

TONBRIDGE & MALLING BOROUGH COUNCIL



EXECUTIVE SERVICES

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

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

5 June 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, 15th June, 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

1. Guidance for the Conduct of Meetings

5 - 8

PART 1 - PUBLIC

- | | | |
|----|------------------------------------|---------|
| 2. | Apologies for absence | 9 - 10 |
| 3. | Notification of Substitute Members | 11 - 12 |
| 4. | Declarations of interest | 13 - 14 |

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

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

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| 5. | Minutes | 15 - 18 |
|----|---------|---------|

To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 2 March 2026.

Matters for the Borough Council

- | | | |
|----|-----------------------|---------|
| 6. | Hadlow Parking Review | 19 - 66 |
|----|-----------------------|---------|

This report covers the outcome of the formal consultation on the Hadlow Parking review, considers objections and seeks agreement for proposals to be implemented or abandoned.

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|----|----------------|---------|
| 7. | Parking Update | 67 - 76 |
|----|----------------|---------|

The purpose of this report is to consider the next phases of the Borough's Parking Action Plan and the potential effects of the forthcoming Local Government Reorganisation (LGR) on the delivery of future phases.

- | | | |
|----|---------------------------------------|----------|
| 8. | Parking Action Plan - Access Group 11 | 77 - 134 |
|----|---------------------------------------|----------|

This report covers the formal consultation on proposals in Access Group 11 – subset of the Parking Action Plan where the council has applied a streamlined process for the consideration and promotion of minor changes to the Traffic Regulation Order.

Matters submitted for Information

9. Update on the Local Electric Vehicle Infrastructure (LEVI) Project and other Electric Vehicle (EV) charging infrastructure 135 - 138

The report provides an update on the Local Electric Vehicle Infrastructure (LEVI) project delivering up to 10,000 Electric Vehicle (EV) charging sockets across Kent. It also provides updates on other EV charging options available to residents and businesses.

10. Highways Forward Works Programme 2026/27 139 - 140

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 9 June 2026.

11. 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).

12. Urgent Items 141 - 142

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

Matters for consideration in Private

13. Exclusion of Press and Public 143 - 144

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

PART 2 - PRIVATE

14. Urgent Items

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

MEMBERSHIP

County Cllr S Hudson (Chair)
Cllr M A Coffin (Vice-Chair)

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

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 in the first instance.

Attendance:

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

- Members of the public addressing an Area Planning Committee should attend in person. However, arrangements to participate online can be considered in certain circumstances. Please contact committee.services@tmbc.gov.uk for further information.

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

Ground Rules:

The meeting will operate under the following ground rules:

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

For those Members participating online:

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

Voting:

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

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

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Apologies for absence

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Joint Transportation Board – Substitute Members (if required)

	Conservative	Liberal Democratic	Green	Ind. Kent Alliance	Labour
1	Matt Boughton	Tim Bishop	Lee Athwal		
2	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		

Updated May 2026

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Declarations of interest

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TONBRIDGE AND MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

Monday, 2nd March, 2026

Present: 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, County Cllr M Hood, County Cllr H Rayner, County Cllr D Sian and County Cllr P Stepto

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

(*participate via MS Teams)

Apologies for absence were received from Mrs S Barker and Mr T Shaw (Kent Association of Local Councils), and County Cllr Mrs T Dean.

PART 1 - PUBLIC

JTB 26/1 NOTIFICATION OF SUBSTITUTE MEMBERS

There were no substitute members.

JTB 26/2 DECLARATIONS OF INTEREST

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

JTB 26/3 MINUTES

RESOLVED: That the Minutes of the meeting of the Joint Transportation Board held on 1 December 2025 be approved as a correct record and signed by the Chairman.

MATTERS FOR THE BOROUGH COUNCIL

JTB 26/4 PARKING ACTION PLAN - PHASE 15 - FORMAL CONSULTATION

(Decision Notice D260035MEM)

The report of the Director of Street Scene, Leisure and Technical Services covered the formal consultation stage of the parking restriction proposals contained in Phase 15 of the Parking Action Plan and sought approval to implement the changes.

Following the meeting of the Joint Transportation Board in March 2025, investigations into proposed changes were undertaken at 30 sites across the Borough. The proposals were then reported back to the Joint Transportation Board in June 2025, where it was decided that 16 locations should proceed to formal consultation and invitation of objections. A list of all the locations, the issues raised and a summary for each was attached at Annex 1. A location summary and a more detailed response rate, analysis and recommendation were attached at Annex 2.

The view of local Members were sought and where appropriate and/or practical, these would be reflected in the final proposals.

RECOMMENDED*: That

- (1) The recommendation for Ph 15-01, 15-14, 15-21 and 15-22 for Phase 15, as set out in Annex 1 to the report, be adopted and where appropriate the proposals be implemented; and
- (2) The views of local members having been sought; the following recommendations be adopted:
 - (i) Ph 15-03, 15-06, 15-08, 15-10 and 15-15, be abandoned;
 - (ii) Ph 15-07, 15-09, 15-18, 15-24, 15-27, 15-29 to 15-30, be taken forward; and
 - (iii) Ph 15-16 (Booth Close, Snodland), the recommendation to reduce the proposal, as set out at Annex 5, be taken forward.

***Decision taken by Cabinet Member for Finance, Waste and Technical Services**

MATTERS SUBMITTED FOR INFORMATION

JTB 26/5 UPDATE ON ELECTRIC VEHICLE CHARGING INFRASTRUCTURE IN TONBRIDGE AND MALLING

Members received a report which provided an update on Electric Vehicle (EV) Charging Infrastructure in Tonbridge and Malling, which specifically outlined the Local Electric Vehicle Infrastructure (LEVI) project.

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.

Councillors and members of the public were encouraged to suggest suitable charge locations via an online portal. Currently, sixty locations

had been proposed by residents in Tonbridge and Malling. Proposed charger locations would be processed alongside Traffic Regulation Orders giving residents the opportunity to support or raise traffic-related objections.

Kent County Council was collaborating with Trojan Energy on a trial of the Trojan Home product, enabling homeowners to use their home tariffs for charging. The trial currently included ten installations, with a small expansion planned.

JTB 26/6 ACTIVE TRAVEL UPDATE

The report of the Kent County Council Highways and Transportation updated Members on Kent County Council's upcoming School Streets trial to serve Snodland Church of England Primary School.

School Streets temporarily restricted motor traffic outside schools during drop-off and pick up times using an Experimental Traffic Regulation Order (ETRO). The aim was to reduce congestion, improve safety, and encourage walking, cycling and scooting. Exemptions applied to residents, emergency services, care home staff, and others with legitimate access needs. Kent County Council had trialled several schemes across Kent; some of which had become permanent.

The rationale for the Snodland School Streets trial was to address severe congestion and illegal parking, blocked access to Pilgrims View Care Home, near-miss incidents involving pupils and families and poor driver behaviour despite previous mitigation measures. Stakeholders agreed that a School Street could significantly improve safety and access.

In terms of communication and engagement, a comprehensive plan would be implemented to ensure that all affected parties were fully informed ahead of the trial. At the end of the consultation period, the decision might include making the scheme permanent, continuing, adapting, or removing it.

JTB 26/7 HIGHWAYS FORWARD WORKS PROGRAMME 2025/26 AND 2026/27

The report of the Kent County Council Highways and Transportation summarised schemes programmed for delivery in 2025/26 and 2026/27. 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 school warning sign scheme on the A26 Quarry High Road, Tonbridge (25-TM-CRM-2538). Specifically, questions were raised on the details of the scheme and the exact location.

JTB 26/8 ANY OTHER BUSINESS

There was no other business raised.

MATTERS FOR CONSIDERATION IN PRIVATE

JTB 26/9 EXCLUSION OF PRESS AND PUBLIC

There were no items considered in private.

The meeting ended at 8.14 pm

Parish Council. In 2018 when it's turn came around the Borough made initial proposals based on the issues presented by local residents, the Parish Council and local Members.

- 4.3 It was not possible to take the proposals to informal consultation until 2023 due to the impact of the Covid pandemic on the Council's ability to deliver services.
- 4.4 The outcome of the Informal Consultation was that many of the proposals were unwanted and following feedback from the Parish Council and local Members the proposals were significantly reduced.
- 4.5 Plans of the revised proposals that were taken to formal consultation are shown in Annex 1.
- 4.6 The locations where proposals were made were as follows;

Location	Proposal
Appletons	New double yellow lines at junction with Court Lane
Carpenters Lane	New double yellow lines
Caxton Lane	New double yellow lines at junction with Carpenters Lane
Court Lane	New double yellow lines
Dray Court	New double yellow lines
Great Elms (and junctions)	New double yellow lines around junctions
Hailstone Close	New double yellow lines
High Street	New double yellow lines
High Street	New bus stops
Mill View	New double yellow lines at junction with Carpenters Lane
Hope Avenue	New double yellow lines at junction with Carpenters Lane
Kenward Court	New double yellow lines at junction with Carpenters Lane
Maidstone Road	New bus stop (near Great Elms)
Maidstone Road	New double yellow lines
Maltings Close	New double yellow lines
Monypenny Close	New double yellow lines at junction with Carpenters Lane
Smithers Close	New double yellow lines at junction with Great Elms
The Cherry Orchard	New double yellow lines at junctions with Great Elms
The Forstal	New double yellow lines at junction with Court Lane
The Freehold	New double yellow lines at junctions with Carpenters Lane
Three Elm Lane (Golden Green)	New double yellow lines and bus stop (near Victoria Road)
Victoria Road (Golden Green)	New double yellow lines

4.7 Formal consultation on the revised and reduced proposals was carried out in May 2026, and 133 responses were received.

Location	Total	Objections	Support	Recommendation
Appletons	14	0	14	Introduce proposals
Carpenters Lane	12	9	3	Consider objections and seek the views of the local Members.
Caxton Lane	0	0	0	Introduce proposals
Court Lane	4	3	1	Consider objections and seek the views of the local Members.
Dray Court	1	1	0	Consider objections and seek the views of the local Members.
General (no specific area)	6	5	1	
Great Elms (and junctions)	7	4	3	Consider objections and seek the views of the local Members.
Hailstone Close	1	1	0	Consider objections and seek the views of the local Members.
High Street	11	10	1	Consider objections and seek the views of the local Members.
Mill View	0	0	0	Introduce proposals
Hope Avenue	2	0	2	Introduce proposals
Ken Ward Court	1	0	1	Introduce proposals
Maidstone Road	7	6	1	Consider objections and seek the views of the local Members.
Maltings Close	9	6	3	Consider objections and seek the views of the local Members.
Monypenny Close	5	1	4	Consider objections and seek the views of the local Members.
Smithers Close	4	0	4	Consider objections and seek the views of the local Members.
Tainter Road / Twyford Road	2	1	1	Consider objections and seek the views of the local Members.
The Cherry Orchard	7	4	3	Consider objections and seek the views of the local Members.
The Forstal	0	0	0	Introduce proposals
The Freehold	1	0	1	Introduce proposals
The Square	5	3	2	Consider objections and seek the views of the local Members.
Three Elm Lane	13	6	7	Consider objections and seek the views of the local Members.
Toby Gardens	2	2	0	Abandon proposals
Victoria Road	10	6	4	Consider objections and seek the views of the local Members.
Twyford Road	1	0	1	Introduce proposals
Warren Gardens	1	0	1	Introduce proposals

Waterslippe	7	3	4	Consider objections and seek the views of the local Members.
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4.8 Consultation responses can be viewed in Annex 2.

4.9 There were a number of other issues arising during the consultation that would fall outside the remit of this parking review;

- More parking capacity - A lack of overall parking in Hadlow and Golden Green and an associated request for an increase in parking, some suggest by way of new car parks). It is difficult to identify any suitable location for providing additional parking in Hadlow or Golden Green.
- Extend parking restrictions into Monypenny Close – However, this area is not adopted as public highway and so would be for the manager of that area to consider.
- Speed management - A need for speed management through Hadlow was raised by several respondents, some with concerns that parking changes could increase traffic speeds.
- There were also requests for speed camera enforcement or a lower speed limit.
- Permit Parking - Requests for some areas to have Resident Permit Parking to prevent non-resident parking and to “ration” spaces between households.
- Some elements of permit parking were introduced in the original proposals but were removed after the informal consultation process as these were not supported.

5 Analysis

5.1 The overall response rate to the consultation was low. Some areas had a strong response in support, indicating a need for the proposals, whereas others had strong response against.

5.2 The initial proposals at the informal consultation stage formed a more cohesive set of proposals, but these were reduced after the response from the informal consultation and the Parish Council’s comments. These revised proposals can be considered separately, though they form an overall review.

5.3 There are a number of comments against the proposals but citing parking problems and asking for parking enforcement.

- 5.4 The proposals are based around the requirements of the Highway Code, to prevent parking at junctions and prevent obstructive parking. This seems to be a point of contention for some respondents, who wished to prevent other people parking, but wanted to maintain their own convenient parking.

6 Risk Assessment

- 6.1 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.

7 Legal Implications

- 7.1 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.
- 7.2 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.
- 7.3 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.
- 7.4 The matters raised in this report are considered to be routine, uncontroversial or not legally complex.

8 Cross Cutting Issues

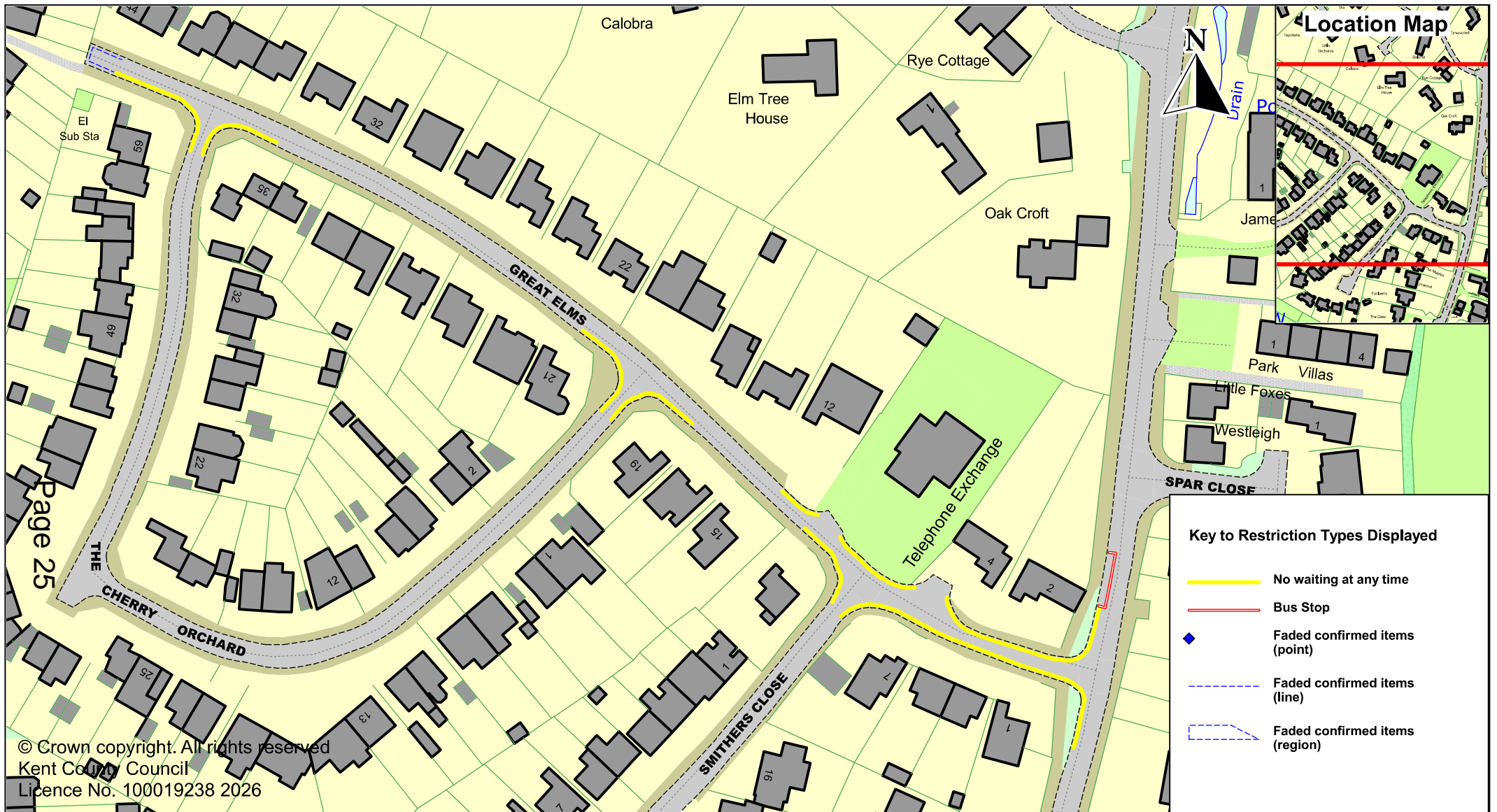
- 8.1 Climate Change and Biodiversity

8.1.1 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.

9 Equalities and Diversity

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

Background Papers	
Annexes	Annex 1 – Location plans Annex 2 – Consultation responses



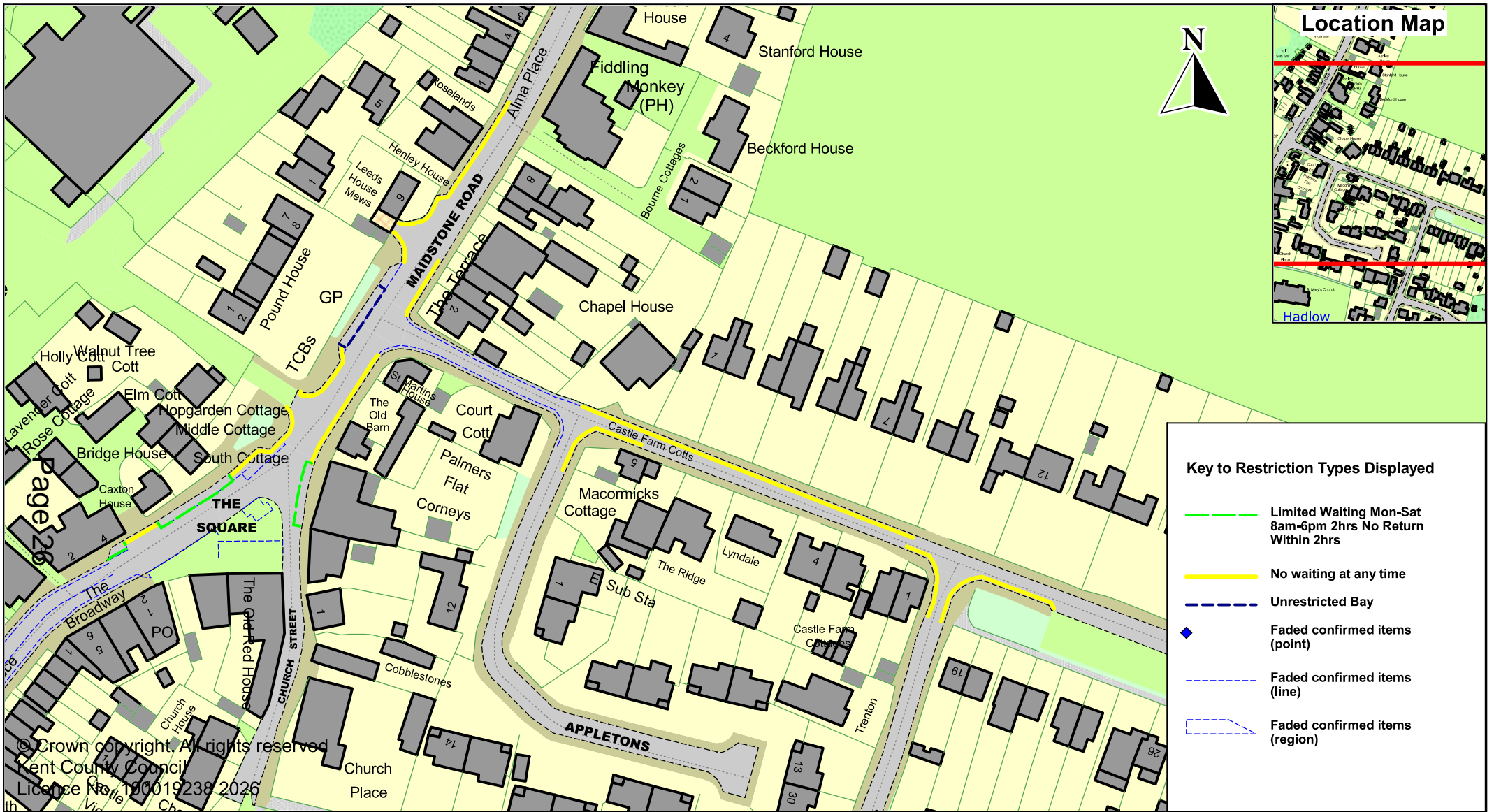
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Parking Action Plan - Hadlow Parking Review
 New double yellow lines and bus stop clearway

