all this time I have never experienced any problems driving out of Barge Walk. There are quite often vans parked in Keepers Cottage Lane and I still don't have any problems getting out. I proceed with caution like I would getting out of any road. Sometimes it requires one car backing up a bit if there is a car coming towards you but that's not a problem either. I hear that some people are saying its a problem for them getting out but they obviously do not know how to proceed with caution. The rules on this estate is that no vans are allowed on driveways so they park in Keepers Cottage Lane. They have to park somewhere.

Maybe if the vans and cars in Keepers Cottage Lane parked on the other side of the road it may help these people as then they would have a clearer view.

The residents living at the end of Barge Walk don't have driveways but have their own designated parking space outside their house. If people can't park in Keepers Cottage Lane I

can foresee them using these residents parking spaces so when they come home from work they wont be able to park. One of the ladies in that area is 75 and is worried she will have to carry her shopping from much further away than outside her house which she would struggle with. The people that park in Keepers Cottage Lane will have to park somewhere.

The proposal mentions to prevent obstructive parking on the bus route. We no longer have a bus route as it has been taken away. There is a school bus one in the morning and one in the evening but not for residents. Looking at the diagrams it appears to show yellow lines outside my house. Why?? No buses come down here.

I feel that Peters Village would be turned into a version of Holborough Lakes. My daughter lives in Holborough Lakes and I am unable to visit her as there is literally no where to park. All the visitors bays are taken by families that have more than one car and it means scouring the whole estate looking for a space and then having to walk to it on my own when its dark is not nice. She can't have any friends visit or workman as they come out to tickets on their cars and it makes it a lonely existence for her.

I don't have children at Wouldham School so I can't comment about the parking in Worrall Drive. I do see comments on the Community Facebook page about parents parking erratically along there. So it needs something doing but it must allow for the parents that drop their children off at school and go straight off to work.

Please please don't turn our lovely Peters Village into Holborough Lakes where no one can visit.

I feel that the best solution to this is to allow parking on the other side of Keepers Cottage Lane so it doesn't obstruct any views of Barge Walk residents."

Location	Wouldham - Worrall Drive
View	Object

"I currently live at REDACTED Worrall drive and I'm writing this email because I would like to object against phase 15 , I park my vehicle outside of my property every evening and have done for nearly 3 years , I purchased the property I live in because it came with roadside parking , I'm now having a lot of anxiety and stress thinking of where I'm going to park in the evenings and it's affecting my mental health , as I resident I shouldn't be punished for the problems that are happening outside of the school , there should be parking restrictions for certain times of the day outside the school that don't affect all of the residents who live on worrall drive if there was to be any implemented , please consider the problems this is going to cause for the residents left with no where to park the vehicles , there will be constant ongoing issues and no doubt vandalism to vehicles over parking disputes , the village has managed to run fine since being built there has been no accidents reported , it seems very extreme and unfair"

Location	Wouldham - Worrall Drive
View	Object

"I am extremely against the yellow lines you are proposing be put outside Bailey House block of flats on Worrall Drive. This would cause a lot of inconvenience as this is where we as residents park. There is no where else for us to physically go and this is the case for several residents in this block (as well as a lot of others nearby). This is a main reason we bought here, was because there is parking availability, we don't want to be getting tickets / a fine to park where we live / outside a property we own / have a mortgage on. It's not fair and would cause us a lot of stress. I appreciate the school does get busy, but this is for 30 mins max a day and cars can still get through as I myself drive through this part often at the busy school time. I understand you have to take some action, but put the double yellow outside of

the school only / that whole road. This should not impact the residents living in the area. If the people that were parking outside school were to park further down outside our flats, it wouldn't necessarily matter as they will be gone by the time most people in this block are home / need to park. Therefore we do not need double yellow anywhere but on the road by the school. If you put double yellows outside of our flats, sooo many cars will literally have no where to go. We can't be walking miles from car to home with our food shopping or our babies. It's ridiculous and I want to be able to see my car from my home. I also don't want to come home everyday having to argue with people who are parking in our allocated spaces & this is what it was cause as there is no where for anyone to go, so will just cause argument's between neighbours etc. This has already caused us so much stress worrying about what we are going to do / if we are going to have to sell because we can't park outside our home like we have for the last few years. Residents shouldn't be penalised for the issue school parents are causing. If you are going to implement something, then it needs to not apply to residents / you need to be thinking about the people living in the properties by the areas you propose double yellows go. Please also consider that if some residents aren't effected, then they aren't going to vote so your % will be lower, but this is going to impact so many people it's not fair and isn't necessary to put double yellows outside of anyone home / flats. Appreciate you taking the above into account."

Location	Wouldham - Worrall Drive
View	Object

"The area of Keepers Cottage near Brooker Close (after the Brooker Close turning) is used for parking by people who live here. Alot of families have more than 1 car, double yellow lines will impact on where local people can park and will clog up the side roads as that will be the only alternative parking. The parking where I have mentioned does not cause an issue with traffic flow. I think yellow lines there will have a very negative impact"

Location	Wouldham - Worrall Drive
View	Object

"I understand adding some double yellow lines will be beneficial, but it appears that the council have gone from nothing, to adding them everywhere along the main roads.

Without any extra parking, where are friends & family that come to visit meant to park given there is a very limited number of free parking for public use?

There have been double yellow lines on the corner of Worrall Drive / Stephenson's Lane for the past 10 weeks - no one has been monitoring these and people are constantly parked on them. So even if additional lines are added, unless the council enforce them, it won't make a difference.

A medium ground needs to be established."

Location	Wouldham - Worrall Drive
View	Object

"While I support this proposal, I'm rejecting as I have concerns that the issues where rightly you have put the yellow lines needed, will just have an impact on the opposite side of the road. As I am sure you have done site visits, I would like to know site visits have been taken out at all times of the days, school parking at drop off and pick up and getting through that section are ridiculously dangerous, and driving down the bottom of keepers cottage lane when cars and vans are parked on the right had side and you can see what is coming towards you will just park on the opposite when yellow lines aren't put into place on both sides of the road. Like I say I massively agree with the proposal and we most definitely need them my concern is the issues will just be taken to another location! also yellow lines were

put on some sections on Worrall drive already and consistently are ignored and I have not seen one TMBC parking warden there putting tickets on the lines, this then gives off the wrong message that they are in place but don't worry parking wardens don't come round!"

Location	Wouldham - Worrall Drive
View	Object

"Dear Sir or Madam,

I am writing to formally object to the proposed traffic order for Keepers Cottage Lane, as the current plans raise serious safety, access, and equality concerns.

The proposal places parking restrictions on the side of the road where the pavement is significantly wider, while leaving the narrower pavement unrestricted. At present, when vehicles park on the wider side, there remains sufficient space for wheelchair users and prams to pass safely. Under the proposed scheme, vehicles will inevitably park on the opposite side, particularly in the breaks in the double yellow lines. This will completely obstruct the pavement, making it impossible for wheelchair users or those with prams to pass.

In addition, vehicles exiting Brooker Close will be forced onto the wrong side of the road when turning right towards Village Road, creating an obvious and unnecessary safety hazard for both drivers and pedestrians.

I live at REDACTED Keepers Cottage Lane and require regular wheelchair access to and from my front door. If vehicles are permitted to park partially on the pavement, as they currently do on the wide pavement side, I will be unable to leave my property safely or access either pedestrian crossing. This would directly and materially restrict my ability to carry out basic day-to-day activities.

Should these proposals proceed in their current form, I will have no option but to seek legal advice regarding a potential breach of the Equality Act 2010, as the plans would effectively discriminate against disabled residents through a failure to provide reasonable and safe access. The issues outlined above demonstrate a clear lack of consideration for mobility-impaired users.

I request a written response confirming that these concerns have been properly considered and explaining what steps will be taken to address the significant access and safety issues raised. I trust that this objection will not be disregarded.

Location	Wouldham - Worrall Drive
View	Object

"I would strongly object to the proposal of further parking restrictions within Peters Village. Peters Village has not been built with enough allocated/visitor parking to accommodate the number of dwellings within. This therefore leads to the necessity of on-road parking by residents as there is not a local bus (except on a Thursday) and the train station is at least a 40 min walk away in Snodland/Halling. I personally live in a 2 bedroom shared ownership property which we were only provided 1 allocated parking space and both myself and my partner need a vehicle to commute to work given the above. The proposed yellow-lines are only going to push the problem elsewhere where residents seek to occupy other local streets within local villages such as Burham and Wouldham to park their vehicles as there is no feasible way to be without them."

Location	Wouldham - Worrall Drive
View	Object

"I am objecting to the junction at Trevithick Drive/Corliss Vale/Newcomen Lane being excluded from these plans as it is a very dangerous junction with people parking on it and blocking visibility. I believe more people will park there as a result of this proposal so it would be best to include it in the proposal to prevent it getting worse."

Location	Wouldham - Worrall Drive
View	Unclear

"Regarding the potential Yellow lines outside the school - Fantastic news However .. please could the yellow lines only be during the school day ? please could some speed control be introduced as well especially in the residential area of Wouldham Road ?"

Location	Wouldham - Worrall Drive
View	Unclear

"I am writing regarding the proposed plans to introduce double yellow lines on my road, keepers cottage lane, specifically the section opposite my house. If double yellow lines are to be implemented, I would like to formally request that they are applied to both sides of the road, not only opposite my property, but also directly outside my house. I am referring to the plans put in place for KEEPERS COTTAGE LANE. Applying restrictions to only one side would create an imbalance and could lead to increased congestion, inconsiderate parking, or access issues for residents. Having double yellow lines on both sides would provide clarity for drivers, ensure fairness for residents, and help maintain safe access for vehicles and pedestrians along this section of the road and pavement. If double yellow lines are not implemented outside my house, drivers will park on the curb directly outside my house which will stop people being able to use the pavements if they have pushchairs, wheelchairs or mobility issues, due to the lack of space. I would be grateful if you could confirm whether this request can be considered as part of the current plans, and advise on the next steps or any consultation process involved. Thank you for your time and consideration. I look forward to your response."