Annex 1

SCALE	1 : 1250
DATE	22/04/2026
DRAWING No.	HPR-01
DRAWN BY	ACB



Parking Action Plan - Hadlow Parking Review
 New double yellow lines

SCALE	1 : 1250
DATE	22/04/2026
DRAWING No.	HPR-02
DRAWN BY	ACB



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Parking Action Plan - Hadlow Parking Review
 New double yellow lines, bus stops and removal of access protection markings



SCALE	1 : 1250
DATE	22/04/2026
DRAWING No.	HPR-03
DRAWN BY	ACB

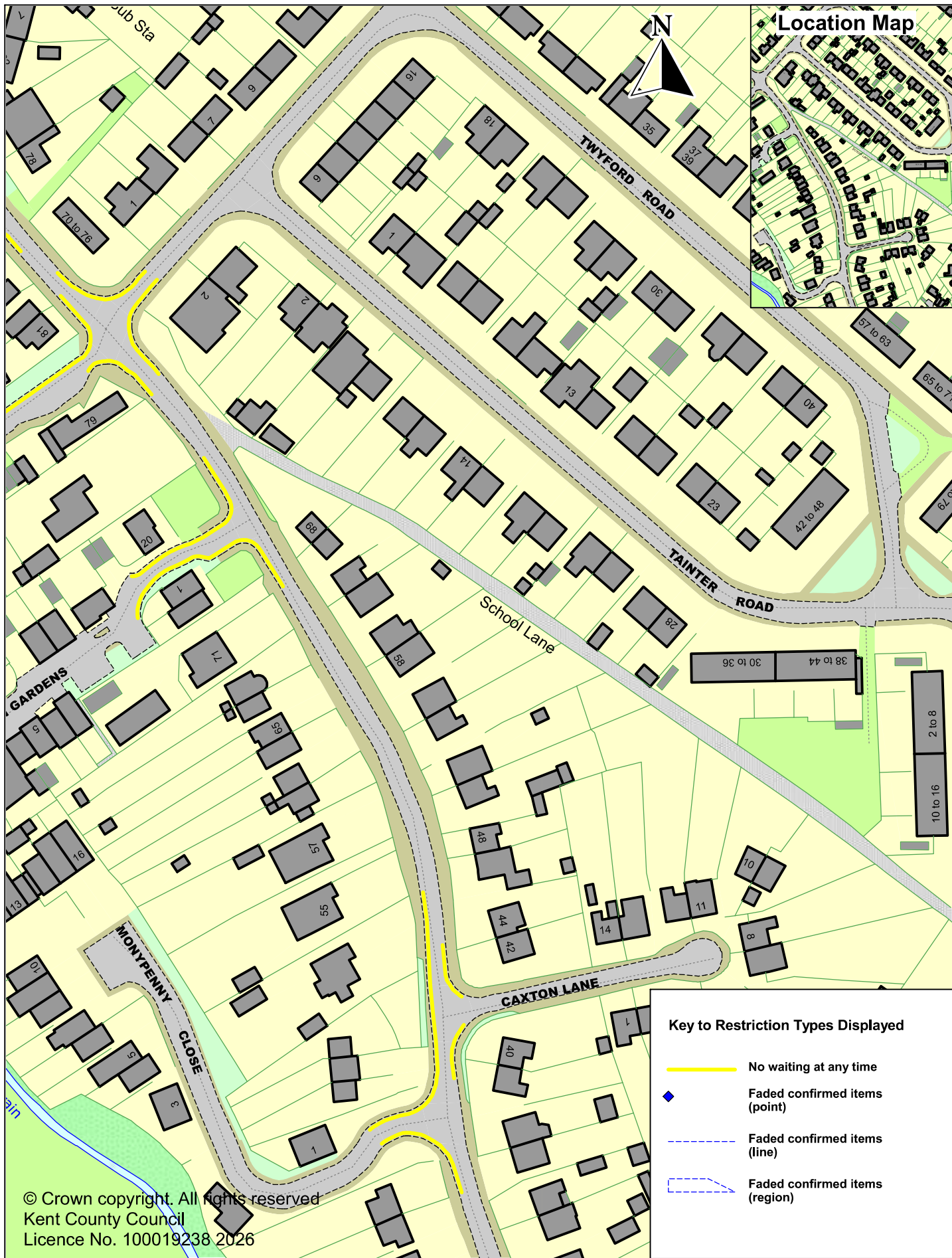


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Parking Action Plan - Hadlow Parking Review
 New double yellow lines

SCALE	1 : 1250
DATE	22/04/2026
DRAWING No.	HPR-04
DRAWN BY	ACB



Key to Restriction Types Displayed

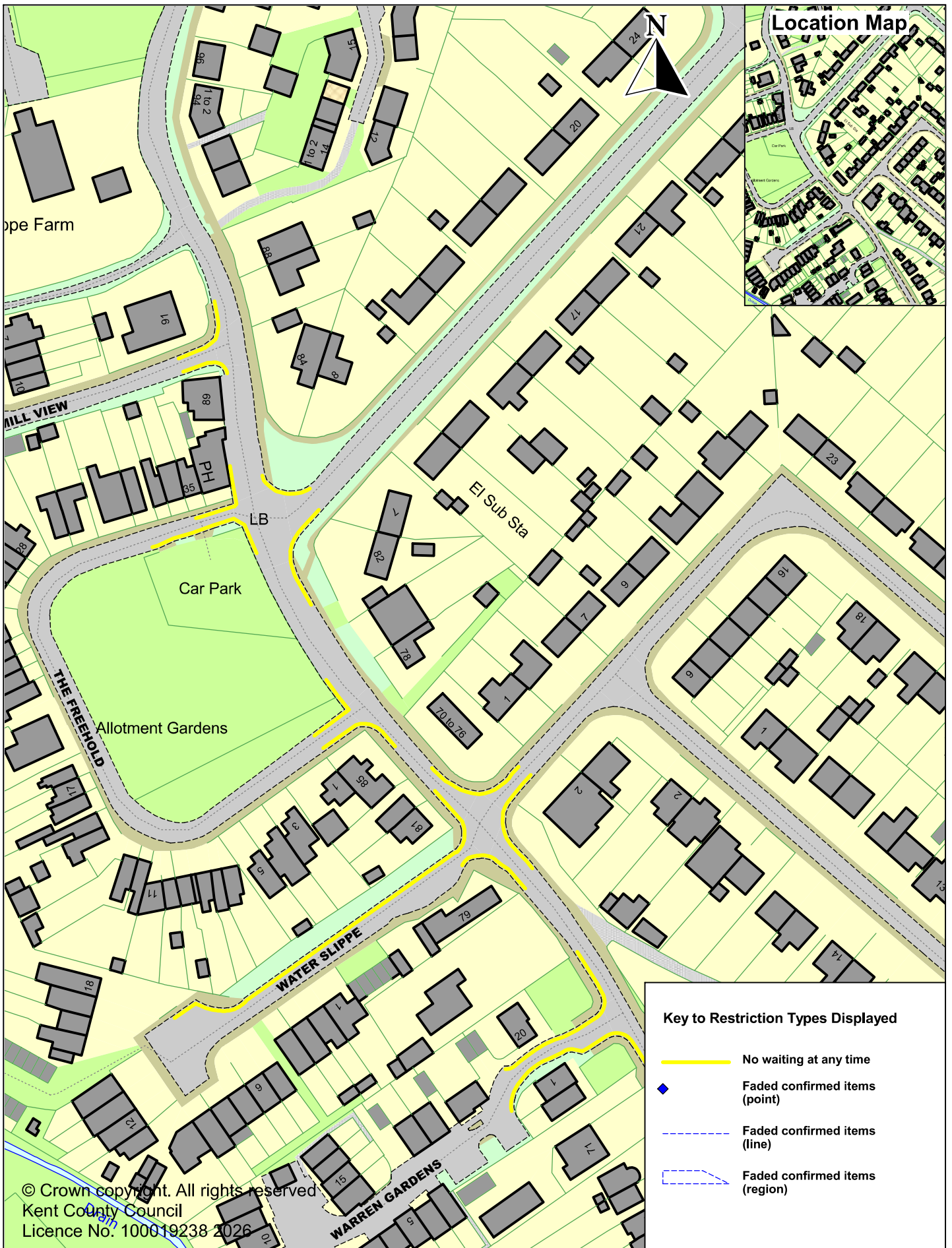
-  No waiting at any time
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)

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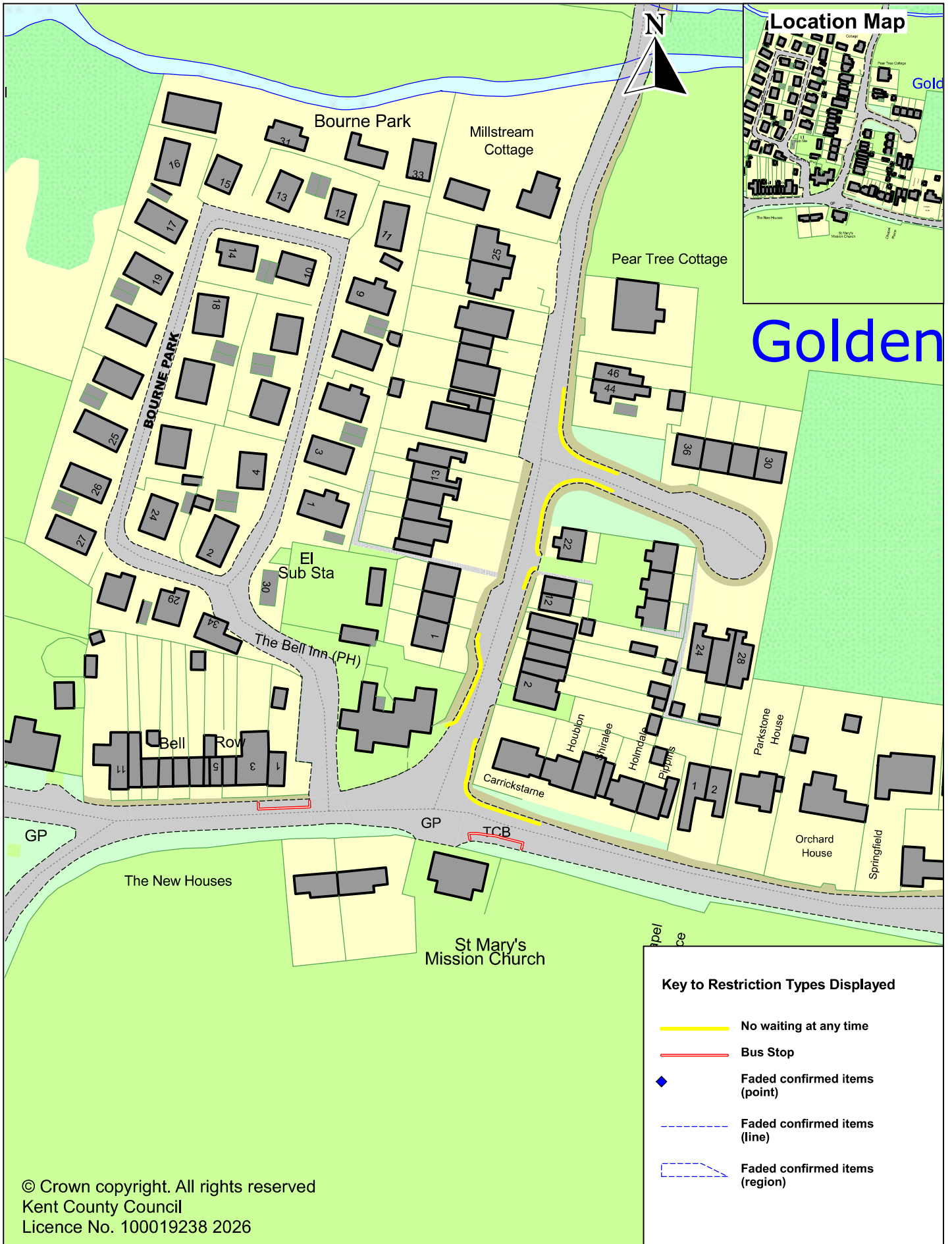
SCALE	1 : 1250
DATE	22/04/2026
DRAWING No.	HPR-05
DRAWN BY	ACB

Parking Action Plan - Hadlow Parking Review
 New double yellow lines





SCALE	1 : 1250
DATE	22/04/2026
DRAWING No.	HPR-06
DRAWN BY	ACB



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Parking Action Plan - Hadlow Parking Review
 Golden Green
 New double yellow lines and bus stops

SCALE	1 : 1250
DATE	22/04/2026
DRAWING No.	HPR-07
DRAWN BY	ACB



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Annex 2 Hadlow Parking Review – Consultation responses

Ref	Type	Location	Supp.	Obj.	Comment	Response
1	Online	Appletons	1		No comments supplied	
2	Online	Appletons	1		Very restricted view when turning out of Appletons . This will lower risk.	
3	Online	Appletons	1		No comments supplied	
4	Online	Appletons	1		No comments supplied	
5	Online	Appletons	1		Because parking near the Court Lane and Appletons junction is dangerous as you can't see up into Court Lane when coming out of Appletons.	
6	Online	Appletons	1		Entry to Court Lane is dangerous & too narrow as it is. Since they ve decided to build more houses up the road on a small lane it has already created big issues! Who design/decide/approve these new builds?? We have already too many houses not getting sold!! We do need yellow lane there!	
7	Online	Appletons	1		Cars constantly blocking the junction into Appletons. With more traffic than usual, Court Lane is getting dangerous to pull out onto.	
8	Online	Appletons	1		The proposals are principally to protect sight lines at junctions and certain narrow roadways and therefore to prevent accidents.	
9	Online	Appletons	1		Access to Court Lane is lethal.Impossible to see if there is traffic coming along Court Lane due to parking right up to the corner.	
10	Online	Appletons	1		When pulling out of Appletons onto Castle Farm Cottages, visibility is significantly restricted by vehicles parked along the road. It is often impossible to see approaching traffic clearly until the vehicle is already partly in the carriageway, creating a serious safety hazard for residents and visitors. The introduction of double yellow lines would greatly improve visibility and make this junction much safer for everyone.	
11	Online	Appletons	1		Traffic is a massive problem in Hadlow. Dangerous parking is an increasing issue.	
12	Online	Appletons	1		Parking on junctions (Court Lane/Appletons) is causing an increasing issue. With all the new traffic now using Court Lane, it's dangerous to pull out onto Court Lane.	

Annex 2 Hadlow Parking Review – Consultation responses

Ref	Type	Location	Supp.	Obj.	Comment	Response
13	Online	Appletons	1		No comments supplied	
14	Online	Appletons	1		Double Yellow lines at the end of Appletons and Court Lane will make it safer	
15	Online	Carpenters Lane		1	Firstly there is spelling errors, Hill View does the proposal mean Mill View, its also noted thats its justified due to stop obstructive parking yet places like 55 carpenters lane have been left off where parking can obstruct vision around that corner, also wouldnt having double yellow lines down onside of carpenters lane also solve obstructive parking because atleast that way parked cars would be on one side not dotted either side of the carriage way?	
16	Online	Carpenters Lane		1	Please can you extend the restrictions to the front of our property at REDACTED Carpenters Lane. As the proposal currently stands it will make us feel as if we are living in a car park. Plus as my partner has recently been diagnosed with dementia I will have to keep explaining who's car is parked Infront of our house.	
17	Online	Carpenters Lane		1	Removel outside 5 carpenters lane will increase the cars parked on a blind bend coursing more congestion and increase the risk of an accident. At the weekend there are many cyclists who speed around the bend. They would then face oncoming cars. The yellow lines would be better extended all the way around the bend past the entrance to the allotments.	There is no proposal to remove parking in this area, but to change existing access protection markings to double yellow lines to allow enforcement.
18	Online	Carpenters Lane		1	Regards the old part of carpenters lane that is a cul-de-sac. Currently people mostly park along side the maltings on the East side, by the Maltings building. This allows free vehicle movement to the properties on the west side. More often than not some will part in front of Nos 1 and 3 on the west side and it often causes a restriction with the cars parked opposite. The current proposal will make this worse as the restriction is being extended on the East side. It would make more sense to extend the restrictions	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

Ref	Type	Location	Supp.	Obj.	Comment	Response
					on the west side rather than the east to make it impossible to park vehicles in such a way that makes access difficult and on some occasions block it completely..	
19	Online	Carpenters Lane		1	The double yellow lines on Carpenters Lane must be extended. Currently a set starts just prior to No. 10 and ends at No. 12. Counting for the dropped kerbs these double yellow lines need to extend to at least No. 18. Furthermore double yellow lines should also be implemented to extend on the opposite side of the road from the existing cul-de-sac. The parking on some days is ridiculous with cars, vans and trucks parked making access and egress into properties difficult. In addition the number of accidents and near misses happening has also increased. Whilst I have no doubt that a lack of double yellow lines is being used as a traffic calming measure, the reality is that this is just creating issues and causing distress to those living in the adjacent properties.	
20	Online	Carpenters Lane		1	There is not enough parking spaces at the Rose and Crown end of Carpenters Lane at present. Double yellow lines are going to make this worse. Where are visitors going to park? We have a daughter who is a wheelchair user, where are we supposed to park? There will be more pavement parking forcing wheelchair and pushchair users to walk in the road. Including the main A26 which runs through the middle of the village. users and	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
21	Email	Carpenters Lane		1	Carpenters Lane is the area most in need of perusal as it is getting more problematic and the potential is there for future incidents	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
22	Online	Carpenters Lane		1	Carpenters Lane is a potential hot spot due to off road parking and the curved nature of the lane and the potential numbers that may be using it. Residents views must be taken into account. As	The proposals echo the requirements of the Highway Code,

Ref	Type	Location	Supp.	Obj.	Comment	Response
					members of TMBC do not live in Hadlow and HPC don't appear to have listened to the residents either and this is so important as and potential planning will have a huge effect if they come to fruition	not to park at junctions or where it would cause an obstruction.
23	Post	Carpenters Lane	1		Regret we can only comment on the yellow lines in Carpenters Lane. Please see plan we have marked (Indicates request for additional double yellow lines on south side, opposite 12 - 18 on bend) We have had a few near misses when exiting our driveway as there is a blind bend to the right of us and the cars speed around the bend. Turning in to our driveway has caused a few arguments and very near misses as we could be hit head-on! We need yellow lines outside the allotments as when they park to use the allotments we at number (REDACTED) have to move to the other side of the road to turn right into our driveway when coming from the High Street	This is not an objection to the proposals, but a request for additional parking restrictions.
24	Online	Carpenters Lane	1		Outside my house there have been six bad accidents including two cars on their roof, my neighbours cars being written off. I do feel that traffic must be slowed down as these accidents happened when drivers were going too fast	
25	Online	Carpenters Lane	1		Parked cars on carpenters lane is making it almost impossible to drive down this road	
26	Email	Carpenters Lane	1		Carpenters Lane has become increasingly busy over the last decade with traffic and parked vehicles on both sides of the road creating blind spots and slaloms which are thoroughly taken advantage of by "boy/men/girl/women/other" racers in "pop pop bang bang" cars and motorbike riders on their way up or down the road with some who hare up Carpenters Lane, turn at the top by The Maltings and hare back down again for hours treating the lane as a test track. In recent weeks a car has ended up on its roof due to the above parking issues and speed, luckily without serious injury, so far. It's not the first time and it won't be the last. On the road outside our property and on the blind bend adjacent	This is essentially a request for traffic calming and speed management on Carpenters Lane rather than an issue with the parking proposals that are in line with the requirements of the Highway Code.