Location	Wouldham - Worrall Drive
View	Unclear

"I would like to confirm that I am broadly in favour of these proposals, as obstructive parking has become a significant issue for residents of the village. However, I have concerns about the current plan to install double yellow lines opposite my property, but not directly outside it. My concern is that this approach will simply displace the problem rather than resolve it. Vehicles that currently park opposite my home are likely to relocate directly outside my property, which would continue to cause disruption and obstruction. I would therefore kindly ask that this aspect of the proposal be reconsidered, and that double yellow lines are extended to cover the frontage of my property at REDACTED Keepers Cottage Lane. We are expecting a baby in March, and the continued issues of parking immediately outside the property including vehicle congestion and frequent slamming of car doors would cause ongoing disturbance and practical difficulties for my family. Thank you for taking the time to consider this request. I would appreciate confirmation that this can be reviewed as part of the current proposals."

## Phase 15—30 Wrotham – West Street & Bancroft Road

Location	Wrotham - West Street & Bancroft Road
View	Support

“No comments supplied”

Location	Wrotham - West Street & Bancroft Road
View	Support

“The only worry I have is that Bancroft Road will become a car park! Most of us who live here are disabled and need to park close to our bungalows. So maybe create some disabled bays for us to use with our badges, so we can still park outside our homes - I have limited mobility as it is.”

Location	Wrotham - West Street & Bancroft Road
View	Support

“No comments supplied”

Location	Wrotham - West Street & Bancroft Road
View	Support

“No comments supplied”

Location	Wrotham - West Street & Bancroft Road
View	Object

“I am submitting a formal objection to the proposed alterations to on-street parking on West Street and Bancroft Road. Key Grounds for Objection, • Increased congestion: Reducing parking will force drivers to circulate in search of space, slowing traffic and creating queues on roads that can be busy in peak hours. • Road safety risks: More circulating traffic, reduced visibility, and tighter manoeuvring space will increase the likelihood of collisions and unsafe parking. • Parking displacement: The proposal provides no credible plan for where displaced vehicles will go. Neighbouring streets are already under pressure and cannot absorb additional demand. • Failure to use existing off street capacity: Clarion owned garages in the area remain under utilised. Making these available for rent to local residents would significantly reduce on street parking pressure and remove the need for the proposed restrictions. Has this practical alternative been explored? I have approached Clarion twice to rent a garage to be told it is not possible due to condition of the garages. • Lack of evidence: No transparent data has been provided to justify the scale of change—no traffic modelling, occupancy surveys, or safety assessments. • Negative impact on residents and businesses: Reduced access for residents, carers, trades, and local services will undermine the functioning of the area and place unnecessary strain on the community. Given these concerns, I request that the proposal be withdrawn or fundamentally reconsidered. A full evidence based assessment, including exploration of off street solutions such as the Clarion garages, must take place before any changes are progressed. Solutions - I feel that pressure should be put on Clarion to make garages available to residents. This would reduce the amount of cars parked on the road and generate income to them. Their standard response is that the garages are not in a suitable condition. The only current issue area is where you turn right out of Bancroft Road. There are sometimes cars parked on the corner of this junction reducing visibility but there are no issues on West street when you turn left out of Bancroft. I have highlighted the problem area in pink on the attached map and put black crosses where the restrictions are not needed. There is literally one car length that needs to be double yellow as you turn right out of Bancroft”

Location	Wrotham - West Street & Bancroft Road
View	Object

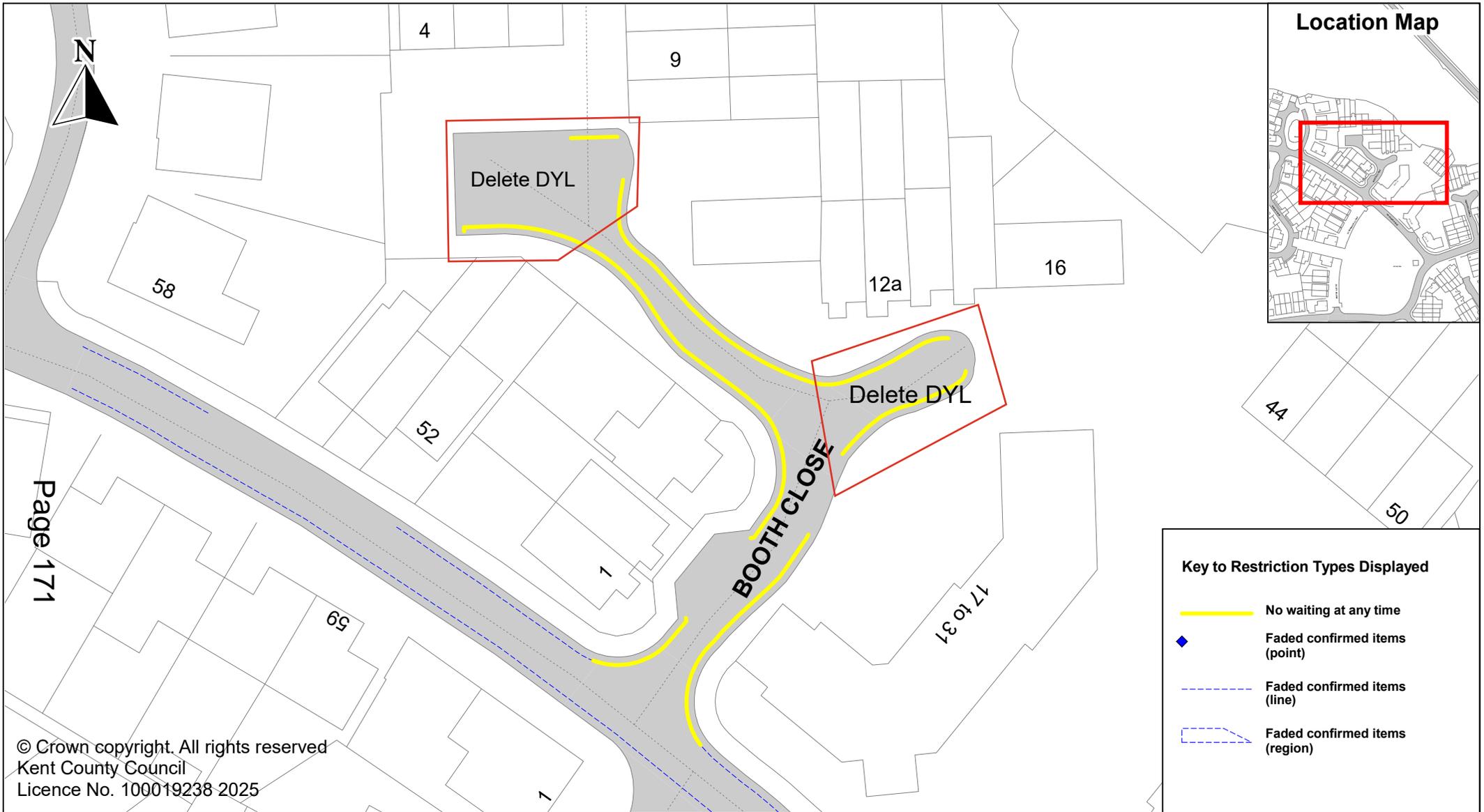
"I object to the planning unless you can provide adequate parking for the residence that live in the bungalows especially 38 to 40 W. Street. There is a communal area outside these bungalows which could be transferred into parking spaces for these bungalows. I was hoping to get your electric car, but as 95% of the time I'm unable to park near my own home and have to park in Bancroft Road, this would not be possible for me to get."

Location	Wrotham - West Street & Bancroft Road
View	Object

"I have to object to restrictions ONLY because there is no where for these residents to park. I live at REDACTED Bancroft and I am disabled , I have difficulty parking some days. This could be alleviated by turning the grassed area to parking area , this area is not very well kept"

Location	Wrotham - West Street & Bancroft Road
View	Object

"Parking on West Street is already poor, and those at the end of West Street, particularly adjacent Riggs Way suffer the knock on effect. This will only make it worse. The parking overall needs to be looked at. There is wasted space, including unused and dilapidated garages, grass banks and grassed areas which would be better replaced with additional parking areas, with some trees or shrubbery as borders to help retain some bio diversity. Adding yellow lines will only encourage poor parking behaviour, and cause nuisance to others. If you want to make the right impact, support the community and review the parking situation, especially from 3pm onwards to 7pm. Some days I'm unable to park outside my own house, and with an EV car it reduces my ability to charge the car, so much so I'm considering moving back to Petrol or Diesel."



Parking Action Plan - Phase 15  
Snodland - Holborough Lakes  
Booth Close  
New double yellow lines

**Annex 5 - Potential reduction of proposals**

SCALE	1 : 500
DATE	17/11/2025
DRAWING No.	DD/607/16-PM
DRAWN BY	ACB

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## Update on Electric Vehicle Charging infrastructure in Tonbridge & Malling Borough Council

To: **Tonbridge & Malling Joint Transportation Board – March  
2026**

Main Portfolio Area: **Growth, Environment & Transport**

By: **Tim Middleton, Networks Innovations Manager, KCC**

Classification: **For Information**

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**Summary:** **This report provides an update on Electric Vehicle (EV) Charging Infrastructure in Tonbridge & Malling specifically outlining the Local Electric Vehicle Infrastructure (LEVI) project.**

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### **1. Introduction**

1.1. This report gives a broad overview of the Local Electric Vehicle Infrastructure project (LEVI) announcement. It provides a look at Kent County Council's (KCC) role in ensuring residents and businesses are able to switch to electric vehicles (EVs) through providing public on-street electric vehicle charging infrastructure.