Ref	Type	Location	Supp.	Obj.	Comment	Response
					to the allotments there are often 4 or more vehicles (including large vans) parked resulting in quite a long distance to cover whilst on the wrong side of the road and cars coming towards you at substantial speed and having to break heavily to avoid a collision. Double yellow lines will work to stop cars parking in various sections of the road but this will create a clear section of road which will do nothing to discourage speed and care whilst driving on a winding lane and just encourage some motorists to put their foot down even more and continue their poor driving habits. Some vehicles are driven/ridden at stupidly dangerous speed. Please install speed humps along Carpenters Lane because this is the only thing that will slow these drivers down and make the lane safer for everyone.	
27	Post	Court Lane		1	We agree with parking restrictions though Hadlow i.e. the High Street/A26, the present bollards along The Broadway/Castle Terrace area do not restrict this. We would also like to point out the area in front of 22-28 Court Lane is not public highway but bays designated for residents and their visitors only. If there are too many parking restrictions there will be a knock-on affects and present residents will not be able to park. Court Lane is already becoming a problem area due to the new housing being built in a road not suitable for the type of traffic - lorries etc.	This relates to concerns about parking in private parking places that could be controlled by the landowner / manager of that area.
28	Online	Court Lane		1	Court Lane - if you put in double yellow lines where are people with no garages supposed to park? This does not help the traffic problem as it will push cars into other areas.	It is not the Council's responsibility to make on-street parking provision for residents that have no off-street parking facility - parking on the public highway is tolerated where it does not cause an issue, but

Ref	Type	Location	Supp.	Obj.	Comment	Response
						problems have been reported at this location.
29	Online	Court Lane		1	I do believe we need double yellows but we need way more than what is bent proposed. We need double yellows on both sides of court lane. I cannot get off my drive when cars park on the left side of my house. It's dangerous when all of the big lorry's pass because I cannot see unless I pull out. We also need double yellows all along Maidstone road this will significantly improve the traffic flow and stop the current traffic jams that happen daily. So I do agree we need them but more than what's being offered.	Original proposals went further but were reduced after informal consultation.
30	Online	Court Lane	1		I just want to say that I think that the double yellow lines where The Forstal joins Court Lane do not go quite far enough on the Maidstone Road side of this junction in enabling safe visibility for vehicles pulling out of The Forstal.	
31	Online	Dray Court		1	If you put yellow lines in Dray Court or maltings close, this will cause extreme hardship to people visiting, as most of the residents are very elderly, and require help from family, also this will cause people to park in our car park to escape the yellow lines, there is no valid reason to place yellow Lines here, you are simply creating more of a problem to residents, i presume its a cash cow for you.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
32	Online	General		1	It will cause chaos and pushing parking elsewhere. I work in Hadlow and clients use the parking for their hair so that'll put strain on the business and surrounding business if this is implemented. Also to take in the residents that don't own drives that live above the shops won't be able to park.	The response focuses on parking availability and parking convenience rather than how the proposals impact the public highway.
33	Online	General		1	The restrictions on parking without making additional provision will push the problem deeper into residential roads. Currently	The proposals echo the requirements of the Highway Code,

Ref	Type	Location	Supp.	Obj.	Comment	Response
					people parking on junctions are breaking the law anyway, so that just needs to be enforced.	not to park at junctions or where it would cause an obstruction.
34	Email	General		1	Is it really necessary, the money would be better utilised repairing road surfaces.	This is not a relevant response.
35	Online	General		1	Double yellow Lines in Hadlow will be ignored by grocery deliveries & couriers, so unless it is overseen & fines issued the objective will not be achieved. For the residents affected by not being able to park outside their houses, it will just push the parking issue to other areas of Hadlow.	Parking enforcement can only apply where there are restrictions to enforce, however there will still be an element of loading and unloading, as this is permitted on double yellow lines.
36	Online	General		1	Double yellow lines is not the answer. Speed humps is more appropriate	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
37	Online	General	1		Parking is becoming more and more of an issue in Hadlow with the poor standards, I think this should be extended further and put stronger restrictions in around the village	
38	Post	Great Elms		1	I strongly object to continuous double yellow lines on the initial stretch of Great Elms. Cars unable to park will unquestionably use the limited and valuable space at the end of the Cherry Orchard. There is also a large number of trade vans in the immediate vicinity which take this valuable space. We are already blighted by untaxed vans and cars which leave their vehicles for months on our road before eventually being removed. Residents have a covenant which is designed to prevent paving of front lawns - this is to keep the street scene as	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

Ref	Type	Location	Supp.	Obj.	Comment	Response
					it is and makes the roads/area special. Some have already ignored this, which is having an impact on the area. WE LIVE HERE!! Cars parked in valuable spaces on our road from out of area is increasing. This leaves residents no choice but to park on pavements - to allow large vehicles to progress. PLEASE CONSIDER RESIDENT PARKING ONLY ZONES - this is the best way to proceed.	
39	Online	Great Elms		1	Whilst I agree in principle to some of the double yellow lines - namely those around the junctions to re-iterate how dangerous it is to park there, I see no reason why they should be outside our house (1 Great Elms through to the corner of Smithers Close) as it not dangerous there. Or could that section be residents only so that our visitors have somewhere to park? If there are double yellow lines on Maidstone Road, opposite The Two Brewers pub, does this mean people can park on the other side of the road instead? This is then pointless. It would also then be essential to install a speed camera somewhere between the village square & Great Elms as the speed people go is already so dangerous & the freedom to sail through the village with no parked cars to slow them down would only make this worse. The cars that park in the High Street by the castle are dangerous. Would there be yellow lines there? The parked cars make the road too narrow, (although some park completely on the pavement) & incredibly dangerous when large lorries thunder through the village.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
40	Online	Great Elms		1	Having a double yellow line will push more cars farther up the Great Elms. The road is already tight enough but having all the cars compress closer together would make it more difficult to drive down the road.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

41	Online	Great Elms		1	<p>We live at REDACTED Great Elms which is opposite the first entrance to Cherry Orchard as you drive up Great Elms from the A26. We've lived here for 40 years and have been retired for 12 years so spend a lot of time throughout the week at REDACTED Great Elms and know the traffic situation in the road very well. I can honestly say that parking in Great Elms has never caused us any stress whatsoever. The ONLY time each week when there is a lot more cars parking in the road is when the Sunday service is taking place in the Catholic Church on the A26. So for 2 hours a week. Other than that I've always found it VERY EASY to access Great Elms and never seen any problems with access to Cherry Orchard from Great Elms. If you yellow line the entrance to Great Elms up to the entrance to Cherry Orchard, all you are going to do is push the church attendees further up Great Elms and cause an issue at the junctions with Cherry Orchard, particularly the first access to Cherry Orchard opposite our property at number REDACTED. Cars will park outside number 18 and 20 which is opposite the Cherry Orchard entrance and cause accident risks for cars entering and exiting Cherry Orchard. Also, the cars that will park outside number 18 and 20 will park on the pavement causing obstruction to people using the path and cause a Health and Safety issue if they have to cross the road. I can see no reason why quiet residential roads in the village need to be yellow lined when the problem is simply limited to 2 hours on a Sunday. Extra costs with no benefit. I would also question the benefit of the yellow lines as I would be very sceptical that it would be properly policed. So, my wife and I do not agree with the yellow line proposals for Great Elms. We can't comment on the other proposals as we do not know enough about the traffic situation in these areas.</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
42	Post	Great Elms	1	<p>2. Great Elms - While we agree with painting double yellow lines at the entrance to Great Elms from the High Street we strongly object to any further parking restrictions along Great Elms. Reasons for this objection are: a) Car parking is required near the Chapel on Sundays, There is insufficient provision for car</p>		

					parking other than Great Elms. This is an important service for the community and should be supported. b) Great Elms requires additional car parking space for the residents and their visitors which would be unnecessarily and highly inconveniently be restricted by double yellow lines as suggested in other areas of the road. c) Restricting parking along Great Elms as suggested would severely increase the speeding on the road from cars and electric scooters. Therefore, allowing cars to be parked as they are now would help reduce this hazard.	
43	Online	Great Elms	1		No comments supplied	
44	Email	Great Elms	1		I am in favour of the Borough Council's proposals for changes to the on-street parking arrangements in the Hadlow Parking Review.	
45	Online	Hailstone Close		1	Adding double yellow lines in Hadlow will do a major affect many of the residents. Many households have only one parking space and 2 vehicles - usually one of them is being parked on the roads overnight. I have lived here on Hailstone close for 5 years now and it was never an issue and I don't see how the close would benefit from double yellow lines. Residents and their guests always park in a considerate manner on the close.	Parking on the public highway (though not a right) can be tolerated where it does not cause an obstruction. However, there are areas where we have to consider introducing restrictions to manage traffic movements.
46	Post	High Street		1	As you can see I live on the main road with no parking area. At present I have to park quite a way from the house which is hard when carrying shopping or luggage. Bad weather adds to this and makes life difficult. As Hadlow seems to be expanding, parking is getting more difficult. Also, restricted times in Square will hamper shops and chemist flow. A decent car park free to locals is very much needed.	Parking on the public highway (though not a right) can be tolerated where it does not cause an obstruction. However, there are areas where we have to consider introducing restrictions to manage traffic movements.

47	Post	High Street		1	1. Hadlow High Street - We strongly object to the painting of double yellow lines/no parking on Hadlow High Street from Henley House to Alma Place. Reason for this is that, although the parked cars there are annoying and cause traffic congestion in the village, they are a very functional and functioning control to speeding cars from both sides on this part of the road. If the parking restrictions were to be included on the High Street, Great Elms would be used as overflow car park for visitors to the village as well as people living in the terraced houses.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
48	Online	High Street		1	I object to the proposed changes unless the following conditions are met: * The needs of residents living on the High Street must be properly considered, with suitable parking arrangements provided for those directly affected. * This should include either: * the installation of additional parking spaces in the immediate surrounding area, or * the provision of permits allowing eligible residents to park on the High Street without restriction. Without adequate alternative parking provision, these changes would unfairly impact residents who rely on accessible local parking on a daily basis	
49	Online	High Street		1	Objection to the yellow lines on the side of the main high street by Henley House and Roselands. The Osteopathic practice often requires elderly and disabled patients to be able to either park or be dropped off near to or outside the building. The new yellow lines with no waiting at any time may deter patients as there is no guaranteed parking within a short walking distance. Also residents believe that parking on this side of the road acts as a traffic calming measure and slows down traffic from speeding through the village especially when going in the direction of Maidstone	The dropping-off of passengers is still permitted on double yellow lines.
50	Online	High Street		1	Whilst I can see the sense in yellow lining corners of roads for safety and visibility reasons. The parking restrictions in the Square i.e by the brick wall outside the Barbers and bakers . The restrictions pin the lay-by outside Caxton House and Lime tree house are unreasonable. These are part of the only parking spaces where residents of the flats and Castle Terrace/ Castle View CAN park. The restrictions on these will have little effect on	The introduction of limited waiting would assist in parking turnover for local businesses and echoes other

					parking for using the shops as there are adequate spaces for that purpose. They will however shift the parking of resident's cars onto the pavements and other unsuitable places as quite literally there is nowhere else to park unless someone/HPC creates a car park. TMBC needs to reassess these spots.	restrictions in The Square.
51	Online	High Street		1	As traffic will move more freely along the A26, it will also move faster. There needs to be provision for a pedestrian crossing at the public house end of the high street to enable crossing for the bus stops (especially at school run times) and also to enable cars to pull out of Smithers Close and other closes along that stretch of the A26.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
52	Online	High Street		1	My objection to the current proposal is to the time limiting restrictions on the parking bays to the west of the A26 opposite the shops (outside Caxton House and Lime Tree House). My husband and I have lived in Castle View for 51 years (we're now in our 80s) and during that time accepted the inconvenience of parking where we can – anywhere between Weathered & Worn and Court Lane. This applies to all the residents of the High Street without a dedicated parking space. The increase in traffic is making it much more difficult to find a space and I, with others, have recently had to park at times in the Old School car park, which is nominally restricted to Hall users and visitors to the Health Centre. Restricting those 5 spaces will definitely add to our frustration.	The introduction of limited waiting would assist in parking turnover for local businesses and echoes other restrictions in The Square.
53	Online	High Street		1	Cars already drive too fast through the village making it dangerous. The parked cars actually provide natural traffic calming measures to reduce the speed and houses built in the area do not have any, or enough off road parking to support additional double yellow lines. Where are those cars expected to go	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
54	Online	High Street		1	I object to the proposal sent to my address because, 1- This is nothing to do with parking, It is more to do with managing traffic flow. We carried out our own parking an assessment and sent it to you during the last consultation process, and it showed there were just enough parking spaces available to the residents of	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would

					<p>your proposed parking area along the A26. We checked the amount of spaces available and it matched nearly the amount of vehicles owned by the residents along the same stretch. Turning the lay bays/parking spaces into 2 hour max (with no return for 2 hours) where do you propose the residents should now park? The dwellings along The A26 The square and High street do not have access to off road parking. The outcome as we of your proposals will be less parking! I cannot see anywhere on your proposal to increase PARKING? NEW car park perhaps! 2- Also having parked cars along the A26 through the village is a good thing! It also has the very effective effect of traffic calming (mobile chicanes!) If the vehicles cannot be parked as they are at the moment the road will become much faster, so far more dangerous. I DO agree the idea of having yellow lines at the corners of some junctions, is not a bad idea as maneuvering large vehicles around these junctions could be made better (BUT NOT at the expense of less PARKING places) my mobile number is 07505-115913 if you would like to have a further discussion</p>	<p>cause an obstruction. Parking on the public highway (though not a right) can be tolerated where it does not cause an obstruction. However, there are areas where we have to consider introducing restrictions to manage traffic movements.</p>
55	Email	High Street		1	<p>I am not in favour of all of the Borough's proposals for changes to on street parking arrangements in the Hadlow Parking except where they ban parking on corners. The removal of parking areas along the High Street will increase the speed of traffic to the detriment of safe pedestrian use to cross the road in the village. I live at the opposite end of the village to the pedestrian crossing. The traffic coming down Court Lane has increased significantly as a result of the construction of houses down there. To cross this road from my end of the village by wheelchair means I have to go onto the road at Court Lane to see around the corner and have had several near misses. My only other way into the village is to cross over the road. Now by the osteopath's office there is a lamp post in the road that makes it difficult to get down that way (Pavement not wide enough). So I rely on the traffic going slow enough for me to cross safely. When there is no parking along the High Street (it is sometimes blocked off for street cleaning), the cars increase their speed significantly. There</p>	

					are no traffic calming features at this end of the village, no pedestrian crossing, no traffic lights. You are considering approving yet more houses at this end of the village. Lastly the osteopath necessarily treats people with mobility issues and it is a very valuable local service. I feel there should at least be a legal drop off point outside that location.	
56	Post	High Street	1		I am very anxious that the KEEP CLEAR sign painted on the High Street between the Hadlow Kebab and Fish Bar and Natal House is kept and repainted. It has been fairly effective otherwise our drive was often blocked. I would not be in favour of any change to this.	There is no proposal to change this.
57	Online	Hope Avenue	1		The proposal will improve road safety particularly in Carpenters Lane but the restriction should be extended further down Carpenters Lane near the allotments	
58	Online	Hope Avenue	1		No comments supplied	
59	Post	Ken Ward Court	1		No comments supplied	
60	Online	Maidstone Road		1	The biggest parking issue in Maidstone Road outside Alma Place is not being dealt with, and this is the biggest causes of slow traffic flow and possible collisions due to parked cars.	The original proposals addressed issues in this area, but were removed following objections at the informal consultation stage.
61	Online	Maidstone Road		1	I think double yellow line should come further north out of square where there are always parked car on road which leads to massive congestion and cause chaos when large Lorrie's try to navigate the village	
62	Online	Maidstone Road		1	I specifically object to the double yellow lines on drawing HPR/02 drawn by ACB on 24/04/2026. The specific yellow lines in question are outside Leeds House Mews and Henley House. There are up to 6 cars parked here every night for local residents and there is no other parking available nearby. If the local authority puts these double yellow lines in then these cars will	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

					<p>simply park on the other side of the road outside The Terrace. This will be legal but will undoubtedly create massive queues on the main A26 through Hadlow village. I recognise that mine is a single voice but I hope that it is heard and there is a response from you on this matter. Thank you</p>	
63	Online	Maidstone Road		1	<p>I live on the Maidstone Road right in the centre of the village and know first hand how fast the traffic travels most of the time through the village - so much so that yesterday my husband was hit by a car's wing mirror that was travelling at speed. I urge you not to reduce the number of spaces or parking in the village but to increase it. The houses on the main road are still allowed to have somewhere to park and with the proposed restrictions this will be pushed further up the road where the traffic is faster. We have now had x3 cars to date hit and written off when parked on the main road - likely these accidents will increase. Also residents will care less about not having bins on the pavement as entrances and drives will, at all times, need to be used for cars which will make the pavement impassable for prams and wheel chair users. With the increased housing being built and proposed it is vital that parking is considered rather than reduced. Your proposals go further than merely making junctions safe, it will push issues further up the Maidstone Road, cause more congestion and remove liberties for residents.</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
64	Online	Maidstone Road		1	<p>Looking at all the plans, it seems that you have missed the route cause of the problem for traffic in Hadlow. The problem area is between Court Lane , Through Alma Place and onwards as far as Great Elms. Cars parked along that stretch of road means it is down to single lane traffic in both directions. This proposal seems to be spending millions on double yellow line all around the village but ignoring the real core of the problem. I can see no double yellow lines planned for this area. So the problem will still remain.</p>	<p>The original proposals addressed issues in this area, but were removed following objections at the informal consultation stage.</p>
65	Email	Maidstone Road		1	<p>I object to this specific area of double yellow lines, circled in red, (west side of Maidstone Road, from Leeds House to Roselands) as it will result in the cars that currently park there going further</p>	<p>Displacement of parking further northwards could</p>

					along Maidstone Road to park in the direction of the arrow (northwards). On the occasion when cars are parked further along Maidstone Road, past Alma Place and outside the Vicarage, it is very difficult to see the oncoming traffic due to the slight curvature of the road. There is also a hazard opposite the Vicarage and The Oaks outside Ouseley House as the pavement drops well below the kerb. There might be a temptation for a driver travelling west towards Tonbridge to go onto the pavement at this point should they encounter a vehicle coming the other way which has pulled out to overtake parked cars. This will result in the vehicle being stranded on the kerb, a situation that happens from time to time, but potentially more frequently if cars are parked opposite this hazard.	affect visibility where parking does not already occur. The original proposals addressed this, but were removed following comments from residents during the informal consultation.
66	Post	Maidstone Road	1		No comments supplied	
67	Online	Maltings Close		1	If you put yellow lines in Dray Court or maltings close, this will cause extreme hardship to people visiting, as most of the residents are very elderly, and require help from family, also this will cause people to park in our car park to escape the yellow lines, there is no valid reason to place yellow lines here, you are simply creating more of a problem to residents, I presume it's a cash cow for you.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
68	Email	Maltings Close		1	I live in Maltings Close. I can't tell from the map the length of the double yellow lines, ie: how far they extend. I live at REDACTED Maltings Close. When you do the lines on the corner of Toby Gardens, can you ensure the lines continue to the edge of my drive. It looks on the map as though there will be a gap between the end of the lines and the start of my driveway. That will invite people to try and park there and block up my drive, which they already do. By the way, I'm against it but I know I can't stop it.	This is a request to extend the restrictions further on Maltings Close.
69	Email	Maltings Close		1	I am not in favour of the proposals especially to maltings close. There is absolutely no problem with parking in maltings close. People without a drive have no where to park.	This is not born-out by the other responses.
70	Email	Maltings Close		1	I am writing in regards to the proposed parking restrictions particularly in and around Maltings Close, Hadlow. I am not in	The proposals echo the requirements of