### **2. On-Street Electric Vehicles Charging Infrastructure**

- 2.1. Electric Vehicle (EV) sales are growing in the UK and the demand for charging infrastructure is rising. Demand will be driven by the Zero Emission Vehicle mandate requiring 80% of cars sold in 2030 to be EV. This is not traditional refuelling as we know it. The speed, and therefore price, of charging varies from the slowest 3kwh up to a potential 350kwh. This could be the difference between charging in 10 hours or charging in 10 minutes.
- 2.2. Industry data suggests the vast numbers of EV owners choose to charge at home if they have access to a home charger. It is convenient and provides the lowest cost option. VAT on electricity is paid at 5% at home but 20% on the public network - arguably penalising those who do not have access to off-street parking.
- 2.3. In order to help the transition to electrification, with all the carbon and air quality benefits this would bring, KCC have developed an EV infrastructure programme to install EV charging points across the county.
- 2.4. In February 2023, the Office for Zero Emissions Vehicles (OZEV) published their regional allocation of Local Electric Vehicle Infrastructure (LEVI) funding, of which Kent County Council as a Tier 1 authority, was allocated £12,081,000 of ring fenced capital funds to influence the deployment of on-street residential electric vehicle charging.

- 2.5. The focus of the LEVI fund is to help deliver a step change in the deployment of local, primarily low power, on-street charging infrastructure to accelerate the commercialisation of, and investment in, the local charging infrastructure sector.
- 2.6. The Contract Notices for this opportunity were published on 25th November 2024. Over sixty expressions of interest were received in total and a thorough procurement process was undertaken with the deadline for Final Tenders of 8th September 2025.
- 2.7. In February 2026, contracts were signed with **Urban Fox**. Urban Fox are a joint venture between Balfour Beatty and Urban Electric Networks, combining Balfour Beatty's expertise in large-scale infrastructure delivery with Urban Electric's innovation in smart street-level charging technology. Urban Fox will install and operate the network of chargers.
- 2.8. A Press Notice was issued and it was picked up by many media channels and advertised on social media in early February.
- 2.9. Following award there is a 6 month mobilisation period followed by up to 10 years in which chargers will be installed across a phased delivery programme . The contract aims to deliver around 10,000 EV charger sockets across Kent, primarily on the highway, catering for those without easy access to off-street parking.
- 2.10. KCC have been engaging with District/Borough officers to ensure the proposed planning is suitable for each area and any initial challenges can be avoided. Additionally, the rollout has been indicatively designed using resident suggestions alongside multiple data sources considering propensity for off-street parking, future growth, the existing network, location details of existing EV's registered in Kent, to name a few. The network is designed to be equitable and cover all areas of Kent. Locations have been selected to avoid property frontages where possible to minimise disruption to residents.
- 2.11. The first year will see 150 locations installed county wide with 13 of those located within Tonbridge & Malling.
- 2.12. It is intended that each location will have an initial 2 sockets available (2 x bays) so as to minimise parking disruption in the early phases. Passive provision will be provided where appropriate enabling the majority of the civils works to take place at once. As utilisation and local demand increases, additional chargepoints can then be easily fitted, reducing the project cost and preventing additional disruption from further groundwork.
- 2.13. The vast majority of the chargers installed will be dual 7kw units with some 11kw and 22kw included where appropriate. Although the exact chargers selected will evolve with technological advances, a few images have been included in the Appendix.
- 2.14. The public and Councillors are invited to suggest suitable charger locations via an online portal <http://www.kent.gov.uk/onstreetev>. At the time of writing 60 locations have been suggested within Tonbridge & Malling by residents.
- 2.15. Charger locations will be accompanied by Traffic Regulation Orders and processed in the normal way, with the ability for residents to support or raise objections on traffic management grounds.

### 3. Cross pavement charging solutions

- 3.1. **Cable Gullies** - There has been some media attention on Cable Gullies or Cross Pavement Gullies over the last year. Officers have been looking at this situation closely and engaging with other Local Authorities and central Government on the matter.
- 3.2. Officers are currently awaiting an article update from the Institute of Engineering and Technology (IET) with regards to their IET 01 (2024) guidance note and how it should be interpreted with regards to simultaneous touch electrocution risk.
- 3.3. Furthermore the Government is expected to pass secondary legislation to remove the need for planning permission when installing a home charger that requires a cable gully. This is anticipated to come into effect later in 2026, removing some cost and time delays associated with any cable gully installation. It should be noted that the relevant highway permissions, purchase and installation costs and ongoing liability considerations for the charging cables would still apply.
- 3.4. It is expected that KCC will be able to take a decision as to whether to proceed with a limited scale gully trial later in 2026.
- 3.5. **Trojan Home** – KCC are working with Trojan Energy on a small scale trial to test their Trojan Home product, allowing homeowners to utilise their home electricity tariffs. The Trojan Home product is regulated like any other on street installation and at the time of writing, 10 installations have taken place with a small expansion to that trial anticipated. Residents can visit KCC's website to [find out more](#).

### Appendix A



*Figure 1 - Examples of on street chargers anticipated to be used in the LEVI project.*

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**To:** Tonbridge & Malling Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 2<sup>nd</sup> March 2026  
**Subject:** Active Travel update  
**Classification:** Information Only

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**Summary:** This report updates Members on KCC's upcoming School Streets trial to serve Snodland C of E Primary School.

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## 1.0 Context

### 1.1 An Introduction To Kent School Streets

School Streets schemes offer a proactive solution for school communities to tackle air pollution, congestion and poor health and safety. A School Street enhances the journey to/from school for children and their families by creating a safer, healthier, and happier environment near the school's main entrance.

What is the current Kent School Streets model? For 45-60 minutes, each morning and afternoon (during term time only), school staff set out temporary barriers to install their School Streets zone – in alignment with the appropriate Traffic Regulation Order - which creates a safer area for children & their families to access and leave the school.

How does it operate? The School Streets schemes operate under an Experiment Traffic Regulation Order (ETRO) which places a restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and general traffic, however authorised vehicles can still access the zone during the road closure periods. The School Staff will place temporary barriers in the road outside the school and will oversee the zone and facilitate exempt vehicular access/egress whilst the School Street is in progress.

How are exemptions managed? Managed by KCC, exemption permits can be made for those who require direct access to the school (as per the school's approval) or the care home. Any resident whose access to their property falls within the School Streets zone (such as driveway access) would also be issued a permit and could access and leave their homes as an "authorised vehicle". Emergency service vehicles are always exempt.

What is the consultation process? Using an ETRO – as opposed to just putting a new (permanent) Traffic Regulation Order – means that the community can experience the scheme on a trial basis initially. Feedback is gathered as part of a six-month consultation period from the point of launching the School Streets scheme. Following the consultation period and a full review of the feedback & monitoring data received throughout the trial, KCC together with the school will discuss options for the trial which could include, making the scheme permanent, continuing on a trial basis, removing the scheme, or adapting the scope. If, at the end of the consultation period, the intention is to make the scheme permanent but a number of formal objections have been raised, the matter would be referred to the JTB for further discussion.

## 1.2 Previous & Current Kent School Streets:

Kent County Council has delivered a number of School Streets schemes in recent years, each developed in partnership with the relevant school and local stakeholders.

Two schemes that began as trials have since successfully progressed to permanent status: Draper Mills Primary Academy (Thanet) and Southborough C of E Primary School (Tunbridge Wells). In both cases, monitoring and consultation feedback demonstrated strong community support and positive transport-related outcomes, enabling each scheme to move from a trial ETRO to a permanent Traffic Regulation Order.

A School Streets scheme was also trialled at a primary school in Dartford, but this scheme concluded at the end of its initial trial period and did not progress to permanency. Feedback from this location helped inform ongoing improvements to future delivery models and engagement requirements.

In spring 2025, two further School Streets were launched – one in Canterbury and one in Maidstone. Following successful six-month consultation periods, these two schemes are continuing under their existing ETROs on a trial basis, with no requirement to make a decision on permanency or removal until the latter stages of their respective ETRO periods, which run until October 2026 (Canterbury) and November 2026 (Maidstone).

Insights gained from each of these schemes—whether progressed, adapted, or concluded—continue to shape Kent’s approach to delivering School Streets and support evidence-based decision-making for future locations.

## 2.0 **School Streets Trial for Snodland C of E Primary School**

### 2.1 Rationale For Requesting A School Streets Trial

The school has reported persistent and escalating concerns during the morning drop-off and afternoon pick-up periods. Staff witness daily issues including severe traffic congestion on the narrow and dead-end road outside the main school entrance, illegal and inconsiderate parking, vehicles obstructing visibility at crossing points, and instances of drivers blocking access to Pilgrims View Care Home. Members of the school’s senior leadership team have also described several near-miss incidents involving pupils and families attempting to enter or leave the site on foot.

Pilgrims View Care Home, located directly opposite the school entrance, has formally expressed support for a School Streets trial. They have reported significant and repeated difficulties relating to access for staff, deliveries and even emergency service vehicles. The Care Home manager has highlighted the behaviour of some drivers—particularly when asked to move their vehicles—as a source of tension and a barrier to maintaining safe and reliable access for residents, healthcare providers and emergency services.

The school has taken a series of steps over recent years to mitigate these issues, including regular communication with parents, deployment of temporary cones, installation of safety signage, and issuing repeated reminders about safe and considerate travel behaviour. Despite these efforts, the school notes that compliance among drivers remains low, and they have observed a deterioration in behaviour and congestion over time.

The Headteacher and senior leadership team have visited or observed other School Streets schemes operating within Kent and Medway and have developed a clear understanding of how they function, various enforcement methods, and the positive impact achieved in similar school environments. Based on this knowledge, they believe that a School Streets intervention represents a more robust, consistent and effective approach than the measures currently available to them.

Overall, the school considers the existing situation to be unsafe, unsustainable, and increasingly challenging to manage. They are therefore requesting a trial School Streets trial as a structured and physical mechanism to address long-standing safety concerns, improve the experience of families walking and cycling to school, and help ensure reliable access for the adjacent care home and their community.

An initial stakeholder meeting was held on Tuesday 20 January 2026 to outline the proposed School Streets scheme for Snodland C of E Primary School and to assess early levels of support for the trial. The meeting brought together representatives from Snodland C of E Primary School, Clock Tower Nursery, Pilgrims View Care Home, relevant KCC teams, Tonbridge & Malling Borough Council Parking Services, Snodland Town Council and Kent Police.

Attendees contributed their local insights, operational knowledge and professional expertise, and there was broad agreement that a School Streets trial had the potential to deliver significant benefits—particularly in improving safety for vulnerable road users and supporting those living and working within Pilgrims View Care Home.

## 2.2 Scheme Plan – Scope, Communications, Consultation, Monitoring & Evaluation

### 2.2.1 Scheme Scope (see Appendix A for plan)

The proposed School Streets trial will introduce a timed restriction on motor vehicle access to the designated section of Roberts Road (including the junction for Godden Road) near Snodland C of E Primary School during peak school travel periods; this will become the “School Streets zone”.

The trial will launch on Monday 27 April 2026 and will operate between 8.00 - 9.00am and 2.30 – 3.30pm, Monday to Friday (during term time only), with exemptions applying to residents whose property is within the School Streets zone, emergency services, care home staff and other authorised vehicles. As set out in section 1.1 (*“How are exemptions managed?”*) drivers who require access to the School Streets zone during the operational times will be able to apply for an exemption permit; assuming the applicant has a genuine access need during that time and meets the eligibility criteria, a permit will be provided, free of charge, by KCC.

The zone is designed to reduce congestion, improve safety at school and nursery entrances, and ensure reliable access for the care home during peak travel periods.

During the initial stakeholder meeting, the proposed zone was outlined as covering only the latter part of Roberts Road. However, the Snodland Town Council representative queried whether the restriction could be extended to include the junction with Godden Road. This was supported by the Kent Police representative who agreed that a slightly larger zone, encompassing Godden Road junction, would support improved access for emergency services, as well as providing broader safety benefits. Following agreement of this with the school’s senior leadership team, the school subsequently confirmed that they are supportive

of the wider zone including the Godden Road junction. This extended scope was recognised as beneficial for several reasons:

- It reduces the likelihood of drivers adopting a “drop-off and drive-off” behaviour just outside the original closure area.
- It protects the existing double yellow lines at the junction corners from school-related parking pressure.
- It better aligns with the school’s aim of creating a safer and more predictable environment for pupils walking or cycling to school.

A full-road closure of Roberts Road to all non-exempt traffic was considered but discounted at this stage due to staffing constraints and the impracticality of moving physical barriers across a larger area. The agreed zone therefore balances safety improvements with what is operationally manageable for the school.

Activities at the neighbouring nursery and Pilgrims View Care Home will be monitored closely throughout the trial to ensure that the restriction does not adversely affect their access needs.

## 2.2.2 Communications Plan

A comprehensive communications and engagement plan will be implemented to ensure that all affected parties are fully informed ahead of the trial.

Public Notifications and Early Engagement - The scheme will have a dedicated consultation page on KCC’s Let’s Talk platform, which will act as the central point for information, FAQs, surveys and updates. Communications will begin in mid-February, with letters sent to residents within the proposed zone, parents and carers, Pilgrims View Care Home staff, Clock Tower Nursery families, and other key stakeholders.

This initial notification will:

- provide an overview of the proposed School Streets scheme;
- explain the purpose and anticipated benefits;
- invite the local community to complete an early engagement survey online;
- offer paper copies of the survey on request.

The survey will allow stakeholders to raise initial questions and share early views on the trial. Feedback from this engagement will help inform the development of the online FAQ section and will shape subsequent communications to ensure clarity, accessibility, and responsiveness—particularly for those most directly affected.

Ongoing Communications and Pre-Launch Reminders - Further information will be distributed at the end of Term 4 (March), including:

- parent notifications and reminder letters;
- postcard-style reminders;
- Start of Works Notices (SoWN);
- on-site information (signage, banners, posters).

It was agreed during the stakeholder meeting that these materials will be delivered in partnership with local stakeholders, ensuring consistency of messaging and maximising local reach. Stakeholders—including the school, nursery, care home, Snodland Town Council, and district/borough partners—will continue to receive copies of all key communications, allowing them to remain informed and prepared for queries from their respective communities.

Mail-Drop Planning - A mail-drop plan was presented and reviewed by the group during the initial stakeholder meeting in January. Distribution zones were approved by all parties and we discussed delivery methods and timelines. This ensures that all residents and stakeholders are reached in a structured and timely manner ahead of the trial launch.

### 2.2.3 Consultation Process

A structured consultation and engagement programme will accompany the School Streets trial to ensure that the community can meaningfully contribute to both the development and evaluation of the scheme.

The trial will be implemented using an Experimental Traffic Regulation Order (ETRO). Unlike a permanent Traffic Regulation Order, an ETRO enables the community to experience the scheme in real-world conditions before any long-term decision is made. The ETRO provides a formal six-month consultation period, beginning from the launch date of the School Streets scheme.

During this period, residents, parents, pupils, local businesses, the care home and other stakeholders can provide feedback based on their lived experience of the trial. At the end of the six months, Kent County Council—together with the school—will review all feedback and monitoring data and consider the options available. These could include:

- making the scheme permanent;
- continuing the trial for up to a further 12 months;
- removing the scheme;
- amending the scope or operating arrangements.

To support this consultation process and ensure that all views are captured, a number of engagement activities will be made available before and after launch, including:

- Early engagement survey (online via KCC's Let's Talk platform, with paper copies available on request);
- On-site engagement sessions where pupils, parents, residents and passers-by can speak directly with project officers;
- Pre-launch feedback survey to further inform baseline data and shape communications;
- Post-launch feedback survey to collect real-time experiences and identify emerging issues;
- Formal ETRO consultation, providing a defined channel for detailed comments during the statutory six-month period.

To assist with evaluating the impact of the trial, the whole community will be encouraged to share their thoughts, experiences and questions throughout the process. Feedback will be

used to refine the scheme where appropriate, update FAQs, and inform both operational and strategic decision-making.

Upon conclusion of the six-month ETRO consultation, KCC will review all representations alongside monitoring data and the school's feedback. If the number of objections received exceeds the standard threshold set out in KCC procedures—and only where a change to the scheme is proposed (for example, making the trial permanent or amending its scope/operating times)—the matter will be brought back to the Joint Transportation Board for consideration. If no change is proposed (e.g., allowing the ETRO to lapse and the scheme to be removed) or if objections do not exceed the threshold, decisions will follow established delegated processes.

#### 2.2.4 Monitoring & Evaluation

Throughout the six-month trial, KCC and the school will work together to collect data to evaluate effectiveness. The monitoring programme is designed to capture data not only within the School Streets zone itself, but also on the surrounding road network.

Monitoring will include:

- Baseline and post-implementation traffic counts at key points inside and outside the restricted zone.
- Observation of driver behaviour and compliance during peak periods.
- Monitoring of parking displacement onto surrounding roads.
- School travel mode-shift data comparing walking, cycling, scooting and vehicle use before and during the scheme.
- Feedback from residents, parents, pupils, the school, marshals, and Pilgrims View Care Home.
- Assessment of perceived and actual safety outcomes, including reporting of any near-misses.

All consultation findings and monitoring results will be reviewed by KCC and summarised in reports supporting transparent and evidence-led decision-making.

### 2.3 Supporting the Launch – Resources and Activities

In preparation for the launch of the School Streets trial at Snodland C of E Primary School, a comprehensive package of supporting activities and resources will be delivered to help families understand the scheme, consider alternative modes of travel, and adjust smoothly to the changes they will see on the ground. These measures are designed to encourage safe, active travel behaviours and ensure a positive, well-supported start to the trial.

Pre-Launch Support and Active Travel Initiatives – Ahead of the launch, Kent County Council will provide a range of educational and practical initiatives to encourage walking, cycling and scooting, and to ensure pupils and families are equipped with the necessary skills and confidence. These will include:

- Walk Once a Week (WOW) Programme – an active travel initiative which encourages children to walk to school regularly and rewards active travel habits.

- “Small Steps” (pedestrian) Training, and Bikeability – on and off-site, practical training delivered to build children’s confidence and independence when travelling actively to and from school.
- Free Adult Cycle Training – made available to parents or carers who would benefit from increased confidence when cycling with or alongside their children.
- Road Safety Education – KCC’s Road Safety team will deliver School Streets-focused presentations for pupils alongside a parent information sheet. (The school already receives Road Safety Club lessons as part of its core programme.)
- Level 1 Scootability Training – supporting younger pupils in learning safer scooting techniques and ability to ride a scooter.
- School Active Travel Maps and School Streets “goody bag” – distributed to help families plan alternative routes and generate excitement and understanding around the scheme.