					<p>favour of the proposal and having lived in the road for over 20 years, we have a very good understanding of the issues surrounding parking and the sometimes dangerous placements of cars. I do not believe that double yellow lines are the solution to the problem, what would be a much more viable option is to make this road free residents permit parking only. These permits can be limited to so many per household so that there is some control on how many are circulated. Due to the lack of parking that comes with any housing development, you can't avoid residents having to park on street and this is not a problem if it is just limited to these residents. What has caused the parking issues in Maltings Close and has got steadily worse over the years are the non-residents using the area as a free car park. We are particularly affected by school run traffic, attendees to the doctors, dentist, scouts club, bowls club, the dispersement of cars from other nearby roads as well as visitors to the village. On looking at the proposed plans for restrictions in Water Slippe, Carpenters Lane & Maidstone this will have a further impact on Maltings / Hailstone Close as it will cause further dispersement of the residents from these roads to park here. This in turn also leads to a higher movement of vehicles causing more congestion as they try to access out onto the main road. Changing the road to residents parking only would lighten the amount of cars accessing and parking in Maltings Close and therefore freeing up road space and making it a much safer cul de sac. I would also assume that this would be a much more cost effective option.</p>	<p>the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
71	Online	Maltings Close		1	<p>I think it is an excellent idea and will enhance safety when driving. For me personally it will make it so much easier to pull out of my driveway onto Maltings Close if there are double yellow lines opposite.</p>	<p>Though objection indicated, the comments support the proposals</p>
72	Email	Maltings Close		1	<p>Objection to proposal at the ebbelmouth to Maltings Close. As currently proposed the extent of No Waiting at Any Time extends in front of No. 37 but not in front of the garage of No.1 or No.8 Carpenters. By revising the plans as attached (Join up proposed DYL on Maltings Close between Carpenters Lane and Dray</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions</p>

					Court, reduce DYL on west side of Maltings Close from Carpenters Lane) it allows two cars to park outside no.37 without risk of blocking Maltings Close by a car parking on the right hand side outside No.1 as currently sometimes has happened in the past. This wouldbe an improvement to road safety and access.	or where it would cause an obstruction.
73	Post	Maltings Close	1		While I agree in principle to the addition of more yellow lines in Maltings Close, we are concerned that residents and friends will be aware that the only stretch of road without lines will become a car park between No.36 and no.29 - just before Toby Gardens. Hopefully sense will prevail but we shall contact you should the situation change when it begins operation.	Parking on the public highway (though not a right) can be tolerated where it does not cause an obstruction, and the restrictions are intended to prevent problem parking.
74	Post	Maltings Close	1		There is a great need for double yellow lines where indicated (opposite Dray Court, northwards to No.35) as depending on vehicle type parked it can become very difficult to see round the corner from either direction.	
75	Online	Maltings Close	1		Dangerous sreet parking on a blind corner of maltings close hadlow tonbridge kent	
76	Online	Monypenny Close		1	Because unfortunately it will push those who choose to park in Monypenny Close right out side of our Bungalow. Plus the will be a whole lot more parking in our close, because of the Double Yellows in Carpenters lane.	Not all of Monypenny Close is adopted, so we can only introduce restrictions on the adopted public highway. It would be for the manager of that area to consider any restrictions.
77	Email	Monypenny Close	1		Cannot come too soon. So dangerous on entrance to Monypenny Close and Highways lorry constantly parking on pavement and road.	
78	Email	Monypenny Close	1		I have spoken, emailed and used your online services to report the issue that we have at Monypenny Close on many occasions over the last 4 years. So, it is excellent news to hear that	Not all of Monypenny Close is adopted, so we can only introduce

					something is being done to help with these issues. The yellow lines that you are proposing to do on the left-hand side as you come into Monypenny Close do need to come further down. As you can see from my attached photos, residents from Carpenters Lane park their cars and vans day and night right up to the bend by the first bungalow on the left. The lines on this side would need to come right up to that bend to prevent this problem.	restrictions on the adopted public highway. It would be for the manager of that area to consider any restrictions.
79	Online	Monypenny Close	1		People park dangerously	
80	Online	Monypenny Close	1		I have tried for the last 4 years to get yellow lines at the beginning of Monypenny Close. Up to 6 vans and cars from residents of Carpenters Lane park here on a daily basis. It makes it very dangerous and sometimes impossible to use the pathways. The yellow lines proposed need to be further down the road on the left as you enter the Close. These vehicles park all the way up to the bend just before the first bungalow on the left side as you come in the close.	
81	Email	Smithers Close	1		I am in favour of the Borough Council's proposals for changes to the on-street parking arrangements in the Hadlow Parking Review.	
82	Post	Smithers Close	1		SAFETY - Extend yellow double lines into Smithers Close on single side (attached map indicates extending double yellow lines on south side of Smithers Close past opposite No.1) Andy Bracey, have you visited Smithers Close!!! Cars should park on one side only. I will happily meet you at location. Has happened weekly for last 2 years, whilst you were doing your review.	Yes, Smithers Close was visited as part of the assessment of the need for parking restrictions. This is not an objection to the proposals, but a request for additional parking restrictions.
83	Online	Smithers Close	1		Cars should not park across dropped kerb	
84	Online	Smithers Close	1		Please just get on with it & stop keeping asking. We all know it's needed.	
85	Online	Tainter Road &		1	I largely support the proposals but was surprised to see that the junction between Tainter Road and Twyford Road (1 Tainter	The proposals do not cover the junction of

		Twyford Road			Road end) has not been included. There are often vehicles parked there which makes visibility quite difficult. I would also like to see double yellow lines on Carpenters Lane, opposite the junction of Money Penny Close. Visibility along Carpenters Lane is poor as the vehicles are parked on a bend. This is likely to get worse as vehicles are moved from nearby areas. Some vehicles drive too fast on that stretch of road and I think an accident will happen there.	Tainter Road and Twyford Road
86		Tainter Road & Twyford Road	1		Twyford Road also needs more lines especially on the turning into Tainter Road where people park on the blind corner. Thanks	The proposals do not cover the junction of Tainter Road and Twyford Road
87	Online	The Cherry Orchard		1	There is already parking issues on The Cherry Orchard. People parking on pavements and often obstructing the road. The addition of the yellow lines would reduce the number of spaces. In turn this would cause more obstructive parking and parking on footpaths.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
88	Online	The Cherry Orchard		1	Placing double yellow lines everywhere will just push the cars into new places to park. I live in Cherry Orchard (tn110HU) - already the church goes park in Great Elms, (often quite poorly, blocking junctions and causing us to weave through), they will just park further up in Great Elms and Cherry Orchard. Also, who (and when) is enforcing parking? I agree that adding lines adjacent to junctions in Cherry Orchard and Great Elms are a good idea, cars always seem to park over these junctions and block the view of vehicle turning in / out. Please consider what this will achieve vs cost of putting them in and the cost of parking attendants that will have to regularly monitor.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
89	Online	The Cherry Orchard		1	Most people park sensibly here anyway, and increasing the restrictions in Great Elms and elsewhere in Hadlow will just push people into parking in the unrestricted areas, causing more problems and crowding there. The parking along the main road in the village acts as a natural traffic calming measure, keeping the village safer for pedestrians and cars alike. The only parking	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

					issues we have in Great Elms and The Cherry Orchard is on Sundays, when the Catholic churchgoers park here and it gets very busy. The restrictions will make that even worse. This seems like a very unnecessary waste of money.	
90	Online	The Cherry Orchard		1	The proposals will move the problem to areas of Hadlow which are already pressured for parking. The proposed double yellow lines at the entrance to Great Elms are excessive. If anything, we need to have residents parking permits as this would alleviate the parking pressure in the area.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
91	Post	The Cherry Orchard	1		I am particularly in favour of the double yellow lines at the junction of The Cherry Orchard off Great Elms, as residents and visitors to 57 & 59 Cherry Orchard park opposite my garages, making it difficult to access them. I am in favour of any way to making parking in The Square easier so unsure if all your plans do this.	
92	Online	The Cherry Orchard	1		No comments supplied	
93	Online	The Cherry Orchard	1		To reduce parking which is inconsiderate and dangerous	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
94	Post	The Freehold	1		No comments supplied	
95	Post	The Square		1	I notice that there are no red bus stop marks at the village square. I think it would be detrimental to remove them for young families and the elderly who wish to visit the Doctor, library, shops or school. Also the traffic lights make it a safe place to cross.	There is no proposal to alter the bus stops in The Square. In accordance with KCC's requirements, existing restrictions that are not changing as part of the proposals are not

						specifically shown on the plans.
96	Email	The Square		1	Some of these are quite plain and the same as before. The loss of spaces in the Square is in reprehensible as it means less for residents and there have never been any incidents connected to the referred area.	
97	Online	The Square		1	Parking proposals in the Square are unnecessary as everyone knows how to park there and there have been no incidents.	The introduction of limited waiting would assist in parking turnover for local businesses and echoes other restrictions in The Square.
98	Post	The Square	1		On no account should the bus stop in the centre of Hadlow be removed as there are too many older people who rely upon it. This will not impact any traffic flow as the bus only stops for a few minutes to pick people up or drop off.	There is no proposal to alter the bus stops in The Square. In accordance with KCC's requirements, existing restrictions that are not changing as part of the proposals are not specifically shown on the plans.
99	Email	The Square	1		I am in favour of the of the Borough Council's proposal but would just like to make the following points: 1. I noticed on drawing HPR-03 - the bus stop by the square is not marked. People frequently park in the bus stop heading towards Tonbridge - so it might be better to have a camera and fine people who do that? 2. Can it be noted - I live in REDACTED and there are also the following problems: People often block the entrance to Church Street by parking inconsiderately outside of the barbers or literally in front of the entrance to the street. They will just dump their cars and go to the shops, the residents often have to go and	

					find them. 3. Also in the square people double park in the middle section. There are two existing spaces in the middle but they think that they can park another car in front of those 2 spaces so there are sometimes 3 cars parked in the middle which also causes problems when exiting the square as they take up too much space. 4. The space in the middle that sits by the road is also a problem as if a van or 4x4 parks there then you cannot see to exit the car park from the left side. It would be better not to have that space and put something else there. 5. Can there be arrows to show the direction of entry and exit from the car park?	
100	Post	Three Elm Lane		1	I strongly object to the proposed installation of double yellow lines in Golden Green, particularly outside my property on the corner of Victoria Road and Three Elm Lane. In the two years I have lived at the property, there have been no accidents at this junction. In fact, I would argue the current parking arrangements actually help slow traffic turning into Three Elm Lane from Victoria Road. Removing parked cars from this area risks encouraging vehicles to take the corner at greater speed, which is particularly concerning given the nearby bus stop and presence of pedestrians. I fully appreciate that there are occasionally a small number of vehicles that do not park considerately. However, it would be unfair to penalise the entire neighbourhood because of the actions of a few individuals. A more proportionate solution would be the introduction of marked parking bays to encourage sensible and consistent parking rather than imposing blanket parking restrictions. This section of Three Elm Lane is one of the widest parts of the road. Introducing double yellow lines here would simply force residents, visitors, and churchgoers attending St Mary's Mission Church further down Three Elm Lane, where the road narrows significantly and parking causes greater obstruction. For those houses with more than 2 vehicles and visiting guests it will make day to day life very challenging if they can't park outside of their home. Parking pressure within the village is already considerable, particularly	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

					<p>around Victoria Road and the nearby terraced houses. There is no realistic provision for overflow parking within the village. The small area near the playground is entirely inadequate, both because the road surface is in poor condition and because the space itself is far too limited to accommodate displaced vehicles. Recent gas works demonstrated how fragile parking capacity already is within the village. During these works, many residents were unable to park anywhere near their homes if further restrictions are introduced, this situation will become a regular occurrence. Residents simply have nowhere else to park. In my opinion, the far greater safety concern within Three Elm Lane is the blind junction with Hartlake Road, together with the speed at which vehicles travel along the lane. These issues should be prioritised ahead of introducing restrictions that will significantly inconvenience existing residents without addressing the real traffic concerns in the area. I would respectfully ask that the proposed restrictions are reconsidered and that alternative solutions are explored which better balance road safety with the practical parking needs of residents and visitors.</p>	
101	Online	Three Elm Lane		1	<p>I object to the Three Elm Lane and Victoria Road new yellow lines. I have lived in the area for nearly 15 years. There has never been any issue with the parking in the areas highlighted by the proposal. Parking in the village is limited, with the public car park near the recreation ground regularly ill maintained and recently taken over by the Gas company for their road works. Despite this, I have never seen any issues with dangerous parking. I have travelled up and down these roads at all times of day, every day of the week, and not once had any near miss, accident, or witnessed anything close to one. The roads are slow moving and people are careful. We regularly have agricultural and commercial vehicles use the roads and equally never have had a single issue raised. Introducing these lines will force people to park in more dangerous positions, such as along the main Three Elm Lane or within the laybys that aren't wide enough for modern cars. They will introduce frustration and</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>

					difficulty for local residents. They will impact business at The Bell which has regularly struggled as a local public house, and the Council should be seeking to support this.	
102	Online	Three Elm Lane		1	<p>1. Lack of Evidence of Any Safety Issue Under the Road Traffic Regulation Act 1984, restrictions such as yellow lines must be justified by demonstrable need—typically:</p> <ul style="list-style-type: none"> - A history of collisions - Documented near-misses - Obstruction of emergency vehicles - Persistent congestion - Proven danger to pedestrians or road users <p>In the 15 years I have lived here, there has not been a single accident, near-miss, complaint, or safety concern relating to parking at the proposed location. The council has not provided any collision data, risk assessment, or evidence of obstruction to justify the restriction. Without such evidence, the proposal fails the statutory requirement of being “expedient for avoiding danger” or “necessary for facilitating traffic flow”. ---</p> <p>2. Failure to Demonstrate Proportionality Any TRO must be the least restrictive measure capable of addressing a proven problem. Here:</p> <ul style="list-style-type: none"> - No problem has been evidenced. - No alternative measures (e.g., advisory markings, community engagement, monitoring) have been explored. - No proportionality assessment has been published. <p>Introducing permanent yellow lines in a rural village with no history of issues is disproportionate and risks creating new problems (loss of resident parking, displacement, increased speed due to wider carriageway). ---</p> <p>3. Absence of Community Consultation and Local Support Golden Green is a small village with a stable, long-standing community. To my knowledge:</p> <ul style="list-style-type: none"> - No complaints have been raised by residents. - No consultation has been carried out with those directly affected. - No explanation has been provided as to why this proposal has arisen now, after decades without issue. <p>A TRO that materially affects residents must be supported by transparent consultation and a clear statement of reasons. Neither has been provided. ---</p> <p>4. Procedural Concerns Under the Local Authorities’ Traffic Orders (Procedure) Regulations 1996 The council is required to:</p> <ul style="list-style-type: none"> - 	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

					<p>Publish a clear statement of reasons - Provide evidence supporting the need for the restriction - Demonstrate that alternatives were considered - Consult affected residents meaningfully The published material does not appear to meet these requirements. If the council cannot provide the evidence base and reasoning required by law, the TRO would be procedurally unsound. --- 5. Negative Impact on Residents and Village Character The proposed yellow lines would: - Remove essential parking for residents and visitors - Urbanise a rural village setting - Create unnecessary enforcement activity - Potentially increase vehicle speeds due to a visually “wider” road These impacts are real and immediate, unlike the hypothetical risks the council has not evidenced. Conclusion For the reasons above, I formally object to the proposed yellow lines. The proposal is unsupported by evidence, disproportionate, procedurally flawed, and contrary to the needs and wishes of the local community. I request confirmation that this objection has been recorded and that the council provides the evidence base for the proposal before proceeding further.</p>	
103	Online	Three Elm Lane		1	<p>If you take parking places than provide more, speed is the issue, put speed cameras and speed bumps in place</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
104	Online	Three Elm Lane		1	<p>If you take parking places than provide more, speed is the issue, put speed cameras and speed bumps in place</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
105	Online	Three Elm Lane		1	<p>I strongly object to the proposed installation of double yellow lines in Golden Green, particularly outside my property on the corner of Victoria Road and Three Elm Lane. In the two years I have lived at the property, there have been no accidents at this</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions</p>

				<p>junction. In fact, I would argue the current parking arrangements actually help slow traffic turning into Three Elm Lane from Victoria Road. Removing parked cars from this area risks encouraging vehicles to take the corner at greater speed, which is particularly concerning given the nearby bus stop and presence of pedestrians. I fully appreciate that there are occasionally a small number of vehicles that do not park considerately. However, it would be unfair to penalise the entire neighbourhood because of the actions of a few individuals. A more proportionate solution would be the introduction of marked parking bays to encourage sensible and consistent parking rather than imposing blanket parking restrictions. This section of Three Elm Lane is one of the widest parts of the road. Introducing double yellow lines here would simply force residents, visitors, and churchgoers attending St Mary’s Mission Church further down Three Elm Lane, where the road narrows significantly and parking causes greater obstruction. For those houses with more than 2 vehicles and visiting guests it will make day to day life very challenging if they can’t park outside of their home. Parking pressure within the village is already considerable, particularly around Victoria Road and the nearby terraced houses. There is no realistic provision for overflow parking within the village. The small area near the playground is entirely inadequate, both because the road surface is in poor condition and because the space itself is far too limited to accommodate displaced vehicles. Recent gas works demonstrated how fragile parking capacity already is within the village. During these works, many residents were unable to park anywhere near their homes. If further restrictions are introduced, this situation will become a regular occurrence. Residents simply have nowhere else to park. In my opinion, the far greater safety concern within Three Elm Lane is the blind junction with Hartlake Road, together with the speed at which vehicles travel along the lane. These issues should be prioritised ahead of introducing restrictions that will significantly inconvenience existing residents</p>	<p>or where it would cause an obstruction.</p>
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					without addressing the real traffic concerns in the area. I would respectfully ask that the proposed restrictions are reconsidered and that alternative solutions are explored which better balance road safety with the practical parking needs of residents and visitors.	
106	Online	Three Elm Lane	1		Find it difficult to turn in and out of Victoria Road due to parking by others on the corner	
107	Online	Three Elm Lane	1		The junctions at the cul de sac and Three Elm Lane have become very dangerous and the line of sight to oncoming traffic is severely impaired. Please implement ASAP	
108	Online	Three Elm Lane	1		For safety reasons. Currently vehicles park very close to the junctions and obscure view of vehicles trying to pulling out	
109	Online	Three Elm Lane	1		The parking on the splayed corner of victoria road and three elm lane is very dangerous, and parking there should be stopped	
110	Online	Three Elm Lane	1		The corner of Three Elm Lane and Victoria Road is dangerous with people parking directly on the corner and ignoring the rules of the highway code. It is hard to see when turning out of Victoria Road. Also, people speed along Three Elm Lane	
111	Online	Three Elm Lane	1		I drive down Victoria road very regularly and with people parking on the corner it makes me very unsafe to turn out the road as it reduces visibility	
112	Online	Three Elm Lane	1		It's a dangerous situation when trying to pull out of the junction with all the cars there, these double yellows would make it a much safer space	
113	Post	Toby Gardens		1	The location we are objecting to is Toby Gardens, Hadlow! The changes that you propose are not necessary for Toby Gardens as there is little parking space already and your rules would be very inconvenient for elderly residents being visited by family. Also we need allowance for parking of trade vehicles. The tendency of your new rules would be to encourage visitors to park on the grass verge and churn it up.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
114	Online	Toby Gardens		1	Hadlow Square	No specific comments were made.
115	Online	Twyford Road	1		Twyford Road also needs more lines especially on the turning into Tainter Road where people park on the blind corner. Thanks	

116	Online	Victoria Road		1	There is currently very little parking in the centre of Golden Green. This will reduce existing parking spaces for residents. Currently many people park in Golden Green who do not live in Golden Green who both use the Village Hall which has no parking and people from out side the village who go walking . The council putting yellow lines in the village will create a greater parking problem for local residents. Maybe the council will supply off road parking for the residents of both Victoria Road and Three elm Lane if the go ahead with this proposal .	
117	Online	Victoria Road		1	We are very concerned about the Borough Councils proposals for changes to the on street parking arrangements in Golden Green. Residents of Golden Green that park in Victoria Road and Three Elm Lane have nowhere else to park. Surely the council cannot restrict parking for residents without providing alternative suitable parking. The Road near the junction of Victoria Road and Three Elm Lane is actually quite wide and parked cars do not block the visibility of traffic turning into and out of Victoria Road. if this restriction goes ahead it will force drivers to park further along Three Elm Lane which is narrower and more dangerous because of the volume and speed of traffic through Golden Green. It seems ludicrous to restrict parking at the widest part of the road to force drivers to park in the narrowest part of the road. There is much less traffic using Victoria Road than Three Elm Lane. We are not aware of any accidents near the junction of Victoria Road and Three Elm Lane caused by parked cars but we are aware of vehicles parked in Three Elm Lane being damaged by speeding vehicles through the village. Please give this matter your utmost consideration for residents in the immediate area of the proposed changes that have nowhere else to park. Objection to proposed yellow lines in Victoria Road and Three Elm Lane.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
118	Online	Victoria Road		1	Golden Green. Marking of an Eastbound bus stop is inappropriate because the bus does not stop here. It stops in front of The Bell Inn where it does not obstruct the flow of traffic. Marking a bus stop in the proposed position would mean the loss	The bus stop sign is located alongside No.1, and the proposed bus stop