These resources aim to build positive travel habits prior to the start of the School Streets scheme and provide families with practical tools and reassurance as routines begin to change.

School Streets Launch Week (Monday 27 April – Friday 1 May 2026) - During the launch week, visible presence and coordinated support from partner organisations will play an important role in ensuring a successful start to the trial. Representatives from KCC, Tonbridge & Malling Borough Council, Snodland Town Council, Kent Police (where available), Pilgrims View Care Home and other relevant partners will be invited to attend during the morning and afternoon School Streets operating times.

Supporting officers are not required to be involved in setting up or removing physical elements of the scheme (e.g., barriers, cones). Instead, their role will be to:

- provide a friendly, reassuring presence in and around the School Streets zone;
- welcome pupils and families as they arrive and leave;
- reinforce safe behaviours and encourage compliance;
- visually signal that the scheme is supported by multiple agencies;
- help promote positive driver behaviour in the surrounding area.

The presence of staff in hi-vis or formal uniform is anticipated to have a positive influence during the settling-in period by reducing the likelihood of inconsiderate parking and encouraging adherence to local parking restrictions.

Co-ordination of Launch Week Attendance – Ahead of launch week, local partner organisations will receive an email to formally invite them to support on-site activities. Responses will be collected and coordinated to produce a staff rota, which will:

- ensure clear coverage across morning and afternoon sessions;
- identify which officers or representatives will be present each day;
- set out guidance for staff on how to direct any on-site questions or concerns to the appropriate project contacts;

- provide a shared reference point for all stakeholders involved in launch-week activities.

The coordinated approach is intended to ensure that the launch is well-supported, consistent, and responsive to any issues that arise, helping to establish confidence in the trial from the outset.

### **3.0 Funding**

#### **3.1 Funding Source - Consolidated Active Travel Fund:**

Active Travel England recently consolidated the Active Travel Fund and the Capability Fund into one combined fund called the Consolidated Active Travel Fund (CATF) for developing and constructing walking, wheeling and cycling schemes and interventions.

KCC was awarded £4,453,591 of capital funding in July 2025 and £1,304,625 of revenue funding in March 2025 with the revenue fund available to support network planning, early scheme design, community engagement, training activities and behaviour change.

The grant funding supports local transport authorities with developing and constructing walking, wheeling and cycling facilities and has previously been provided in 5 tranches. More details on the funding provided by Active Travel England can be found on the following link: [Funding | Active Travel England \(www.activetravelengland.gov.uk/funding\)](http://www.activetravelengland.gov.uk/funding)

The funding criteria includes:

- Propensity to convert short vehicle journeys into cycling, wheeling and walking, resulting in carbon, air quality and congestion benefits.
- Tackling areas with poor health outcomes and with high levels of deprivation.
- Number of people that will benefit from the measures.
- Comply with Local Transport Note 1/20 – Cycling Design standards.
- Authorities undertake network planning to inform prioritisation of future schemes in the form of Local Cycling and walking Infrastructure Plans.
- Schemes are developed in consultation with local communities.
- All schemes must be supported by local authority leaders

#### **3.2 School Streets Trail - Snodland C of E Primary School**

A total allocation of £50,000 is available for the delivery of further School Streets schemes in Kent through the Consolidated Active Travel Fund. This funding can be used to support both new schemes and the enhancement of existing ones.

For the School Streets trial at Snodland C of E Primary School, the funding will be used to implement and operate the scheme. This includes costs associated with signage and equipment, monitoring and evaluation activities, supporting measures, ETRO preparation and advertisement, communications and engagement materials, and independent survey and analysis work.

While KCC provides the necessary infrastructure and manages the legal and statutory elements of the scheme, the ongoing day-to-day operation is delivered entirely by the school. Schools do not receive a financial incentive for running a School Street; their participation is driven by a commitment to improving safety, reducing congestion, and supporting the health and wellbeing of their pupils and wider school community.

#### **4.0 Conclusion**

The proposed School Streets trial for Snodland C of E Primary School represents a proactive and evidence-based approach to addressing long-standing safety, congestion and access issues experienced by pupils, families, residents and the adjacent care home. Through a structured ETRO process, comprehensive engagement, and robust monitoring, the trial will enable the community to experience the scheme in real conditions while providing clear opportunities to share feedback that will shape future decision-making.

The high level of early stakeholder support, combined with a strong package of communications, active travel initiatives and launch-week coordination, provides a solid foundation for a successful trial. The scheme has been designed to balance safety and operational practicality, ensuring that the needs of the school, care home, local residents and emergency services are fully considered.

Overall, the trial offers a meaningful opportunity to create a safer, healthier and happier environment around the school, while building a clearer understanding of how School Streets could contribute to improved travel behaviour and community wellbeing in Tonbridge & Malling.

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**Contact And Report Author:** Iona Rogulski – Schools Active Travel Project Manager - Active Travel Interventions

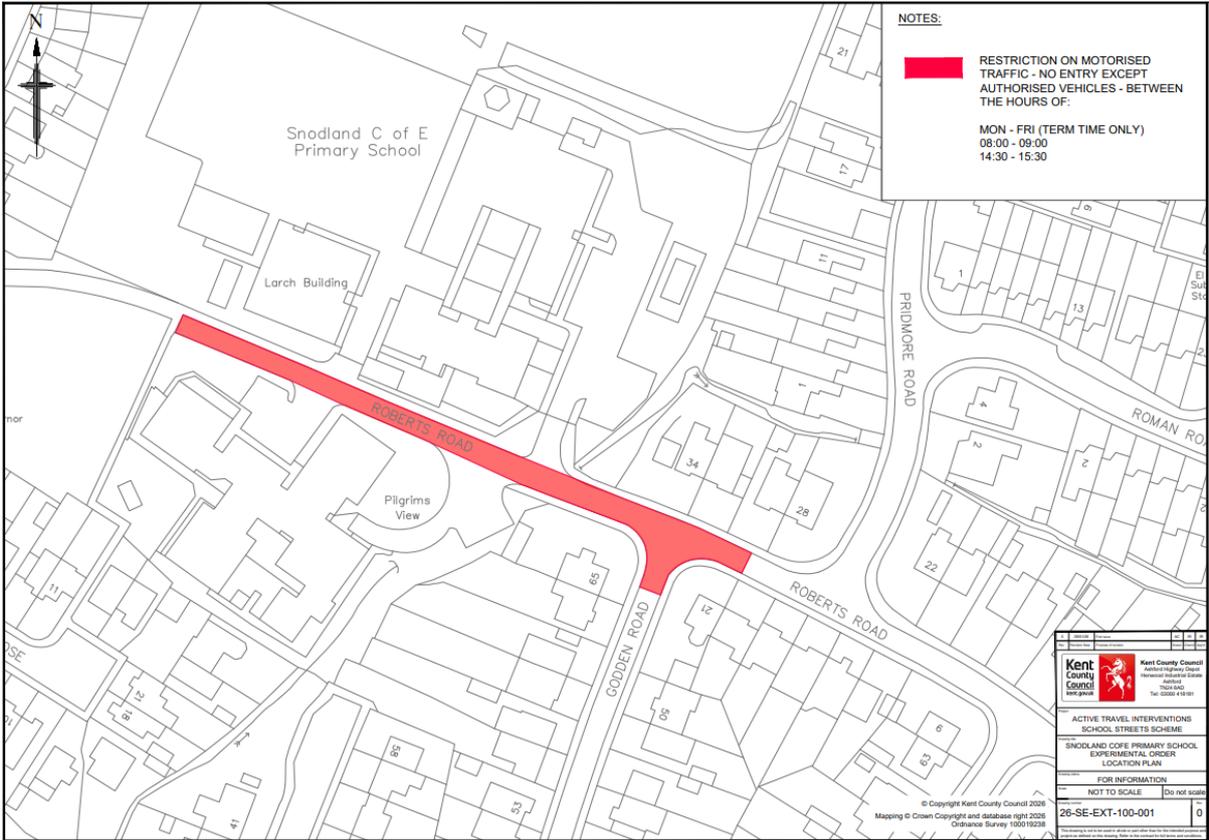
For School Streets enquiries, email: [SchoolStreets@kent.gov.uk](mailto:SchoolStreets@kent.gov.uk)

For Active Travel Interventions team, general enquiries, email : [ActiveTravel@kent.gov.uk](mailto:ActiveTravel@kent.gov.uk)

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#### **Appendix A:**

Site Map -



**To:** Tonbridge and Malling Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 2<sup>nd</sup> March 2026  
**Subject:** Highways Forward Works Programme: 2025/26 and 2026/27  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2024/25 and 2025/26.