					<p>of two legitimate on road parking spaces and would block the drop kerb driveway to 1 Bell Cottages. What is needed here is a white line marking that driveway, preferably extended to the corner of the access to the Bell Inn parking and access to Bourne Park, allowing space so that the bus does not obstruct the flow of traffic. Marking of a bus stop outside the Bell Inn is unnecessary, as is the marking of a Westbound bus stop outside the Village Hall [labelled as St.Mary's Mission Church] as the Hall has extremely limited and difficult on-site parking. We also object to the double yellow lines around the Carrickstarne corner. Having been residents here since 1986 and caretakers of the Hall for many years we have seen little or no problems with the existing arrangements around this area. Removing legitimate on road parking would only serve to cause considerable inconvenience and would enable vehicles to travel faster than they do at present through this junction. The proposed markings would not protect the junction; what would be an improvement is markings to 'square off' the sweep around the Bell Inn which encourages vehicles to enter Victoria Road too fast for the available sight lines.</p>	<p>clearway would protect the access as all times, except the brief moments when the bus is actually using the stop. The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
119	Online	Victoria Road		1	<p>There does not appear to be an issue with obstructive parking in Golden Green; HGVs and tractor manage to pass by with no issue. There is already limited parking for residents who do not have off street parking; adding double yellow lines will further reduce available parking. The issue is non residents parking on the road. I would like to see the introduction of residents only parking (many of the houses on Victoria Road do not have off street parking) I would be happy to pay for an annual residents permit. If the double yellow lines are introduced I think it is imperative that the remainder of parking is for residents only.</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
120	Online	Victoria Road		1	<p>While supporting the proposal to protect the east and west side of Victoria Road close to the junction with Three Elm Lane, I feel that the more northerly restrictions are unnecessary and will only cause more dangerous parking elsewhere in the hamlet. There is absolutely NO reason to extend the western yellow lines into</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions</p>

					the layby as this will lose a potential parking space which could be used as a second space by the current of future residents of No. 1 Victoria Road. That space is already "protected" by a drop curb.	or where it would cause an obstruction.
121	Online	Victoria Road		1	The introduction of the proposed parking restrictions would significantly reduce available parking for residents and visitors. There are several properties that do not have access to off-street parking. The available parking spaces are already utilised by patrons of The Bell Inn and the village hall, which can already result in residents having to park further afield. Reducing availability further with double yellow lines will result in people having to park further along Three Elm Lane or Victoria Road, where it is not safe due to narrower access, a lack of pavements and higher speed limits. I have a young child, as do several of my neighbours who rely on on-street parking. I do not feel it would be safe to have to park my vehicle down Victoria Road or Three Elm Lane and then walk back to my property with my child, particularly in winter where it is dark early. During working hours there are usually minimal vehicles parked, and therefore restrictions are unnecessary. There are usually vehicles parked in the evening and overnight (due to residents returning home) where traffic movement is reduced. Double yellow lines impose continuous 24-hour restriction which is excessive given parking conditions on the road. Parked vehicles have not caused a safety issue in normal traffic movement, and has also not caused delays or interruptions to the flow of traffic. There have been no accidents to indicate a safety concern, and no disruptions to the flow of traffic indicating a traffic concern. There have been no issues for emergency vehicle access. In addition, speed appears to be a more significant issue within the community with several residents having raised this to the council previously. Parked vehicles act as a natural speed calming measure, forcing vehicles to stop at the junction and check properly to see if it is clear. Shifting this on to residents who require the on-street parking does not feel justified, for the	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

					drivers who use Court Lane – Victoria Road – Hartlake Lane as an alternative into Tonbridge. The number of vehicles will not be reduced in the area, and there is no alternative parking being proposed. Therefore, the proposal risks shifting parking pressure onto neighbouring roads, potentially creating wider parking and access problems elsewhere in the area rather than solving any genuine issue. If double yellow lines are chosen to be introduced, then further parking options need to be introduced for residents first. For example, resident only bays and off-street parking for patrons of the village hall. The reality is residents will be forced to park down a national speed limit road or along a lane with no pavement and speeds often in excess of 40mph. This will result in an increase in parked vehicles being hit and increased risk to pedestrians. Whilst I appreciate that restrictions may be in accordance with the highway code, the council needs to consider the real life impact and therefore provide sufficient alternatives.	
122	Post	Victoria Road	1		No comments supplied	
123	Post	Victoria Road	1		I am in favour of these yellow lines for a good reason. Please do my yellow lines to give me some peace. My disabilities are plenty and I am constantly in and out of hospital, day and night. I am in favour of yellow lines outside my drive as I am disabled and have a dropped kerb, but people keep parking outside my house to use the public house and it has to be kept clear for ambulances due to my disabilities. It was ut there for that whole reason. People keep also breaking off the signs when they park - they think their entitled to, silly yobos. I have to have ambulances due to my disabilities. I live REDACTED and it's a nightmare for parking for people using in front of my drive to use the Bell Inn pub.	
124	Email	Victoria Road	1		No comments supplied	
125	Online	Victoria Road	1		The road junctions in Victoria Road and Three Elm Lane are currently very dangerous and there is no clear line of sight owing	

					to badly parked cars in contravention of the Highway Code. Hopefully this will be periodically monitored by enforcement officers.	
126	Online	Warren Gardens	1		I support the proposal, as restricting parking at the entrance of Warren Gardens will prevent a constant problem of bin lorries access, no to mention emergency vehicles.	
127	Online	Waterslippe		1	I understand double yellows on junctions and bends, but doing them down individual roads such as Waterslippe is pointless. This has 0 positive impact on the traffic in the area	This has been specifically requested by residents to prevent obstructive parking.
128	Online	Waterslippe		1	The plans don't positive affect the traffic on Waterslippe.	This has been specifically requested by residents to prevent obstructive parking.
129	Online	Waterslippe		1	Whilst I support the yellow lining of the junctions and for the lines as proposed in Waterslippe I feel that the lines should end at the first drive - number 18 - and not continue beyond that drive which would remove 2 parking spaces which are desperately need and used.	This has been specifically requested by residents to prevent obstructive parking.
130	Online	Waterslippe	1		I especially support the lines outside our house, over the dropped kerb, and on the corner outside our house, so we can turn up the road safely, we have had years of our driveway being blocked, or obscured, we can provide many photos and police numbers	
131	Online	Waterslippe	1		I run a landscaping and gardening business, I use trailers for my work, I support the lines that cover my dropped kerb and the corner in front of my driveway, so I can get my trailers around the corner, unfortunately we have had years of illegal parking there, it's a blind bend, in front of a driveway and usually a wheel or two on the pavement, if you would like evidence photos police numbers please contact me	
132	Online	Waterslippe	1		No comments supplied	

Annex 2 Hadlow Parking Review – Consultation responses

133	Online	Waterslippe	1	<p>It's a job to see getting out of my road, Carpenters lane is bad to see round cars,it needs to be 20 m p h bad getting out of lane onto main road.20 m p h would be good though the Hadlow. Parked cars are not the only way of slowing down traffic but that junction at Court Lane is extremely hazardous (two lorries have cut the corner and nearly killed me) and with these changes you will make entering Hadlow from that end of the village even more dangerous even to access the bus stop at that end. In the evenings I also feel that there are people who live in the High Street (many elderly or working) who rely on their cars and will now have nowhere to park at the end of the day.</p>	
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- 4.2 The future of the Parking Action Plan is uncertain in light of the forthcoming LGR, where a new Unitary Authority will be formed and the Borough Council will cease to exist in its current form.
- 4.3 The Council is not proposing to take forward any wider parking reviews (like Hildenborough and Hadlow) as it will not be possible to complete in the remaining timeframe.
- 4.4 This approach does allow for more priority to be put to individual locations across the Borough that have been identified from the Holding list.

5 Proposal

- 5.1 Priority will be given to accelerate the progression of the Parking Action Plan list. In terms of process that has been adopted, officers have reviewed the current Holding list previously reported to this Board and have triaged the locations to remove duplicated requests and to delete requests that are not practicable, lawful or sustainable.
- 5.2 With the revised list in mind, we have then selected locations for proposals to be promoted, based a number of factors including, the proximity to other changes, the history of the area and any (or lack of) changes in those locations and existing commitments.
- 5.3 The list of locations for Phase 16 and Phase 17 of the Parking Action Plan is shown in Annex 1.
- 5.4 The Phase 16 will broadly cover locations outside of Tonbridge with the exception of areas that have been impacted by the introduction to Sunday charging.
- 5.5 It is intended that the sites in Phase 16 Parking Action Plan be developed up to the informal consultation stage with consultation with local residents being carried out in the next few weeks, and be reported back to the September meeting of the Board.
- 5.6 These can then be further considered and taken to formal consultation and consideration of objection, for report back to the December meeting, and potential implementation in the Spring of 2027.
- 5.7 The list of locations for Phase 17 can then be taken forward through similar steps once Phase 16 has moved to the formal consultation stage.
- 5.8 Any locations that have not been progressed in Phase 16 or 17 will be held and taken forward in the new authority.

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. Page 23

9 Cross Cutting Issues

- 9.1 Climate Change and Biodiversity
- 9.1.1 Limited or low impact on emissions and environment.
- 9.1.2 Climate change advice has not been sought in the preparation of the options and recommendations in this report.
- 9.1.3 Changes to parking restrictions should assist traffic movements and reduce congestion.

9.2 Equalities and Diversity

9.2.1 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 – Phase 16 & 17 locations

Annex 1 – List of locations Phase 16 & Phase 17

Reference	Phase	Town	Location	Date	Requested by	Issue
01	Phase 16	Aylesford	Wren Close, Woodpecker Road	20/10/2025	Local resident	DYL protections on bend to prevent driveway being blocked on Woodpecker Road
02	Phase 16	Blue Bell Hill	Maidstone Road & Kissick Gardens	27/09/2021	Local resident	Wants parking bays on Maidstone Road reduced to improve visibility for vehicles exiting Kissick Gardens
03	Phase 16	Borough Green	Rock Road	19/10/2021	Local resident	Would like 2 spaces outside No.10 removed to prevent obstruction of gates and steps.
04	Phase 16	East Malling	Malling Court, Upper Mill, Give way section of road	27/01/2025	Local resident	DYL protection to cover give way and pavement parking along whole of road.
05	Phase 16	Burham	Church Street	16/08/2021	Local resident	Would like DYL outside No.8 to prevent obstructive parking
06	Phase 16	East Peckham	Hale Street and Church Lane	05/09/2023	Cllr Boughton / Cllr Hudson	DYL on Church Lane and around junction of Hale Street
07	Phase 16	East Peckham	Pound Road (Bramley Road and Westwood Road junctions)	25/01/2022	East Peckham Parish Council	Would like junction protection to prevent parking around the junctions and improve visibility.
08	Phase 16	East Peckham	Pound Road (outside the Village Butcher & The Store)	26/05/2021	Parish Council	Parking outside the store is dangerous
09	Phase 16	East Peckham	Pound Road / Fell Mead	23/03/2022	Local resident	Would like Junction DYLS to stop obstructive and restrictive view of the road.
10	Phase 16	Larkfield	Lunsford Lane / Partridge Avenue	19/04/2022	Cllr Oakley	Would like DYL on approaches to Lunsford Lane / Partridge Ave mini roundabout
11	Phase 16	Larkfield	New Hythe Lane (on roundabout by river wall)	24/11/2021	Local resident	Would like DYL around roundabout at northern end of New Hythe Lane to prevent obstructive parking and pavement parking.

Reference	Phase	Town	Location	Date	Requested by	Issue
12	Phase 16	Snodland	Bramley Road	07/08/2023	Local resident	Would like DYL across dropped kerb
13	Phase 16	Snodland	Church Fields	17/10/2022	Business manager Smurfit	Lengthening DYL
14	Phase 16	Snodland	Church Fields	08/11/2023	Local resident	Would like DYL in the area (around Fire Hydrant)
15	Phase 16	Snodland	Hook Road	30/10/2021	KCC Sarah Hohler	Would like DYL extended both sides to cover driveway of No.1
16	Phase 16	Snodland	Malling Road / Lewis Mews also opposite Lewis Mews	22/11/2022	Local resident	Extending the Malling Road DYL as its difficult to exit Lewis Mews at school time.
17	Phase 16	Snodland	Recreation Avenue	15/05/2024	Local resident	Would like the gap between two dropped kerbs to be DYL to deter obstructive parking of their driveway
18	Phase 16	Tonbridge	Lyons Crescent, East Street & Church Street area	Sep-25	JTB request following parking charges	Extend restrictions to apply to Sundays
19	Phase 16	Tonbridge	Medway Wharf Road	Sep-25	JTB request following parking charges	Extend restrictions to apply to Sundays
20	Phase 16	Tonbridge	Priory Road, Alexandra Road, Priory Street, Priory Grove, Vale Road, Pembury Road area	Sep-25	JTB request following parking charges	Extend restrictions to apply to Sundays
21	Phase 16	Tonbridge	The Slade, Zones S, D1 & D2 parking areas	Sep-25	JTB request following parking charges	Extend restrictions to apply to Sundays
22	Phase 16	Walderslade	Little John Ave	31/01/2022	Local resident	DYLS on turning Circle
23	Phase 16	Wateringbury	Fields Lane	26/06/2025	Cllr Hudson	Would like DYL at Tonbridge Road junction (to Cobbs Close)
24	Phase 16	Wateringbury	Glebe Meadow & Allington Gardens	24/05/2021	Local resident	Would like DYL on the bend
25	Phase 16	West Peckham	Mereworth Road	03/09/2025	Cllr Boughton	Extend the DYL to Octagon house to deter school parking.

Reference	Phase	Town	Location	Date	Requested by	Issue
26	Phase 16	Wouldham	High Street	22/09/2022	Local resident	DYL across their drop kerb/raised kerb.
27	Phase 16	Wouldham	School Lane	17/05/2023	School Manager	DYL protection across school entrance gate.
28	Phase 16	Wrotham	Battlefields	05/01/2023	Local resident	Extended DYL o/s 3 Battlefields
01	Phase 17	Addington	Trottiscliffe Road	18/08/2023	Local resident	DYL on both sides of the bridge
02	Phase 17	Aylesford	Mill Hall	10/08/2021	Local business	Would like DYL on bends, junctions and opposite cottages to prevent obstructive parking and allow emergency and HGV access
03	Phase 17	Aylesford	Robson Drive / Station Road	21/08/2024	Local resident	Junction Protection, Blind bend DYL protection
04	Phase 17	Hadlow	Ashes Lane and High House Lane junction	06/02/2023	Local resident	DYL Junction Protection
05	Phase 17	Hadlow	Court Lane	30/04/2025	Local resident	DYL to cover her drop kerbs due to a new development in the area.
06	Phase 17	Hadlow	Tainter Road / Twyford Road / Brookfields	06/07/2021	Local resident	Would like restrictions at the junction
07	Phase 17	Leybourne	Little Oxley and Woodlea	30/01/2023	Cllr Boxall	DYL junction protection
08	Phase 17	Offham	Teston Road junction Pepingstraw Close	07/04/2024	Cllr Roud	Junction Protection
09	Phase 17	Platt	Grange Road	30/05/2023	Local resident	DYL on bend and across access mirroring DYL opposite
10	Phase 17	Tonbridge	Bracken Walk	27/09/2021	Local resident	Request for DYL across driveway
11	Phase 17	Tonbridge	Dernier Road	14/01/2026	Local resident	Junction protection at exit to shared properties.
12	Phase 17	Tonbridge	Derwent Road	19/04/2021	Local resident	Would like restrictions at the junction of Derwent Road and Rother Road
13	Phase 17	Tonbridge	Douglas Road	20/01/2026	Local resident	DYL to protect vehicle Crossover

Reference	Phase	Town	Location	Date	Requested by	Issue
14	Phase 17	Tonbridge	Dry Hill Park Road	07/01/2024	Local resident	Extend DYL to cover new drive/dropped kerb
15	Phase 17	Tonbridge	Gainsborough Gardens	07/10/2021	Local resident	Would like DYL extended opposite the driveway 43
16	Phase 17	Tonbridge	Heather Walk	02/02/2026	Local resident	Junction protection Heather Road & Bishops Oak Ride
17	Phase 17	Tonbridge	Higham Lane & Delius Drive junction	24/05/2021	Local resident	Would like DYL around junction
18	Phase 17	Tonbridge	Hilltop	12/07/2023	Local resident	Wants DYL to replace white access line due to new build.
19	Phase 17	Tonbridge	Judd Road	23/03/2023	Local resident	extend the resident parking outside 44, historic drive that is no longer in use. KCC said paint new bay instead of removing drop kerb
20	Phase 17	Tonbridge	Junction of Eastfield Gardens and Orchard Drive	04/02/2023	Cllr King	Junction DYL protection
21	Phase 17	Tonbridge	Norwich Avenue	18/09/2024	Local resident	DYL protection across driveway
22	Phase 17	Tonbridge	Oast Lane	01/06/2022	Local resident	DYLS around cul-de-sac and on entrance to Oast Lane from London road.
23	Phase 17	Tonbridge	Old Barn Close	11/09/2022	Local resident	DYL on Cul De Sac
24	Phase 17	Tonbridge	Orchard Drive	30/05/2022	Local resident	Double yellow lines opposite 26 Orchard Drive
25	Phase 17	Tonbridge	Royal Avenue	10/11/2025	Cllr Hoskins	Double yellow lines opposite 6 and 7 Royal Avenue Tonbridge. This is because their driveways frequently get blocked by parked cars.
26	Phase 17	Tonbridge	Swanmead Way	23/08/2022	Local resident	Ended DYLS to stop congestion on exit of ALDI
27	Phase 17	Tonbridge	The Brent	15/02/2022	Local resident	DYLS at the junction o/s no 2
28	Phase 17	Tonbridge	The Haydens	18/08/2023	Local resident	Extend the DYL to prevent obstructive parking (10, 12, 14)

Reference	Phase	Town	Location	Date	Requested by	Issue
29	Phase 17	Tonbridge	The Spinney and West Rise, Burns, College, Masefield Way.	03/10/2023	Cllr Hood & Hines	DYL junction protection
30	Phase 17	Tonbridge	Weald View Road	07/02/2023	Local resident	Removal of parking bay o/s 10 Weald View Road due to new drop kerb installed
31	Phase 17	Walderslade	Robin Hood Lane	19/04/2023	Local resident	Double yellow lines to prevent vehicles blocking drive.
32	Phase 17	Walderslade	Robin Hood Lane (northern cul-desac)	12/09/2023	Cllr Keers	Obstruction of accesses in turning head and criminal damage to vehicles
33	Phase 17	West Malling	Offham Road	24/07/2025	Local resident	Removal of parking bay opposite 34
34	Phase 17	West Malling	Windmill Lane East	03/10/2025	Local resident	Junction protection with Lavenders Road
35	Phase 17	WM/ Trottiscliffe	Church Lane	18/09/2024	Local resident	Would like School keep clear extended to prevent obstructing their drive?

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5 Proposal

5.1 Access Group 11 – In line with the streamlined process, formal consultation was carried out on the above locations from 30th April 2026 to 25th May 2026 in accordance with the relevant statutory requirements where we invited objections to the proposed.

5.2 The locations for minor amendments are as follows:

a) Tonbridge – 21 Wilson Road

A resident has requested that an advisory disabled persons parking bay be made enforceable.

b) Tonbridge – 97 Judd Road

Adjustment to the permit parking area to accommodate a new enforceable disabled persons parking bay to provide more disabled parking facilities following a request from a resident with mobility issues.

c) Tonbridge – 37 Tudeley Lane

A resident has requested that an advisory disabled persons parking bay be made enforceable.

d) Tonbridge – 18 Gladstone Road

Adjustment to the permit parking area to accommodate a new enforceable disabled persons parking bay to provide more disabled parking facilities following a request from a resident with mobility issues.

e) Eccles – Springett Close

A resident has requested double yellow line protection across their vehicle crossover.

f) Borough Green – 3 Rock Road

A resident has requested an amendment to the current parking bay to provide access to their driveway.

6 A summary of the consultation responses and objections are as follows:

Location	In favour	Against	No of properties consulted
Wilson Road	1	2	22
Judd Road	2	1	16
Tudeley Lane	1	2	20
Gladstone Road	4	6	38
Springett Close	4	1	13
Rock Road	2	2	23

6.1 In accordance with the Council's agreed policy for dealing with minor alterations under the Access Group arrangements, the objections were shared with the local

County and Borough Members, as well as the Chair of this Board. Their views were sought to determine whether to recommend to the Borough's Cabinet Member that the objections be set aside and the proposal implemented, or that the objection be referred to this Board for consideration.

- 6.2 On this occasion it was not possible to obtain a consensus from the chair and local members for any of Access Group 11 locations. Though it should be noted that the local Borough Member for Vauxhall Ward, Aylesford North and North Downs, Borough Green and Platt have submitted their agreement of the proposal in their particular ward.
- 6.3 A list of all the locations, the issues raised and the recommendations that were put to the local Members and JTB Chair for each are included in Annex 1.
- 6.4 Annex 2 contains each location summary, with more detail as to the response rate, analysis and recommendation.
- 6.5 Annex 3 contains plans of the Access Group 11 proposals that were circulated as part of the consultation.
- 6.6 Annex 4 contains redacted copies of all the consultation responses relating to the Access Group 11 proposals that have been received within the consultation period.
- 6.7 Annex 5 contains Correspondence with local Members, JTB Chair and Cabinet Member.

7 Financial and Value for Money Considerations

- 7.1 Funding to implement works associated with the Parking Action Plan Access Group 11 is provided within existing revenue budgets.

8 Risk Assessment

- 8.1 The assessment and consultation process applied to parking management should provide assurance that the Borough Council has a will and ability to adapt the Parking Plans, in the light of comment and circumstances, and to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that we correctly and effectively manage on-street parking in these areas as the proposals are introduced for safety reasons or to provide a more appropriate balance of parking needs.
- 8.2 A major risk is that scheme proposals encounter significant lack of support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals. There is care given to ensuring that proposals are adjusted and adapted in light of comments and observations received from the local community, without compromising safety or the Council's commitment to deal appropriately with identified safety concerns.

9 Legal Implications

- 9.1 The proposals have followed and exceeded the requirements of the Local Authorities' Traffic Order (Procedure) (England & Wales) Regulations 1996.
- 9.2 The matters raised in this report are considered to be routine, uncontroversial or not legally complex and a legal opinion has not been sought on these proposals.

10 Consultation and Communications

- 10.1 As part of the Consultation and Communications strategy, letters were sent to all affected addresses to inform residents and statutory consultees of the proposed works. Information was also published on our official website to ensure wider public access, while the press was notified to encourage broader community awareness. In addition, site notices were erected at key locations around the area to provide clear and visible updates about the project and consultation process.

11 Implementation

- 11.1 Once the locations have been considered, we would look to proceed with implementation within the next few months.

12 Cross Cutting Issues

12.1 Climate Change and Biodiversity

12.1.1 Limited or low impact on emissions and environment.

12.1.2 Climate change advice has not been sought in the preparation of the options and recommendations in this report.

12.1.3 The proposals outlined in this report are not expected to have any significant impact on climate change. The nature and scale of the works are such that they neither contribute to an increase nor a decrease in emissions or environmental disruption.

12.2 Equalities and Diversity

12.2.1 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 summary sheets Annex 3 – Plans of locations and proposals Annex 4 - Redacted formal consultation responses Annex 5 - Correspondence with local Members, JTB Chair and Cabinet Member

Parking Action Plan - Annex 1 (Locations for Access Group 11)

Location	Ward	Town	Issue	Proposal
Wilson Road	Higham	Tonbridge	A resident has requested that an advisory disabled persons parking bay be made enforceable.	Change an advisory disabled persons parking bay to an enforceable disabled persons parking bay.
Judd Road	Vauxhall	Tonbridge	Adjustment to the permit parking area to accommodate a new enforceable disabled persons parking bay to provide more disabled parking facilities following a request from a resident with mobility issues	Adjustment to permit parking bays to accommodate a new enforceable disabled person parking bay.
Tudeley Lane	Vauxhall	Tonbridge	A resident has requested that an advisory disabled persons parking bay be made enforceable.	Change an advisory disabled persons parking bay to an enforceable disabled persons parking bay.
Gladstone Road	Judd	Tonbridge	Adjustment to the permit parking area to accommodate new enforceable disabled persons parking bay to provide more disabled parking facilities following a request from a resident with mobility issues.	Adjustment to permit parking bays to accommodate a new enforceable disabled person parking bay.
Springett Close	Aylesford North and North Downs	Eccles	A resident has requested double yellow line protection across their vehicle crossover	Double yellow line to prevent obstruction of off-street parking
Rock Road	ugh Green and	Borough Green	A resident who has recently installed a new dropped kerb has requested new double yellow line protection across their driveway to prevent obstruction.	Double yellow line protection across driveway to prevent obstruction of new driveway.

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Parking Plan – Access Group 11 – Location Summary

Location reference	AG11-1
Town	Borough Green
Ward	Borough Green and Platt
Road / Area	Rock Road
Requested by	Resident
Plan reference:	AG11-1

Summary

Removal of a parking bay and implement double yellow lines across driveway to prevent obstruction.

Issue

A resident who has recently installed a new dropped kerb has requested new double yellow line protection across their driveway to prevent obstruction.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 11.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AG11-1, seeking objections and indications of support. The Consultation started on 30th April 2026 and closed on the 25th of May 2026.

As part of the consultation, we wrote directly to 23 properties, placed notices on street and in the local press, placed the proposals “on deposit” at the Council Offices (Tonbridge Castle and Kings Hill), the Kent County Council Offices, Sessions House, County Hall and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows.

Response rate	In favour	Against	Don't Know
4 (17%)	2 (50%)	2 (50%)	0 (0%)

Analysis

Two responses were received, expressing views against the proposals which stated that they were not happy with losing valuable on street parking in this location.

Streamlined TRO process

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

Recommendation to the June 2026 meeting of the Joint Transportation Board.

Unfortunately, responses were not received in time, so this proposal is for JTB to consider.

Parking Plan – Access Group 11 – Location Summary

Location reference	AG11-2
Town	Tonbridge
Ward	Judd
Road / Area	Gladstone Road
Requested by	Local resident
Plan reference:	AG11-2

Summary

Adjustment to permit parking bays to accommodate a new enforceable disabled person parking bay.

Issue

Adjustment to permit parking bay to accommodate a new enforceable disabled person parking bay.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 11.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AG11-2, seeking objections and indications of support. The Consultation started on 30th April 2026 and closed on the 25th of May 2026.

As part of the consultation, we wrote directly to 38 properties, placed notices on street and in the local press, placed the proposals “on deposit” at the Council Offices (Tonbridge Castle and Kings Hill), the Kent County Council Offices, Sessions House, County Hall and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows.

Response rate	In favour	Against	Don't Know
10 (26%)	4 (40%)	6 (60%)	0 (0%)

Analysis

A high number of responses were received in relation to Gladstone Road. Several respondents also recommended that the second disabled bay be investigated to see if it can be reverted to a permit bay, this would have increased the in-favour. This suggestion could be considered for further investigation by a future access group, should the need remain.

Streamlined TRO process

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

Recommendation to the June 2026 meeting of the Joint Transportation Board.

Unfortunately, responses were not received in time, so this proposal is for JTB to consider.

Parking Plan – Access Group 11 – Location Summary

Location reference	AG11-3
Town	Tonbridge
Ward	Vauxhall
Road / Area	Judd Road
Requested by	Resident
Plan reference:	AG11-3

Summary

Adjustment to permit parking bays to accommodate a new enforceable disabled person parking bay.

Issue

A resident with mobility issues has requested a disabled persons parking bay to improve access and mobility.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 11.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AG11-3, seeking objections and indications of support. The Consultation started on 30th April 2026 and closed on the 25th of May 2026.

As part of the consultation, we wrote directly to 16 properties, placed notices on street and in the local press, placed the proposals “on deposit” at the Council Offices (Tonbridge Castle and Kings Hill), the Kent County Council Offices, Sessions House, County Hall and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows.

Response rate	In favour	Against	Don't Know
3 (19%)	2 (67%)	1 (33%)	0 (0%)

Analysis

There was one objection to the proposal which stated that they were not happy with losing valuable on street parking. Regarding their concerns over the loss of on-street parking – even though parking on Judd Road is part of a wider resident parking zone, parking close to your address (or indeed any space) cannot be guaranteed. The alteration to the existing parking bay is necessary to accommodate a new disabled person parking bay.

Streamlined TRO process

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

Recommendation to the June 2026 meeting of the Joint Transportation Board.

Unfortunately, responses were not received in time, so this proposal is for JTB to consider.

Parking Plan – Access Group 11 – Location Summary

Location reference	AG11-4
Town	Tonbridge
Ward	Judd
Road / Area	Tudeley Lane
Requested by	Resident
Plan reference:	AG11-4

Summary

Change an existing advisory disabled persons parking bay to an enforceable disabled persons parking bay.

Issue

Resident requesting a bay closer to their address to aid with mobility issues.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 11.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AG11-4, seeking objections and indications of support. The Consultation started on 30th April 2026 and closed on the 25th of May 2026.

As part of the consultation, we wrote directly to 20 properties, placed notices on street and in the local press, placed the proposals “on deposit” at the Council Offices (Tonbridge Castle and Kings Hill), the Kent County Council Offices, Sessions House, County Hall and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows.

Response rate	In favour	Against	Don't Know
3 (15%)	1 (33%)	2 (67%)	0 (0%)

Analysis

There were two objections to the proposals which one of the objections stated that they were not happy with losing valuable on street parking. Regarding their concerns over the loss of on-street parking, parking close to your address (or indeed any space) cannot be guaranteed. The alteration to the existing parking bay is necessary to accommodate a new disabled person parking bay. The second objection was commenting on the unrestricted bays and not the alteration of an existing DPPB to an enforceable DPPB.

Streamlined TRO process

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

Recommendation to the June 2026 meeting of the Joint Transportation Board.

Unfortunately, responses were not received in time, so this proposal is for JTB to consider.

Parking Plan – Access Group 11 – Location Summary

Location reference	AG11-5
Town	Tonbridge
Ward	Vauxhall
Road / Area	Wilson Road
Requested by	Resident
Plan reference:	AG11-5

Summary

Change an existing advisory disabled persons parking bay to an enforceable disabled persons parking bay.

Issue

A resident with mobility issues has requested a disabled persons parking bay to improve access and mobility.

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 11.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AG11-5, seeking objections and indications of support. The Consultation started on 30th April 2026 and closed on the 25th of May 2026

As part of the consultation, we wrote directly to 22 properties, placed notices on street and in the local press, placed the proposals “on deposit” at the Council Offices (Tonbridge Castle and Kings Hill), the Kent County Council Offices, Sessions House, County Hall and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows.

Response rate	In favour	Against	Don't Know
3 (14%)	1 (33%)	2 (67%)	0 (0%)

Analysis

Two objections were received for this location. The applicant has a valid blue badge.

Streamlined TRO process

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

Recommendation to the June 2026 meeting of the Joint Transportation Board.

Unfortunately, responses were not received in time, so this proposal is for JTB to consider.

Parking Plan – Access Group 11 – Location Summary

Location reference	AG11-6
Town	Eccles
Ward	Aylesford North and North Downs
Road / Area	Springett Close
Requested by	Resident
Plan reference:	AG11-6

Summary

Double yellow line to prevent obstruction of off-street parking

Issue

A resident has requested double yellow line protection across their vehicle crossover

Initial investigation

Suitable for changes under the streamlined “access” process, and will proceed separately through the agreed accelerated process with Access Group 11.

Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan AG11-6, seeking objections and indications of support. The Consultation started on 30th April 2026 and closed on the 25th of May 2026

As part of the consultation, we wrote directly to 13 properties, placed notices on street and in the local press, placed the proposals “on deposit” at the Council Offices (Tonbridge Castle and Kings Hill), the Kent County Council Offices, Sessions House, County Hall and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows.

Response rate	In favour	Against	Don't Know
5 (38%)	4 (80%)	1 (20%)	0 (0%)

Analysis

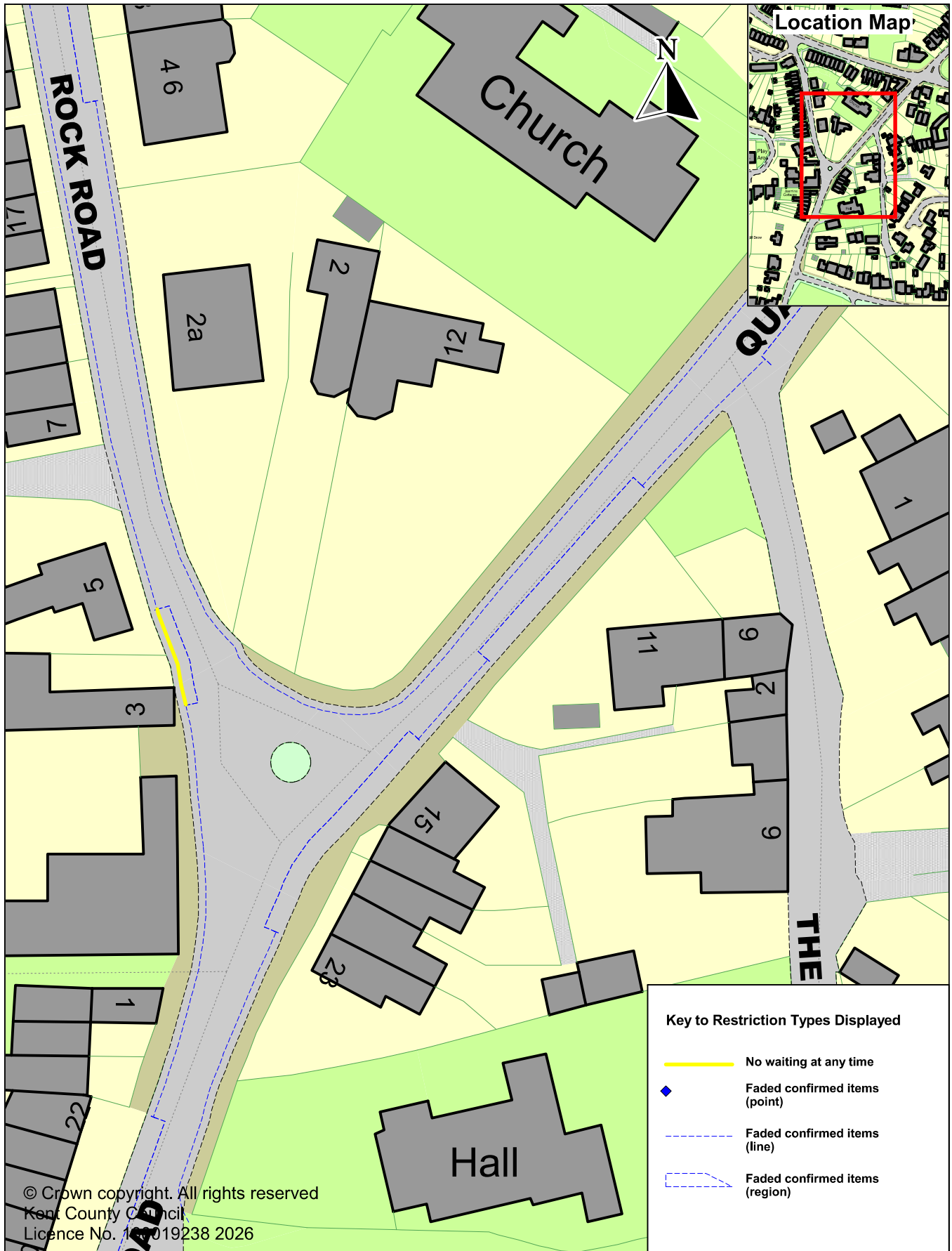
There was one objection to the proposal which mentioned the lack of parking in the area, but the request and evidence provided by residents shows vehicles obstructing their off-street parking.

Streamlined TRO process

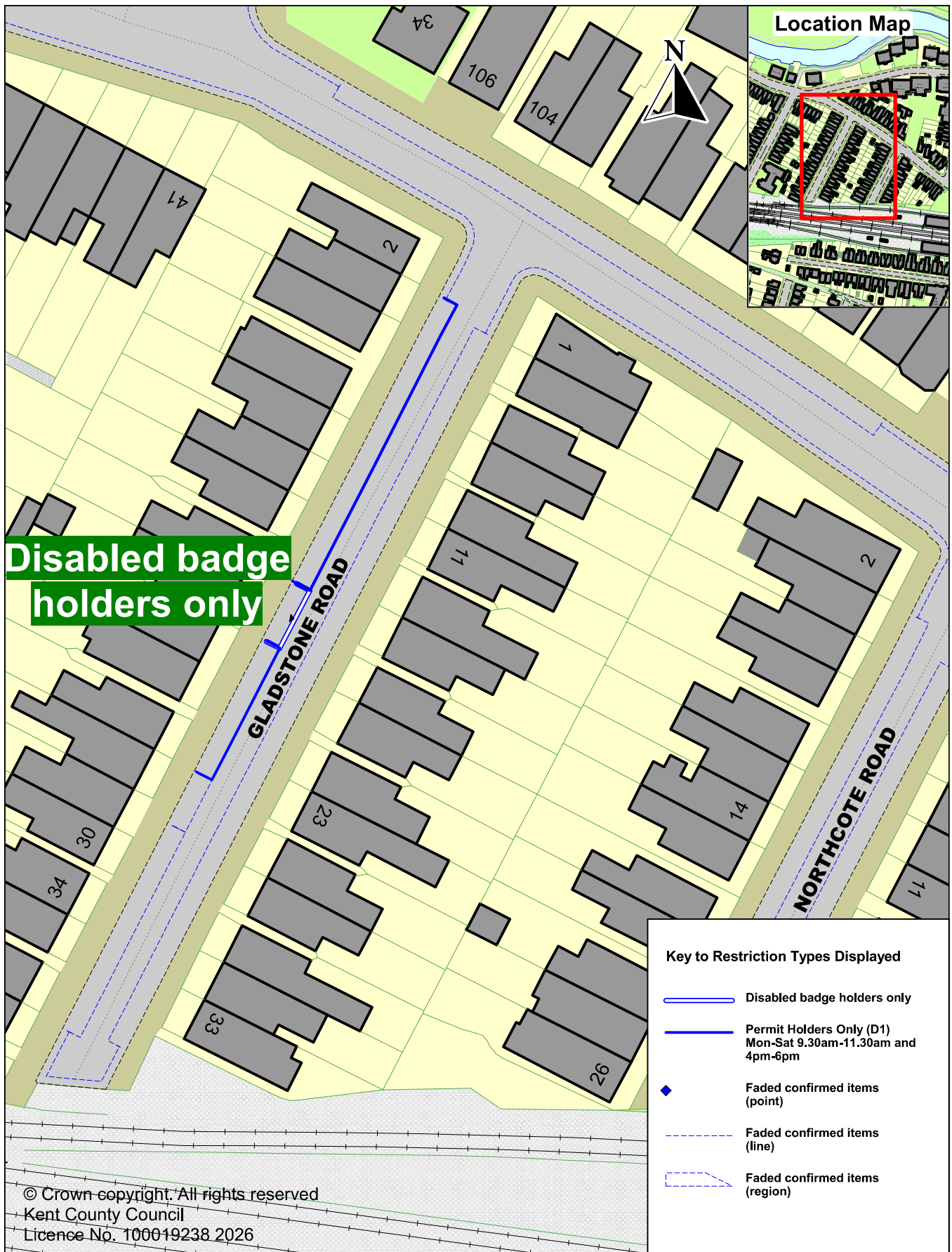
Under the agreed streamlined process for consideration of minor amendments to parking restrictions, minor amendments that attract less than 5 objections can be considered by the Chair of JTB and the local Borough and County members for the area, and if of a consensus, the objections can be set aside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

Recommendation to the June 2026 meeting of the Joint Transportation Board.

Unfortunately, responses were not received in time, so this proposal is for JTB to consider.