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. In October 2022 we replaced this with a programme covering the years 2022/23 - 2023/24, and we have now produced a new two-year programme covering the years 2024-25 – 2025-26. 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 2026/27 - 2028-29 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**
- **Major Capital Programme**

**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

**Road Markings** – see Appendix I

## **Conclusion**

1. This report is for Members' information.

## **Contact Officers:**

The following contact officers can be contacted on **03000 418181**

Richard Emmett	Senior Highway Manager West Kent
Andy Watson	Tonbridge and Malling Highway Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Helen Rowe	Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic Operations and Technology Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Road Safety and Active Travel Group Manager
<a href="mailto:MajorProgrammeOffice@kent.gov.uk">MajorProgrammeOffice@kent.gov.uk</a>	Major Capital Programme Manager
Jonathan Dean	Highway Manager Special Projects/HSR/Signs & Lines

## **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.

<b>Surface Treatments - Contact Officer Aaron Divall</b>			
<b><i>Micro Surfacing</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Shipbourne Road	Tonbridge	The Ridgeway to Yardley Park Road	Completed Spring 2025
Malling Road	Snodland	Hollow Lane to St Katherines Road	Completed Spring 2025
St Leonards Street	West Malling	Teston Road to High Street	Completed Spring 2025
King Hill	West Malling	Teston road to HFS	Completed Spring 2025
Knowsley Way	Hildenborough	Whole Road	Completed Spring 2025
<b><i>Surface Dressing</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Clare Lane	East Malling And Larkfield	From Winterfield Lane to Mill Lane	Completed Summer 2025
Rochester Road	Aylesford, Wouldham	Bridgewood Roundabout to County Boundary	Completed Summer 2025
Teston Road	West Malling	Offham to Leonards Street	Completed Summer 2025
Red Hill	Wateringbury, East Malling and Larkfield	60m North of 'The Oasts' to Sweets Lane	<b>Roadspace unavailable for 2025/26 programme</b>
<b><i>Proposed Sites for 2026/27 Season</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Wouldham Road, Rochester Road & High Street	Wouldham	School Lane to Medway boundary	Proposed 2026/27 Season

Woodgate Road	Addington & Ryarsh	Addington Lane to The Street	Proposed 2026/27 Season
Holborough Road	Snodland	99 Holborough Road to High Street	Proposed 2026/27 Season
Plaxtol Lane	Plaxtol	A227 Tonbridge Road to Church Hill	Proposed 2026/27 Season
Addington Lane	Trottiscliffe	Village gateway to Woodgate Road	Proposed 2026/27 Season
Red Hill & Wateringbury	Wateringbury & East Malling	The Oasts Business Village to Chapel Street	Proposed 2026/27 Season
Kiln Barn Road	Ditton	Katy Avenue to Railway Bridge	Proposed 2026/27 Season
Hildenborough Road & Shipbourne Road	Shipbourne	Underriver House Road to A227	Proposed 2026/27 Season
Stone Street Road	Ightham	Blakes Green Road to Pine Tree Lane	Proposed 2026/27 Season
<b>Machine Resurfacing – Contact Officer Mr Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A227 Gravesend Road	Wrotham	Harvel Road to the A20 London Road	Completed
Lunsford Lane	Larkfield	London Road to Gighill Road	Completed
Station Road	Aylesford	Forstal Road to Hall Road	Programmed 13 <sup>th</sup> February 2026
A20 London Road	West Malling	Town Hill to A228 Ashton Way (including crossroads)	Programmed 2 <sup>nd</sup> March 2026
A227 Wrotham Road	Borough Green	A25 Sevenoaks Road Road to Borough Green Road	To be programmed

A25 Maidstone Road	Borough Green	Platt Industrial Estate to A227 Western Road	To be programmed
Bank Street	Tonbridge	Stafford Road to B2260 High St (Includes 'The Slade' and 'Castle St')	To be programmed
<b>Footway Improvements – Contact Officer Mr Neil Tree</b>			
Baltic Road	Tonbridge	<u>Footway Protection</u> Entire extents from Deakins Lea to Quarry Hill Road	Currently proposed for financial year 2026/27
Church Lane	Trottscliffe	<u>Footway Protection</u> Outside Trottscliffe Primary School	Currently proposed for financial year 2026/27
Deakin Leas	Tonbridge	<u>Footway Protection</u> Entire extents from Pembury Road to dead end	Currently proposed for financial year 2026/27
Goldsmid Road	Tonbridge	<u>Footway Protection</u> Entire extents from Lavendar Hill to Pembury Road	Currently proposed for financial year 2026/27
Judd Road	Tonbridge	<u>Footway Protection</u> Entire extents from Baltic Road to Springwell Road	Currently proposed for financial year 2026/27
St Marys Road	Tonbridge	<u>Footway Protection</u> Entire extents from Pembury Road to Baltic Road	Currently proposed for financial year 2026/27
The Drive	Tonbridge	<u>Footway Protection</u> Entire extents from Pembury Road to Baltic Road	Currently proposed for financial year 2026/27
Tonbridge Road	East Peckham	<u>Footway Protection</u> From Addlestead Road to No. 269	Currently proposed for financial year 2026/27
Weald View Road	Tonbridge	<u>Footway Protection</u> Entire extents from Baltic Road to Springwell Road	Currently proposed for financial year 2026/27
Woodfield Road	Tonbridge	<u>Footway Protection</u> Entire extent from Baltic Road to St. Mary's Road	Currently proposed for financial year 2026/27



**Appendix B - Drainage**

<b>Drainage Repairs &amp; Improvements - Contact Officer Earl Bournier</b>			
<b>Road Name</b>	<b>Parish / Town</b>	<b>Description of Works</b>	<b>Current Status</b>
Wrotham Road	Borough Green	<p>Civils crew required to attend site and carry out work as follows.</p> <ol style="list-style-type: none"> <li>1. Install 9m of new 300mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m from manhole opposite No.105 outfalling into ditch.</li> <li>2. Install 6m of new 225mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m from gully outside No.105 outfalling to manhole opposite.</li> <li>3. Install new precast concrete chamber type 2a to KCC/HTW/500/001 depth to invert not exceeding 1.20m opposite No.97 on top of existing 225mm mainline, when installing reconnect existing 225mm pipework to new chamber.</li> <li>4. Crew required to fill gully pot outside No.97 with concrete to above the existing 300mm pipework and then install 6m of new 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m from gully outfalling to new chamber opposite.</li> <li>5. Install 2m of new 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m from gully opposite No.97 outfalling into new chamber.</li> </ol>	Works Completed
Riding Lane	Hildenborough	<p>Civils crew required to dig down and replace first 2m of defective pipework from gully outside No.1 Brownway Cottages. 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. Crew also required to excavate and remove damaged gully pot outside Laragh Barn and replace with new brick untrapped gully as per standard drawing KCC/HTW/500/010 and replace the cover and frame with new D400 450 x 450mm grating x 150mm high and reconnect all existing lines back into new gully.</p>	Works Completed

Long Mill Lane	Dunks Green	<p>Civils crew required to dig out a total of 10m of ditch (5m from ends of culvert/ headwalls junction with Allens Lane) Clear ends of culvert/ headwalls and dig out approx 300mm under outlets / inlets and throughout ditches. Digout/spoil to be taken away from site and disposed of. Civils crew also required to replace 22m of defective culvert between the two ditches with 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m.</p>	Works Completed
Wyatt Close	Borough Green	<p>Civils crew required to dig down and replace 2.5m of pipework from gully to manhole outside No.8. 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.</p>	Works Completed
Nizels Lane	Hildenborough	<p>Civils crew required to dig down and remove gully pot opposite Bourne Place Meadows and replace with new brick build gully and reconnect all existing pipelines to asset. Replace the cover and frame with new D400 600 x 600mm grating x 150mm high and also install 10m of new 225mm perforated uPVC pipe with bed type A or C as KCC/HTW/500/031 depth to invert 1.0m from new gully running along verge. Shingle surround and wrapped in terram to lay under verge to act as horizontal 'soakaway' to alleviate localised ponding. Crew required to install kerbed apron around new gully with concrete base. When installing kerbed apron ensure water is able to flow from the carriageway into gully without any restrictions to avoid any puddling. Civils crew required to dig down and replace approx first 2m of defective pipework from gully into garden of "Home Farm" Replace section of pipework with 150mm uPVC drain on bed type s to KCC/HTW/500/051, average depth to invert not exceeding 1.0m. Unsure extent of defective pipework until excavation is open, fix where required. When excavation is open please rod pipework and locate the outfall.</p>	Works Completed

Foxbush	Hildenborough	<p>Civils crew required to attend site and carry out work as follows.</p> <ol style="list-style-type: none"> <li>1. Civils crew required to excavate and remove gully pot outside No.2 and replace with new brick untrapped gully as per standard drawing KCC/HTW/500/010. Replace the cover and frame with new D400 450 x 450mm grating x 150mm high. Before reconnecting existing pipework to new gully crew required to dig down and replace first 3m of defective pipework. 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.</li> <li>2. Civils crew required to install new brick untrapped gully as per standard drawing KCC/HTW/500/010 with gully grating and frame D400 450 x 450mm x 150mm high next to gully outside No.2, connect the two gullies together with new 150mm pipework. Crew also required to install 12m of new 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m from new brick gully outside No.2 outfalling into manhole outside No.1.</li> <li>3. Crew required to install x2 new precast concrete / uPVC trapped gully, 750mm deep to invert as KCC/HTW/500/009 with gully grating and frames D400 600 x 600mm x 150mm high either side of the carriageway junction with London Road (B245) crew required to install 16m of new pipework from one of the new gullies outfalling to manhole next to ditch and install 5.5m of new pipework from the other new gully outfalling to the manhole next to the ditch with 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m.</li> <li>4. Crew required to install 0.5m of new 225mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m from manhole junction with London Road (B245) outfalling into ditch.</li> </ol>	Job Passed to Contractor Programmed to commence on 02/02/2026 for 10 Days
Maidstone Road	Borough Green	<p>Civils crew required to dig down and replace 4m of defective pipework 14m upstream from catchpit opposite No.133. Crew also required to replace 2m of defective pipework 12m upstream from catchpit opposite No.143. Replace sections of pipework with 225mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m and reinstate the footway as per standard drawing KCC-HTW-1100-012. Whilst excavations are open rod pipework</p>	Works Completed

		in both directions to check whether there are any more defects within the system, if any more defects are located contact engineer to discuss and confirm how to proceed.	
East Street	Tonbridge	Crew required to excavate and remove existing gully pot and replace with new brick untrapped gully as per standard drawing KCC/HTW/500/010. Replace the cover and frame with new D400 450 x 450mm grating x 150mm high, after new gully has been built, install 2.5m of new 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m between the new gully outfalling to the "lamp column chamber" this may require installing at a higher level due to utility running straight through existing pipework, after these works have been completed backfill excavation with compacted type 1 and rebuild up to existing carriageway as per standard drawing KCC-HTW-700-002 (Road Type 3)	Works Completed
Maidstone Road	Wrotham Heath	Civils crew required to excavate and remove damaged gully pot outside Millwood Cottage and replace with new brick untrapped gully as per standard drawing KCC/HTW/500/010. Replace the cover and frame with new hinged D400 450 x 450mm grating x 150mm high and reconnect all existing lines back into new gully.	Works Completed
Mill Street	East Malling	Civils crew required to CAT & Sonde 150mm pipework from gully in narrow section to locate exact location of collapsed pipework 38.85m in (CCTV report will be provided) Crew then required to dig down and replace collapsed 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 extend of collapse until excavation is open, fix where required and reinstate the footway as per standard drawing KCC-HTW-1100-012.	Job Passed to Contractor Programmed to commence on 07/04/2026 for 3 Days
London Road	Addington	Civils crew required to attend site and carry out work as follows. 1. Install new precast concrete chamber type 2a to KCC/HTW/500/001 depth to invert not exceeding 1.20m outside Hawthorn in footway and install 5m of new 225mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m from new chamber outfalling to existing catchpit. 2. Crew required to install x2 new precast	Job Passed to Contractor Programmed to commence on 24/01/2026 for 16 Days

		<p>concrete / uPVC trapped gully, 750mm deep to invert as KCC/HTW/500/009 with gully grating and frames D400 450 x 450mm x 150mm high either side of the driveway to "The Foss" crew required to install 15m of new pipework from one of the new gullies outfalling to new chamber and install 7m of new pipework from the other new gully outfalling to the new chamber with 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m.</p> <p>3. 6 dropped kerbs and 2 tapers require taking up and disposing off site and replacing with new kerbs outside The Foss, when installing dropped kerbs make sure there is approx a 30mm kerb face.</p> <p>4. 3 dropped kerbs and 2 tapers require taking up and disposing off site and replacing with new kerbs outside Chestnuts, when installing dropped kerbs make sure there is approx a 30mm kerb face.</p>	
Nepicar Lane	Wrotham	<p>Due to there being a constant flow of water running through the ditch, crew required to block this ditch further up from works and use diaphragm pump 50mm to pump the water out of the ditch and into the downstream manhole. Crew required to remove and dispose off site concrete headwall, crew also required to dig down and replace the existing gully with a new precast concrete chamber type 2a to KCC/HTW/500/001 depth to invert exceeding 1.20 but not exceeding 2.0m, when installing new chamber assure there is approx a 1500mm sump below the outlet pipework and this is installed with a rising cover, crew required to dig down and remove 28m of 300mm pipework between new chamber and existing manhole and replace with 28m of 225mm and 28m of 150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m. When installing pipelines install 150mm pipework at a slightly higher level to act as an overflow and also surround both sections of pipework in extra concrete to try and avoid roots entering the pipework (28m x 7m of vegetation requires cutting back between the new chamber and manhole) Civils crew required to install a new brick build headwall KCC-HTW-500-040 around new chamber (Total metreage – Width 8.5m X Height 1m) Assure when installing the 2m section of headwall between new chamber and ditch that this is approx 0.5m away from chamber ring and install 2x new pipework, 0.5m of 225mm and 0.5m of</p>	<p>Job Passed to Contractor Programmed to commence on 23/03/2026 for 10 Days</p>

		150mm uPVC drain on bed type z to KCC/HTW/500/051, average depth to invert not exceeding 1.0m between new headwall outfalling into new chamber, when installing pipelines install 150mm pipework at a slightly higher level to act as an overflow. Install concrete pad between new headwall and fenceline (Approx 2.5m X 1.5m) Civils crew required to take up and dispose off site 1x manhole cover and frame and replace with Manhole cover and frame D400, 600 x 600mm opening 150 deep.	
Well Street	East Malling West Malling	Adjustment of carriageway to help prevent the flooding issues that occur.	Work dates 02/02/26 to 13/02/26.
A228 Snodland Bypass	Snodland	Maintenance works to cut various grips along verge and renew filter drain material in central reservation to help clear surface water from edge of carriageway.	Work completed.
A20 London Rd	Larkfield Aylesford Opposite B&Q	Work to reinstate void around existing soakaway.	Work complete.
Lucks Hill	West Malling	Highway Drainage Improvements, new assets installed to help with the flooding issues outside More Park Primary school.	The majority of the works were carried out on 28/07/25 to 30/08/25. A return visit to complete the work is scheduled for 16/02/26 to 23/02/26.
Lunsford Lane near junction with Leybourne Way	Larkfield	Highway Drainage Improvements, new assets installed and linked to the existing system to help drain the carriageway flooding.	Work completed. To continue to monitor.

<p>Brooklands Rd</p>	<p>Larkfield</p>	<p>To install new drainage assets to the existing road drains around Brooklands Rd to improve the soakage of these drains. The aim is to help reduce the amount of surface water running down to Brookfield Avenue where the carriageway floods.</p>	<p>Part of this work is due to start on 16/03/26 for up to 3 weeks. We then aim to continue the work around Brooklands Rd later in the year. Further solutions to help with the flooding at Brookfield Avenue are continuing to be investigated.</p>
<p>Firs Close</p>	<p>Aylesford</p>	<p>Adjustment to the existing drainage to help with the carriageway flooding issue.</p>	<p>Work date 23/02/26 for 1 week.</p>

## **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.

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
Western Road JWBA004	Borough Green	Replacement of Lamp Column	Completion by end May 2026
London Road JUAQ024	Wrotham	Replacement of Lamp Column	Completion by end May 2026
Shipbourne Road JSBO029	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Shipbourne Road JSBO078	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Sevenoaks Road JBCK009	Borough Green	Replacement of Lamp Column	Completion by end May 2026
Quarry Hill Road JQAK018	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
London Road JLCA009	Ditton	Replacement of Lamp Column	Completion by end April 2026
Bordyke JBCH001	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Tonbridge Road JTDB034	Wateringbury	Replacement of Lamp Column	Completion by end May 2026
Hadlow Road JHAB011	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Pippin Way JPDO009	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
Pippin Way JPDO020	Kings Hill	Replacement of Lamp Column	Completion by end February 2026
Peregrine Road JPDQ002	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
Peregrine Road JPDQ003	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
Peregrine Road JPDQ008	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
Peregrine Road JPDQ009	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
Peregrine Road JPDQ011	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
Peregrine Road JPDQ012	Kings Hill	Replacement of Lamp Column	Completion by end April 2026

Peregrine Road JPDQ013	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
Worcester Avenue JWDU012	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Anson Avenue JABY020	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Stirling Road JSFW007	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
Stirling Road JSFW008	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
Stirling Road JSFW013	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
Stirling Road JSFW015	Kings Hill	Replacement of Lamp Column	Completion by end April 2026
High Street JHBU006	Aylesford	Replacement of Lamp Column	Completion by end May 2026
Lapins Lane JLED026	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Tower View JTFI060	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Tower View JTFI071	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Tower View JTFI080	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Tower View JTFI088	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Copper Beech View JCGT004	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Melrose Avenue JMEX002	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Admiral Way JABZ004	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Alfriston Grove JACC007	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Maidstone Road JTCU001	Hadlow	Replacement of Lamp Column	Completion by end May 2026
Borough Green Road JWCQ004	Wrotham	Replacement of Lamp Column	Completion by end May 2026
Borough Green Road JWCQ007	Wrotham	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP007	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP008	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP009	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP019	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP021	Kings Hill	Replacement of Lamp Column	Completion by end May 2026

Discovery Drive JDBP022	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP023	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP025	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP038	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP039	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP047	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Discovery Drive JDBP066	Kings Hill	Replacement of Lamp Column	Completion by end May 2026
Barling Close JBF1001	Bluebell Hill	Replacement of Lamp Column	Completed
Fostington Way JFBI006	Walderslade	Replacement of Lamp Column	Completion by end May 2026
Walsham Road JWDB009	Walderslade	Replacement of Lamp Column	Completion by end May 2026
Lower Warren Road JLCZ002	Aylesford	Replacement of Lamp Column	Completion by end May 2026
Bluebell Hill R-A-B Exit to Buckmore Park JUBG006	Bluebell Hill	Replacement of Lamp Column	Completion by end May 2026
Maidstone Road JMDJ019	Bluebell Hill	Replacement of Lamp Column	Completion by end May 2026
Station Road JSDH012	Aylesford	Replacement of Lamp Column	Completion by end May 2026
Station Road JSDH013	Aylesford	Replacement of Lamp Column	Completion by end May 2026
London Road JLBX007	Aylesford	Replacement of Lamp Column	Completion by end May 2026
Cherry Orchard JCBI011	Ditton	Replacement of Lamp Column	Completed
Shipbourne Road JSBO017	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Shipbourne Road JSBO046	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Scott Close JSAU009	Ditton	Replacement of Lamp Column	Completed
Hamble Road JHAL004	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Vale Road JVAC056	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Avebury Avenue JABF005	Tonbridge	Replacement of Lamp Column	Completed
Stacey Road JSCW008	Tonbridge	Replacement of Lamp Column	Completed