SCALE	1 : 500
DATE	21/04/2026
DRAWING No.	AG11-1
DRAWN BY	ACB



Disabled badge holders only

Key to Restriction Types Displayed

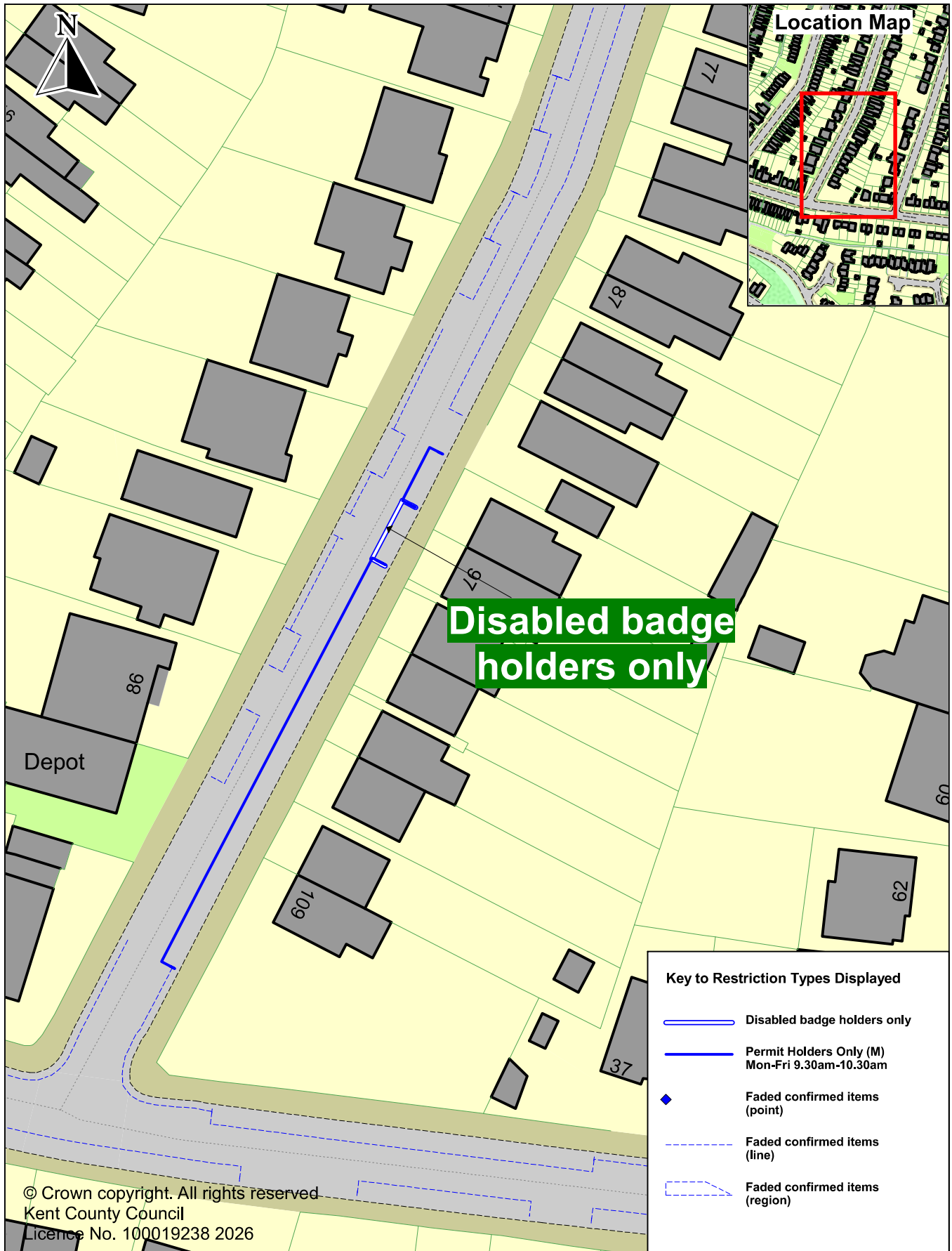
-  Disabled badge holders only
-  Permit Holders Only (D1)
Mon-Sat 9.30am-11.30am and 4pm-6pm
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)

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Parking Action Plan - Access Group 11
 Gladstone Road, Tonbridge
 New disabled parking bay

SCALE	1 : 500
DATE	21/04/2026
DRAWING No.	AG11-2
DRAWN BY	ACB



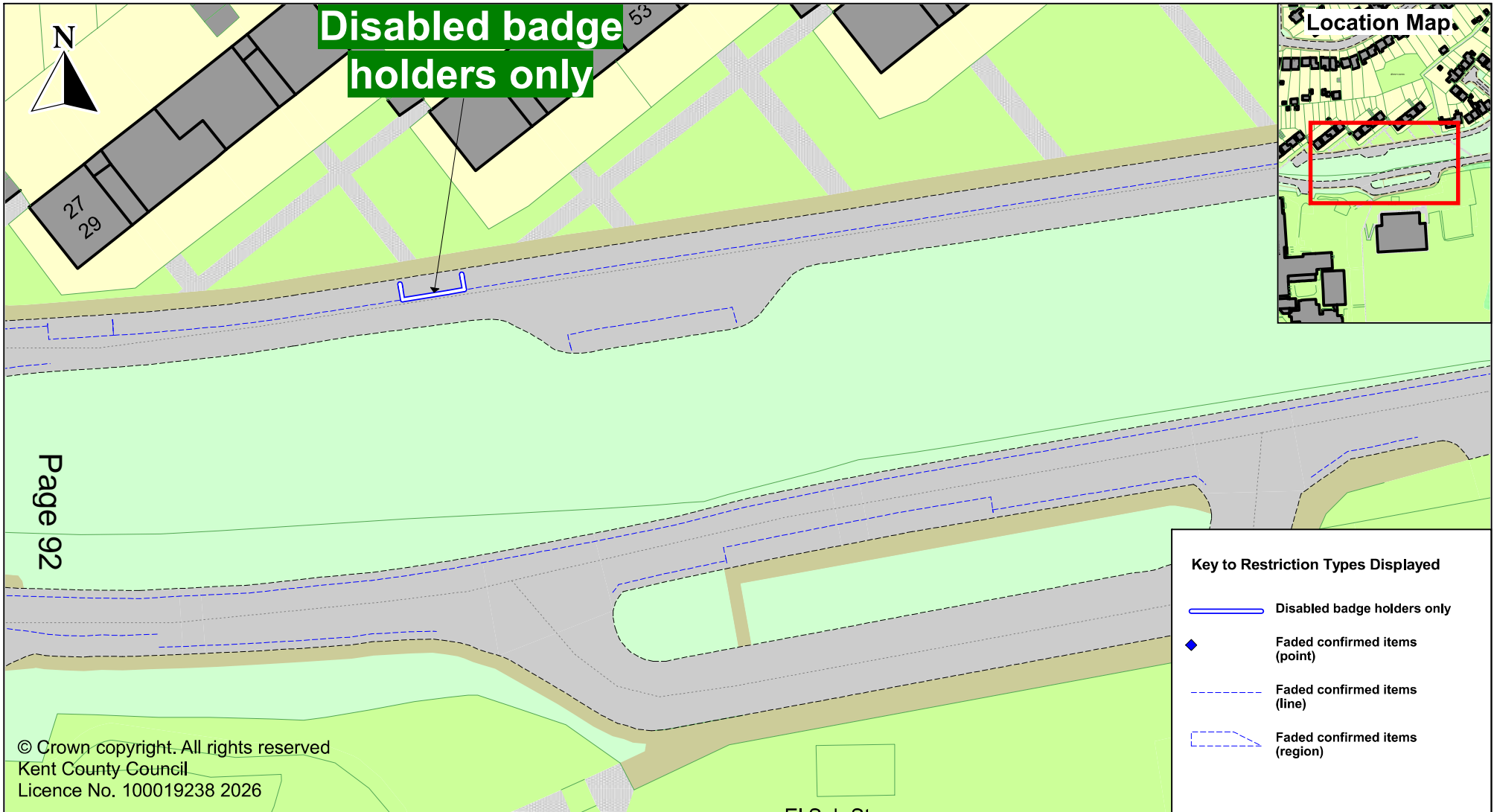
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Key to Restriction Types Displayed

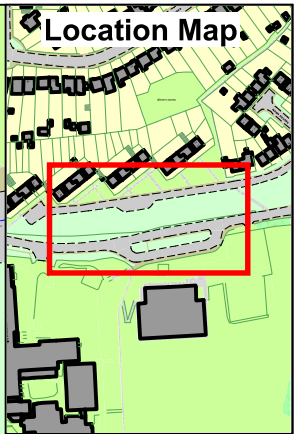
-  Disabled badge holders only
-  Permit Holders Only (M)
Mon-Fri 9.30am-10.30am
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)






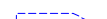
SCALE	1 : 500
DATE	21/04/2026
DRAWING No.	AG11-3
DRAWN BY	ACB



Disabled badge holders only



Key to Restriction Types Displayed

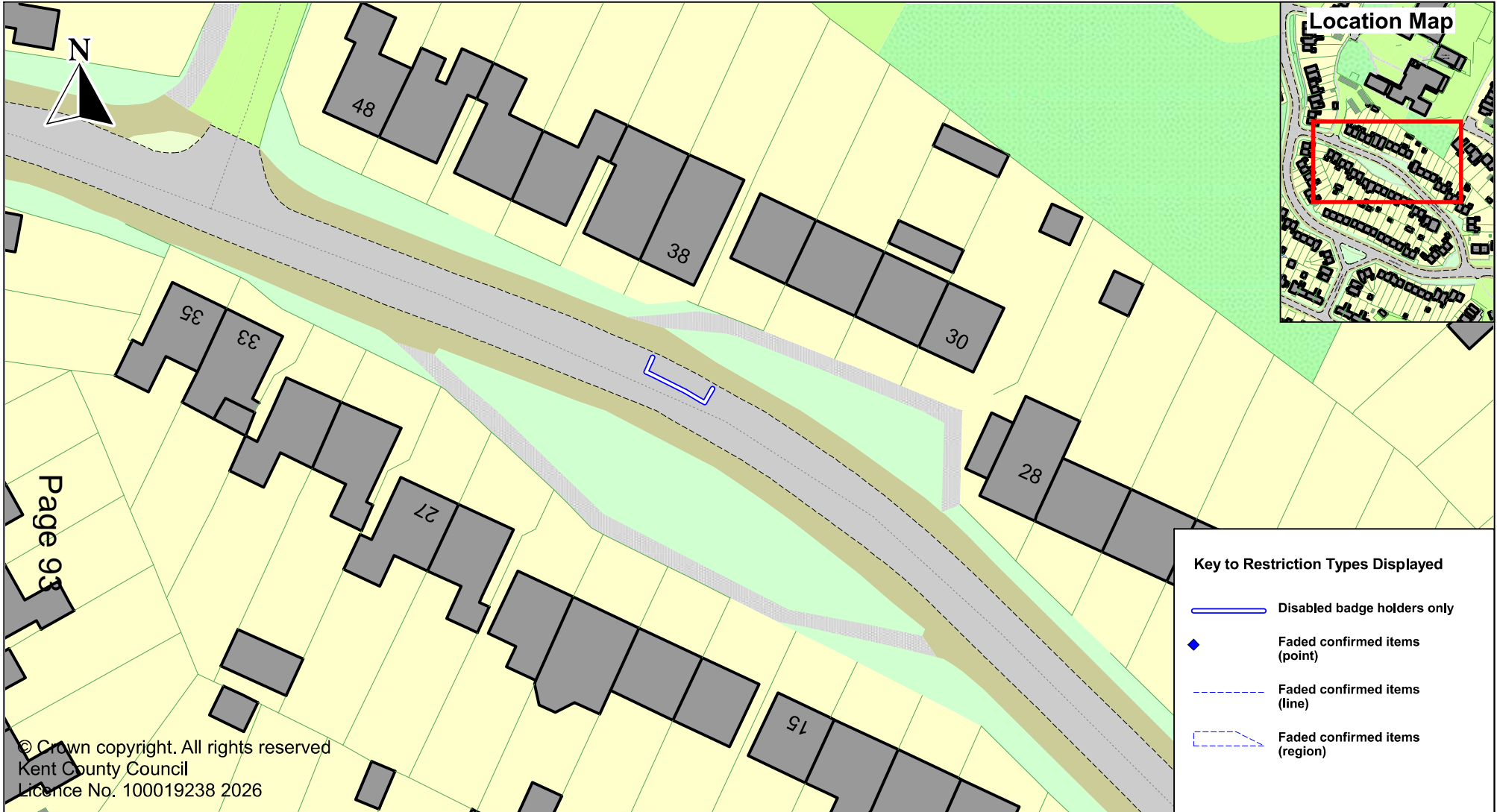
-  Disabled badge holders only
-  Faded confirmed items (point)
-  Faded confirmed items (line)
-  Faded confirmed items (region)

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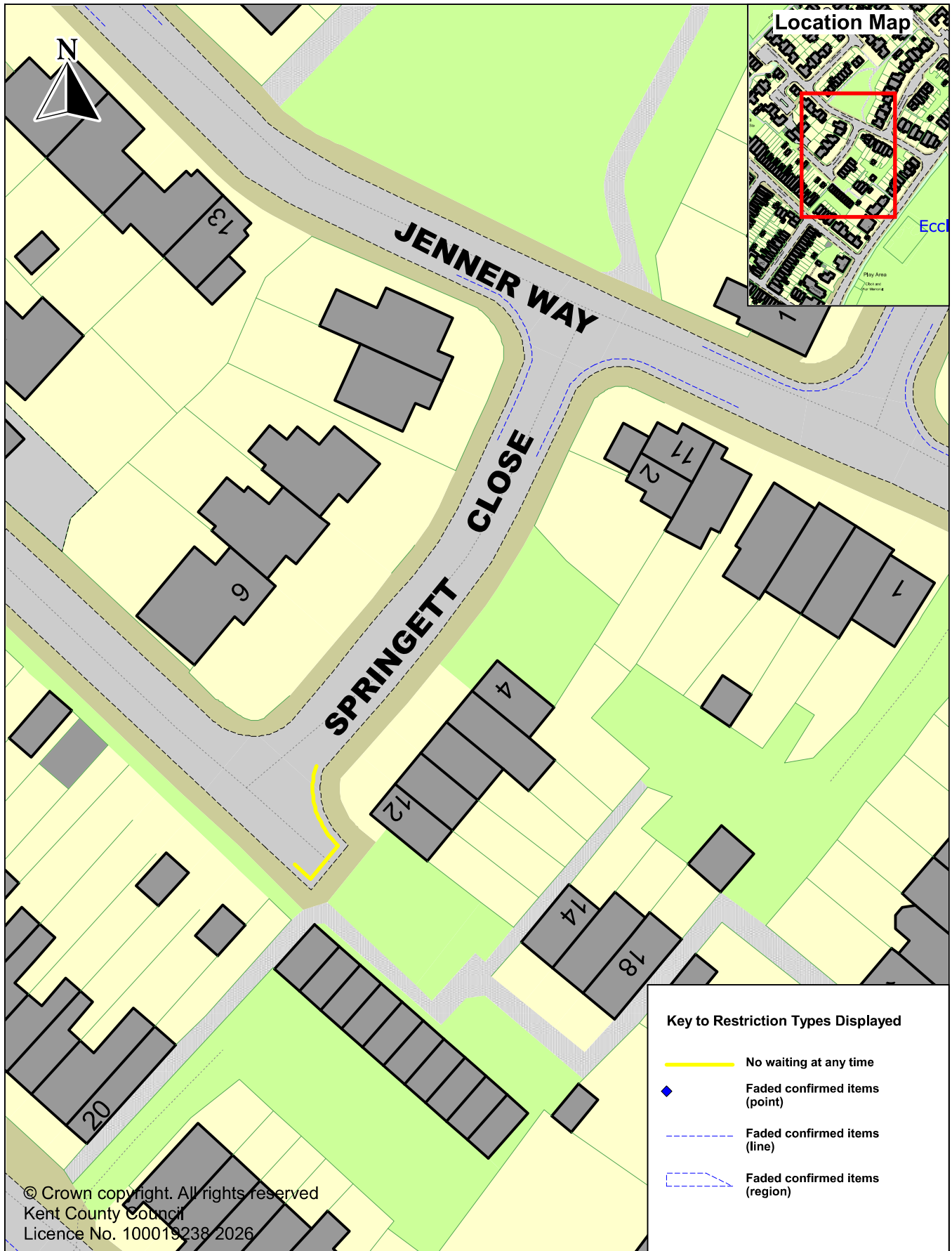
Parking Action Plan - Access Group 11
 Tudeley Lane, Tonbridge
 Convert advisory disabled parking bay to enforceable disabled parking bay

SCALE	1 : 500
DATE	21/04/2026
DRAWING No.	AG11-4
DRAWN BY	21/04/2026







Parking Action Plan - Access Group 11
Wilson Road, Tonbridge
Convert advisory disabled parking bay to enforceable disabled parking bay

SCALE	1 : 500
DATE	21/04/2026
DRAWING No.	AG11-5
DRAWN BY	ACB



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 Kent County Council
 Licence No. 100019238 2026

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 - Access Group 11
 Springett Close, Eccles
 New double yellow lines

SCALE	1 : 500
DATE	21/04/2026
DRAWING No.	AG11-6
DRAWN BY	ACB

From: [REDACTED]
To: [Parking Office](#)
Subject: Proposed disabled parking in Gladstone road
Date: 01 May 2026 12:09:22

Dear parking officers

Can you confirm how many parking disabled bays there will be ? As not clear ? And can anyone with a blue badge park or has it got to be the people who applied for the disabled parking ?

[REDACTED]
Sent from my iPhone

Matthew Osborne

From: [REDACTED]
Sent: 01 May 2026 12:41
To: Parking Office
Subject: AG11-2 Gladstone Road

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir/Madam,

I am writing to formally object to the proposed introduction of new on-street disabled parking bays on Gladstone Road, Tonbridge.

While I fully support the provision of accessible parking for those who genuinely need it, I have concerns about the suitability and potential impact of the proposed locations on this particular road.

Gladstone Road is a narrow residential street, and parking capacity is already under considerable pressure. The introduction of additional designated bays will significantly reduce the availability of general parking for residents and visitors, potentially leading to increased congestion, difficulty in access for emergency or service vehicles, and displacement of parking into surrounding streets.

I am also concerned that the proposal does not appear to take into account the cumulative effect of existing parking restrictions in the area. Further loss of unrestricted spaces could adversely affect residents who rely on on-street parking, particularly those without off-street alternatives.

I would therefore ask that the Council:

- Reassess the necessity and number of proposed bays in this location
- Consider alternative locations that may have less impact on overall parking availability
- Engage further with local residents to better understand the implications of the proposal

I would appreciate confirmation that this objection has been received and will be taken into consideration as part of the consultation process.

Yours faithfully,

[REDACTED]

Matthew Osborne

From: [REDACTED]
Sent: 01 May 2026 12:48
To: Parking Office
Subject: AG11-2

There is already a painted disabled bay outside 28 Gladstone Rd. This is not supported by a badge/sign although still left by all residents as a disabled bay. It doesn't feature on the enclosed plan. Is this still a disabled bay and enforceable? If not can the road markings be removed please if there is to be another bay.

Parking as you may be aware is a hot topic in and around Gladstone Road with most residents rarely able to park in their own street. Without knowing the level of disability it is not possible to give a balanced answer to the proposed bay. Are the applicants needs greater than a parent with young children and they need to get car seats, shopping in and out?

[REDACTED]
Gladstone Road

Sent from [Outlook for Android](#)

Matthew Osborne

From: [REDACTED]
Sent: 01 May 2026 12:52
To: Parking Office
Subject: AG11-2 Gladstone Road

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Sir/Madam,

I am writing in response to the recent proposal to introduce new disabled parking bays on Gladstone Road, Tonbridge.

I would like to raise an objection to the scheme as currently outlined. My concern is not with the principle of providing disabled parking, which is clearly important, but rather with the cumulative impact these changes may have on a road that already has very limited capacity.

From a practical standpoint, Gladstone Road functions under significant parking pressure on a daily basis. Any further designation of specific bays risks reducing flexibility for residents and could make day-to-day parking arrangements considerably more difficult. This may disproportionately affect households without access to off-street parking. To add to that, we have a young family and have recently moved to the area. There are never any free spots after 5pm. Reducing the capacity further would be an added burden with young children.