Hopgarden Road JHCW001	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Hopgarden Road JHCW004	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
Sevenoaks Road JSBE001	Ightham	Replacement of Lamp Column	Completion by end April 2026
Bliss Way JBCC001	Tonbridge	Replacement of Lamp Column	Completion by end April 2026
Western Road JWBA003	Borough Green	Replacement of Lamp Column	Completion by end May 2026
Wrotham Road JWCP006	Borough Green	Replacement of Lamp Column	Completion by end May 2026
Botany JBCL002	Tonbridge	Replacement of Lamp Column	Completed
Knowle Road JKAS005	Wouldham	Replacement of Lamp Column	Completion by end May 2026
Northwood Road JNBD001	Tonbridge	Replacement of Lamp Column	Completion by end May 2026
New Hythe Lane JNAG014	Larkfield	Replacement of Lamp Column	Completion by end May 2026

## Appendix D – Transportation and Safety Schemes

### Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Tonbridge and Malling, 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 21.01.2026

<b>Local Transport Plan Funded Schemes</b>		
<b>Road Name</b>	<b>Description of Works</b>	<b>Current Status</b>
<b>Casualty reduction measures (reactive) – Tonbridge &amp; Malling</b>		
<b>24-TM-CRM-1428</b> A20 London Road, junction with Hall Road, Ditton	Signing and lining improvements.	Scheme Complete in Quarter 2 2025 (July-Sept).
<b>25-TM-CRM-1850</b> A228 Whetstead Road roundabout junction with B2160 Maidstone Road	Roundabout chevron block paving refurbishment.	Scheme Complete in Quarter 3 2025 (Oct-Dec).
<b>25-TM-CRM-1851</b> A228 Branbridges Road roundabout junction with Branbridges Industrial Estate	Roundabout chevron block paving refurbishment.	Scheme Complete in Quarter 3 2025 (Oct-Dec).
<b>25-TM-CRM-1856</b> Fen Pond Road j/w Kemsing Road, Wrotham	Installation of yellow-backed signs at junction, vegetation cut back and review of drainage re. potential ponding.	Scheme Ordered. Expected completion in Quarter 4 2025 (Jan-Mar 2026).
<b>25-TM-CRM-2538</b> A26 Quarry Hill Road, Tonbridge – School Children Warning Signs	Installation of children crossing warning sign with 'School' plate.	Scheme Ordered. Expected completion in Quarter 4 2025 (Jan-Mar 2026).
<b>LTP Schemes – Tonbridge &amp; Malling</b>		

<p><b>24-TM-LTP-1774</b></p> <p>Seven Mile Lane, Offham - Comp Lane crossroads</p>	<p>Junction improvements, new high friction surfacing, double white centre line at bend and removal of filter lane.</p>	<p>Scheme Ordered.</p> <p>Expected completion in Quarter 4 2025 (Jan-Mar 2026).</p>
<p><b>25-TM-LTP-1884</b></p> <p>A26 Tonbridge Road, Hadlow</p>	<p>Footway Enhancement Scheme (phase 2), from Haywards Farm Shop to Faulkners Oast House and start of existing public right of way.</p>	<p>Scheme Complete in Quarter 3 2025 (Oct – Dec).</p> <p>Stage 3 road safety audit has recommended some remedial work (completion date TBC).</p>

### **Externally Funded Schemes**

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

**There are no projects of this type.**

### **Developer Funded (S106) Schemes**

**There are no projects of this type.**

## **Major Capital Programme**

The Major Capital Programme team is implementing schemes within **Tonbridge and Malling**, in line with Kent County Council's strategic targets with the road network.

<b>Externally Funded Schemes – Contact Officer: <a href="mailto:MajorProgrammeOffice@kent.gov.uk">MajorProgrammeOffice@kent.gov.uk</a></b>			
<b>Project Name</b>	<b>Description of Works</b>	<b>Source of Funding</b>	<b>Current Status</b>
A229 Blue Bell Hill Improvement Scheme	Major Junction upgrade scheme	Large Local Majors Fund	Survey works have continued into 2026, with construction currently programmed to begin in late 2029.
A20 London Road/Hall Road, Aylesford	Junction improvement scheme	Local Growth Fund	An investigation into a permanent solution for flooding on the A20 is being progressed.

## Appendix E – Developer Funded Works

<b>Developer Funded Works (Section 278 Agreement Works) – Contact Officer: Natalie Peach (unless specified otherwise)</b>				
<b>Scheme Name</b>	<b>Mastergov File Ref No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Churchill Retirement Living, 154-156 New Hythe Lane, Larkfield	TO004068	Larkfield and Aylesford	Widening of existing vehicle crossover to 156 and closing of access to 154	Undergoing Technical Review
Land at Former Court Lane Nurseries, Court Lane, Hadlow	TO004067	Hadlow	Development access and traffic calming measures	Undergoing technical review
Churchill Retirement Living Apartments, Annison Street, Tonbridge	TO004066	Tonbridge	New access and footway on west side of Annison Street in connection with retirement homes development	Agreement Signed
A228 Ashton Way, West Malling	TO004065	West Malling	Formalise footway link to existing PROW/Bridleway west of Tower View Roundabout	Awaiting formal submission
Retirement Village, rear of 239-259 London Road, West Malling	TO004059	West Malling	New priority junction access	Works Substantially completed
Barfield House, Teston Road, Offham	TO004058	Offham	New priority junction access, footway link and uncontrolled crossing point	Works substantially completed
Land west of Station Road North, West Malling	TO004055	West Malling	New access to care home	Works on Maintenance
2nd Access for Police, Poppyfields Roundabout, Aylesford.	TO004054	Aylesford	2nd Access to Police Station from link road created by BDW.	Contact Officer: James Pronger Works on maintenance

King Hill (Orwell Spike), West Malling	TO004052	West Malling	New bellmouth Access	Works completed in maintenance period. Contact Officer: Jamie Hare
Hermitage Lane access adj Chapelfield Way	TO004051	Aylesford	Access to be created for further	Agreement Signed Contact Officer: Steve Stickels
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/scope of works under discussion between developer and developer planner. Contact Officer: Jamie Hare
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. No action since last update. Contact Officer: Alan Aston
New Road – j/w A20 London Road, East Malling	TO004047	East Malling	Junction improvement required by planning consent	On Maintenance
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	Works in progress
Lower Haysden Lane, Tonbridge	TO004037	Tonbridge	Amended junction layout at Lower Haysden Lane/Brook Street to incorporate development access	Works substantially completed
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: Jamie Hare
Aylesford Newsprint – New Hythe Lane	TO004033	East Malling & Larkfield	Bus stop and pedestrian crossing installation	Works on Maintenance
Aylesford Newsprint – Papyrus Way/New	TO004032	East Malling & Larkfield	Footway Improvements	Works on Maintenance

Hythe Lane				
Aylesford Newsprint – Bellingham Way	TO004031	Aylesford	Off-site works – pedestrian crossing	Works substantially completed – awaiting remedials
A20 London Road/New Road/Station Road, Ditton	TO004028	Ditton	A20 improvement Scheme	Works in progress
Kiln Barn Road, Ditton	TO004027	Ditton	New bellmouth access and footway provision with associated lighting, drainage and speed limit works	Works in progress
Hermitage Lane Roundabout	TO004020	Aylesford	Roundabout for development on Hermitage Lane junction with Whitepost.	Agreement Signed Contact Officer: James Pronger
Poppyfields Roundabout	TO004019	Aylesford	New roundabout for development on Hermitage Lane and re-alignment of roundabout at 20/20 roundabout with Poppyfields	Works onto maintenance. Contact Officer: James Pronger
Laker Road, Rochester	TO004018	Rochester	New Bellmouth Access	Works completed Contact Officer: Jamie Hare
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	Works substantially completed – awaiting remedials
Nepicar Oast, A20 London Road, Wrotham	TO004008	Wrotham	New Bellmouth Access	Agreement Signed – On Hold pending outcome of planning changes
The Old Coal Yard, Leybourne	TO004007	Larkfield	New bellmouth access and footway link	Works substantially completed – awaiting remedials

Way/New Hythe Lane, Larkfield				
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	Works substantially completed – awaiting remedials
Vantage Point	TO003314	Snodland	Access to proposed warehouse and drive-thru units from A228 Holborough Road	Awaiting remedial works prior to formal adoption
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	Awaiting remedial works prior to formal adoption
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 Road, Aylesford	TO003068	Aylesford	New signal controlled junction	Works complete
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**

**There are no projects of this type.**

## **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.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A228 Snodland By-pass near Malling Road, Snodland (10-0086)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Completed September 2025

## **Appendix H - Combined Members Grant programme update**

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

The following schemes are those, which have been approved for funding by both the relevant Member and by Andrew Loosemore, 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 21.01.2026

The details given below are for highway projects only. This report does not detail

- contributions Members have made to other groups such as parish councils
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the Highway Manager for the Tonbridge and Malling Borough, Andy Watson

**There are no projects of this type.**

## **Appendix I – Road Markings**

This year will see the commencement of a multi-year strategic lining programme for the renewal of road markings, focusing initially on the Resilient Highway Network and A road network, with a view to expanding this to the B road network in time (dependent on funding).

A five-year programme has been developed, and will be reviewed and sense checked annually, with input from local district teams to ensure this programme remains sensitive to local requirements.

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.

<b>Road Marking Renewal Programme – <i>Contact Officer: Jonathan Dean</i></b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
A229 Blue Bell Hill	Walderslade and Boxley	Walderslade Woods Corridor (A229 Lord Lees and Taddington Roundabouts including link roads and slips)	Programmed for February 2026

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.

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**Contacts: Richard Emmett / Andy Watson 03000 418181**

# Agenda Item 11

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

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# Agenda Item 12

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

**ANY REPORTS APPEARING AFTER THIS PAGE CONTAIN EXEMPT  
INFORMATION**

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