Additionally, I am concerned that the proposal appears to have been developed without sufficient visibility of how demand has been assessed in this specific location. It would be helpful to understand whether there is clear evidence of unmet need on this road itself, as opposed to a broader area-based assumption.

Before progressing, I would encourage the Council to pause and review whether a more targeted or adaptable approach could be taken, potentially identifying locations where the impact on existing parking arrangements would be less pronounced.

I trust these comments will be taken into account as part of the consultation process, and I would be grateful for confirmation of their receipt.

Yours faithfully,

[REDACTED]

Sent from my iPhone

Matthew Osborne

From: [REDACTED]
Sent: 05 May 2026 12:35
To: Parking Office
Cc: [REDACTED]
Subject: AG11-2 Gladstone Road - consultation response

Hello,

I am writing in relation to the letter received regarding the proposed disabled parking bay associated with No. 18 Gladstone Road, Tonbridge, Judd Ward (**Ref: AG11-2 Gladstone Road**).

I would like to emphasise at the outset that I fully support the provision of parking for residents with disabilities, particularly in respect of our neighbours at [REDACTED]. We have a very good relationship with them and are very keen that any arrangement works well for them. I do, however, have some concerns regarding the specific proposed size and location of the bay.

From the enclosed plan, it appears that the bay would be positioned largely outside *both* No. 16 and No. 18, rather than being more closely aligned solely with the frontage of No. 18. I may be misunderstanding the constraints involved, but I would be grateful for some clarification as to how this location and the size of the bay were determined.

While I appreciate that the street operates within a permit parking area, in practice residents tend to rely on being able to park reasonably close to their homes, particularly in a small cul-de-sac such as ours. As we have two young children, the proposed positioning and size of the bay would have a noticeable impact on parking immediately outside our property.

I would therefore be grateful if the council could clarify whether factors such as road layout, spacing requirements, or existing restrictions have influenced the siting and sizing of the bay, and whether alternative positions - particularly those more closely aligned with No. 18 - have been fully considered.

I also note that there is an existing disabled parking bay further along the road (outside No. 26), which appears to serve a single property and sits 'almost solely' within that frontage. I would appreciate confirmation as to whether this bay is still required and in active use. If it is no longer needed, I wonder whether reviewing that provision might allow for a more suitable arrangement here.

I would be grateful if the proposal could be reviewed with a view to ensuring the bay both meets the needs of [REDACTED] and minimises the impact on neighbouring properties. For the avoidance of any doubt, my comments relate only to the proposed design and positioning of the bay, and not to the need for it, which I fully understand and support.

Thank you for your time and consideration.

Kind regards,

[REDACTED]
Tonbridge

From: [REDACTED]
Sent: 08 May 2026 13:04
To: Parking Office
Subject: AG11-2 Gladstone Road

Re: Your reference: On-street 2026 Amend 11-AG11-2
Site Address: [REDACTED]

I wish to object to the above application in respect of the proposed addition of a second enforceable disabled parking bay on this road.

This objection is not made in opposition to the provision of disabled parking in principle. Rather, it relates to the location, necessity, and cumulative impact of an additional enforceable bay within a short, dead-end road where parking is extremely limited and entirely on-street.

1. Existing Parking Stress and Displacement

The road is a confined cul-de-sac with no off-street parking provision. All residents rely on the limited on-street spaces available. The introduction of a controlled disabled bay removes general-use parking permanently from an already oversubscribed street, materially increasing parking stress and displacement onto neighbouring roads.

Parking pressure and loss of existing parking capacity are recognised material planning considerations, particularly where parking supply is finite and no mitigation is proposed.

2. Cumulative Impact of Multiple Controlled Bays

A disabled parking bay is already present on this road. The addition of a second enforceable bay would represent a disproportionate allocation of limited public highway space in a very short dead-end street.

The cumulative effect of multiple controlled bays is significant: it materially reduces manoeuvring space, limits turning capability, and further constrains general parking availability. The application does not appear to include any assessment of cumulative impact.

3. Highway Safety and Manoeuvrability

The road's dead-end nature means vehicles routinely need to turn, reverse, or try to allow passing within very limited space. Reducing available carriageway and parking flexibility risks increasing conflict between vehicles, pedestrians, and service or emergency vehicles.

Highway safety and the practical functioning of the public highway are material considerations in determining planning applications.

4. Lack of Evidence of Site-Specific Need

It is unclear from the application whether a clear, site-specific necessity has been demonstrated for a second enforceable disabled bay at this precise location, as opposed to alternative solutions (such as reviewing eligibility, relocating or re-configuring existing parking, or identifying less constrained nearby streets).

In the absence of supporting evidence that addresses proportionality and alternatives, the proposal places an unreasonable burden on other residents.

5. Policy Balance and Proportionality

While supporting inclusive access, national and local planning policy requires proposals to be proportionate and to balance competing demands on limited space. In this instance, the proposal appears to prioritise one form of provision to the detriment of the wider functioning of the street, without adequate mitigation or justification.

For the reasons set out above—particularly existing parking stress, cumulative impact, and highway safety concerns—I respectfully request that the application be refused or reconsidered, with proper assessment of alternatives that would meet accessibility needs without unduly harming existing residents or the effective use of the public highway.

Yours faithfully,

[Redacted signature]

[Redacted address]

**Formal Consultation
Amended Parking Restrictions
Gladstone Road, Tonbridge**

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference AG11-2 Gladstone Road

Want to go digital? You can view the proposals and respond online by visiting www.tmbc.gov.uk/parkingorders

All responses must be received by 25th May 2026.

Data protection – Please see our FAQ on the reverse of this form

Name (please print)	[REDACTED]
Address (inc postcode)	[REDACTED]

I (~~support / object to~~)* the Borough Council's proposals for changes to the on-street parking arrangements for Gladstone Road, shown on plan AG11-2

** delete where not applicable*

Comments	
<p>I SUPPORT this application AS LONG AS THE EXISTING ONE OUTSIDE OF Z6 GLADSTONE REMAINS</p>	
Signed	[REDACTED]
Date	15/05/2026

Parking Consultations - Frequently Asked Questions

Why isn't this consultation just an online survey?

Whilst new technology has significant benefits, experience has shown that some residents like to make notes on the paper plans, where they can suggest alterations or adjustments and send those back to us – this can assist in understanding their point of view. However, we have an online option available – scan the QR code or visit

www.tmbc.gov.uk/parkingorders

Should I reply by email and letter?

We record all the responses by whichever method, so there is no need to duplicate them, but our online service is easier for us to manage.

I've already responded to the informal consultation – do I need to comment again?

Unfortunately we cannot take forward comments from the informal consultation process. Comments at that stage were valuable to help shape the proposals but cannot be used for the statutory consultation as the proposal itself might have been revised to reflect the previous comments received.

You have my name from the previous consultation – why have you written to “The Householder”?

Some time has passed since the informal consultation was carried out and people may have moved and there may be new residents that are commenting for the first time. Writing to a specific name might mean new occupants would ignore (or forward) a letter to the previous occupant.

Does everyone in a household need to respond?

No – we take responses on a household by household basis.

Can I come to the offices to discuss the changes?

No – the responses need to be in writing, online or email so we can pass them on to the Councillors, and the staff in the Parking team are often out of the office and may not be available. However, please feel free to drop-off your consultation form to the reception desk at the Council Offices in person if you don't want to send it in by post or digitally.

What do we do with your data?

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

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

Matthew Osborne

From: [REDACTED]
Sent: 14 May 2026 22:05
To: Parking Office
Subject: AG11-2 Gladstone Road

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

Thank you for the opportunity to consult on the the proposal for a new on street disabled parking on Gladstone Road. Of course we would never object to a disabled park for someone who needs it, our only objection is that there is currently a disabled parking on the same side of the road further down from the new one proposed. The current disabled park (outside number 26) is now very rarely used and the house it served is now for sale and we believe this park is no longer required by the occupant.

As parking is already a huge issue on our street and there are not enough parks as it is, to have two disabled parking spaces on the street would further exacerbate the issue of lack of parking particularly when one is not in use.

In order to agree to a new disabled park to serve the resident on Gladstone road we would request that the unused disabled park be reverted to standard residents parking so we are not losing an additional parking space.

With kind regards,

[REDACTED]

Matthew Osborne

From: [REDACTED]
Sent: 07 May 2026 16:31
To: Parking Office
Subject: AG11-3 Judd Road

You don't often get email from [REDACTED] [learn why this is important](#)

Hello,

I would like to formally object to the proposed disabled parking bay outside number 97 Judd Road.

Parking on this road is already very limited, particularly in the evenings when residents return home from work. The current layout allows vehicles to park efficiently, including outside my property at number [REDACTED], where the existing parking bay ends.

My concern is not only the creation of the disabled bay itself, but also its precise positioning. If the disabled bay outside number 97 is placed in a way that leaves space for one vehicle outside number 95, plus only a half-car length of unusable space between that vehicle and the disabled bay, this would reduce the overall amount of practical parking available on the road. In effect, it could create one full parking space and one unusable partial space, rather than making best use of the available kerb space.

If the disabled bay is approved, I would ask that careful consideration is given to its exact location. The bay should be positioned so that enough space remains for two full cars to park before the disabled bay begins, rather than leaving one full space and one partial, unusable space.

This would help minimise the impact on existing residents while still allowing for the proposed disabled parking provision outside number 97.

Regards

[REDACTED]

**Formal Consultation
Amended Parking Restrictions
Rock Road, Borough Green**

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference AG11- 1 Rock Road

Want to go digital? You can view the proposals and respond online by visiting www.tmbc.gov.uk/parkingorders

All responses must be received by 25th May 2026.

Data protection – Please see our FAQ on the reverse of this form

Name (please print)	[REDACTED]
Address (inc postcode)	[REDACTED]

I (**support / ~~object to~~**)* the Borough Council's proposals for changes to the on-street parking arrangements for Rock Road, BOROUGH GREEN shown on plan AG11- 1

* *delete where not applicable*

Comments	
<p><i>I agree what is shown on the layout but think it would be good to extend the parking area in Quarry Hill Road as shown in red on the attached layout.</i></p>	
Signed [REDACTED]	Date 6/5/26

Parking Consultations - Frequently Asked Questions

Why isn't this consultation just an online survey?

Whilst new technology has significant benefits, experience has shown that some residents like to make notes on the paper plans, where they can suggest alterations or adjustments and send those back to us – this can assist in understanding their point of view. However, we have an online option available – scan the QR code or visit

www.tmbc.gov.uk/parkingorders

Should I reply by email and letter?

We record all the responses by whichever method, so there is no need to duplicate them, but our online service is easier for us to manage.

I've already responded to the informal consultation – do I need to comment again?

Unfortunately we cannot take forward comments from the informal consultation process. Comments at that stage were valuable to help shape the proposals but cannot be used for the statutory consultation as the proposal itself might have been revised to reflect the previous comments received.

You have my name from the previous consultation – why have you written to “The Householder”?

Some time has passed since the informal consultation was carried out and people may have moved and there may be new residents that are commenting for the first time. Writing to a specific name might mean new occupants would ignore (or forward) a letter to the previous occupant.

Does everyone in a household need to respond?

No – we take responses on a household by household basis.

Can I come to the offices to discuss the changes?

No – the responses need to be in writing, online or email so we can pass them on to the Councillors, and the staff in the Parking team are often out of the office and may not be available. However, please feel free to drop-off your consultation form to the reception desk at the Council Offices in person if you don't want to send it in by post or digitally.

What do we do with your data?

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

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

Matthew Osborne

From: [REDACTED]
Sent: 17 May 2026 16:10
To: Parking Office
Subject: AG11-1 Rock Road

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir/Madam,

I am writing to formally object to the proposed amendment to the parking arrangements on our street.

The two parking spaces proposed for removal have existed for many years, and the access situation for the resident concerned is therefore not a new issue. Furthermore, the resident already benefits from their own off-street parking and currently has clear access to it.

Removing these spaces would have a significant negative impact on the wider community. Our street already suffers from extremely limited parking availability, with only a small number of spaces serving approximately 20 households. If these changes proceed, only five on-street spaces would remain for all residents and visitors. Many families are already forced to park two or three roads away from their homes, and removing additional spaces will only worsen this situation.

The proposal also appears entirely disproportionate. Removing 40% of the already limited available on-street parking to address the concerns of a single household places the needs of one resident above the practical needs of an entire street of families and residents. This is not a balanced or reasonable outcome.

I am also concerned about the wider impact on safety and congestion. With fewer available spaces, residents will inevitably be forced to park further away in neighbouring roads, increasing congestion in surrounding streets and potentially leading to unsafe parking near junctions or access points simply because there are no reasonable alternatives available. Residents should not be placed in a position where they are left driving around searching for parking late at night or parking considerable distances from their homes.

This proposal will particularly affect vulnerable residents, including families with young children, elderly residents, disabled individuals, and those returning home late in the evening. Carrying shopping, pushchairs, or personal belongings from streets several roads away is neither practical nor safe. I would ask the Council what realistic alternative parking arrangements are being proposed for these residents if these spaces are removed, as no viable alternatives appear to have been identified.

I would also question whether the Council has undertaken any formal parking impact assessment or reviewed evidence of regular obstruction incidents before proposing this change. Given that the current arrangement has existed for many years, it is difficult to understand why such a significant reduction in parking provision is now considered necessary without broader consultation and supporting evidence.

There is also concern regarding the precedent this could set. Approving changes that significantly disadvantage a large number of residents in order to benefit a single property could encourage similar future requests elsewhere, further reducing already limited parking availability across residential streets.

Overall, this proposal appears to offer a substantial benefit to one household while creating ongoing difficulties for many others, without providing any realistic alternative solution for affected residents.

I respectfully ask the Council to reconsider this proposal and fully consider the wider impact it will have on the local community before proceeding.

Many Thanks

[REDACTED]

Matthew Osborne

From: [REDACTED]
Sent: 05 May 2026 09:39
To: Parking Office
Subject: AG11-6 Springett Close

[REDACTED]

Dear sir/madam

I support the proposed measures to protect residents private parking areas in Springett Close.

Regards

[REDACTED]

Sent from my iPhone

**Formal Consultation
Amended Parking Restrictions
Springett Close, Borough Green**

Please return this form to;

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

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference AG11-6 Springett Close

Want to go digital? You can view the proposals and respond online by visiting www.tmbc.gov.uk/parkingorders

All responses must be received by 25th May 2026.

Data protection – Please see our FAQ on the reverse of this form

Name (please print)	
Address (inc postcode)	

I (**support / ~~object to~~**)* the Borough Council's proposals for changes to the on-street parking arrangements for Springett Close, AYLESFORD shown on plan AG11-6

* *delete where not applicable*

Comments	
PLEASE SEE ATTACHED	
Signed	Date
	21/05/26

Parking Consultations - Frequently Asked Questions

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

I am responding IN SUPPORT of your Formal Consultation reference “On-Street 2026 Amend 11-AG11-6”.

I SUPPORT immediate measures for a permanent and enforceable parking prohibition to discourage inconsiderate parking in Springett Close adjacent to the four, two-car (nose to tail), parking bays owned by, and serving, my property [REDACTED] along with my three neighbours at numbers [REDACTED]

Despite the area being quite obviously for parking, with a ramp (drop-kerb) fronting the majority, people continue to park adjacent to the approach kerb giving no thought or consideration to how the occupants of [REDACTED] is supposed to enter or access their bay!

That means that any friends and family are unable to park behind if Number [REDACTED] car is on their bay else they will be effectively blocking that car in. The problem is worse if my girlfriend is staying overnight as we do not want to be awoken in the early hours having to move cars!

The Police are not interested in the obstruction, and TMBC refer such matters to the Police!! The obstruction only becomes enforceable if there is parking prohibition and that requires these Yellow Lines.

At times there are cars parked on both sides of the road making access to the bays even more difficult. To assist, I have attached a plan illustration indicating positions “A” and “B”, along with several recent photos showing examples of typical inconsiderate parking.

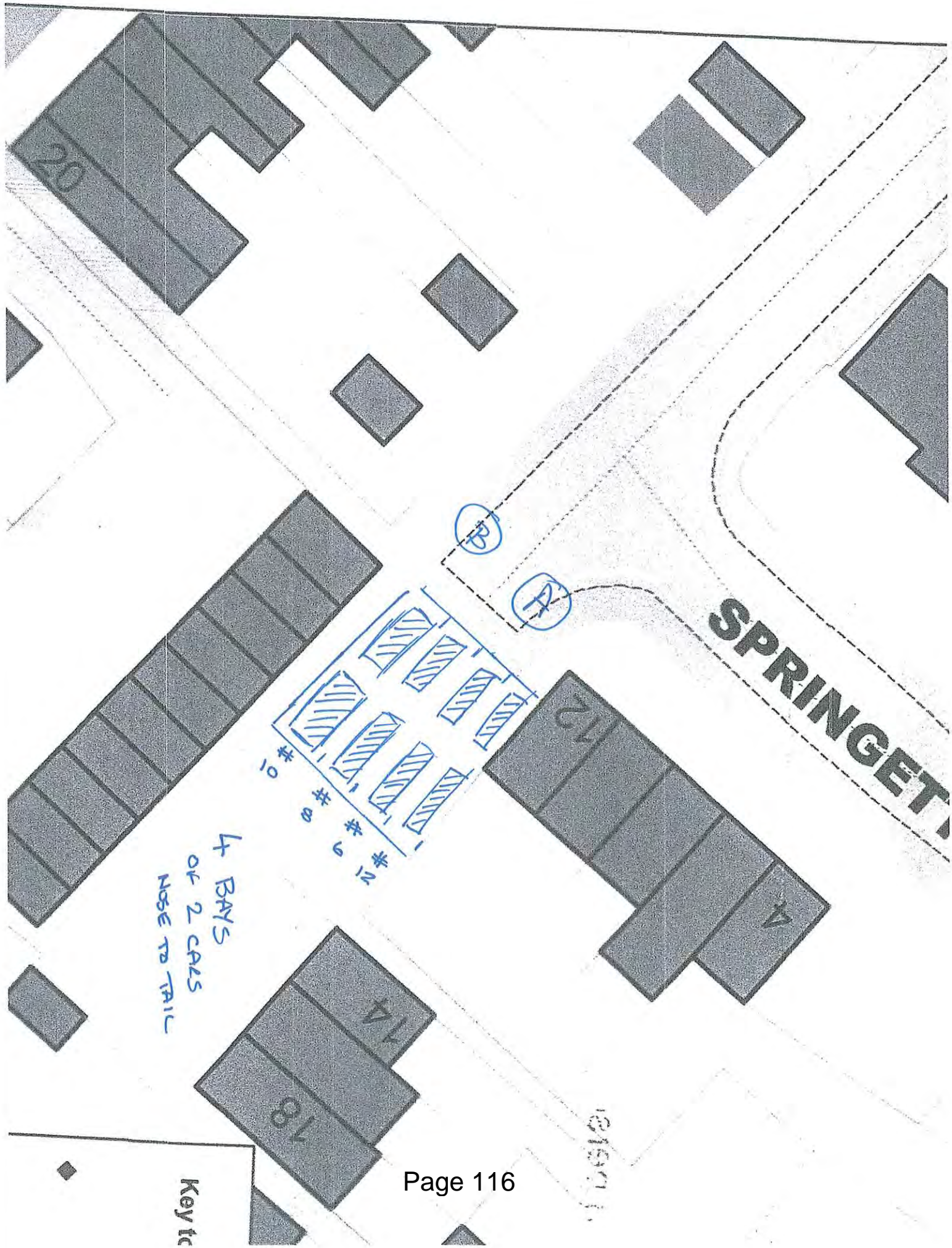
I do also think that the kerb serving 12 Springett’s access should also be reprofiled as I can’t imagine the damage being done to their vehicles in having to ‘jump’ this every day.

I have been made late for work on two occasions through being unable to get my car off my bay due to a large waste vehicle parking fully across my egress; that means me being more inclined to park on the road for safety, and if my neighbours do the same then it is potentially eight more vehicles unnecessarily parking on the street as they can’t trust access to their own property’s parking. Far from exacerbating on-street parking, yellow-line marking will provide the protection necessary to re-facilitate the eight off-street spaces.

My Dad had tried to resolve this when he and Mum still owned the property, and I understand that at a site-meeting with TMBC in 2022 there was acceptance by the council that this work was necessary.

Please resolve this issue for me without further delay. Thank you.

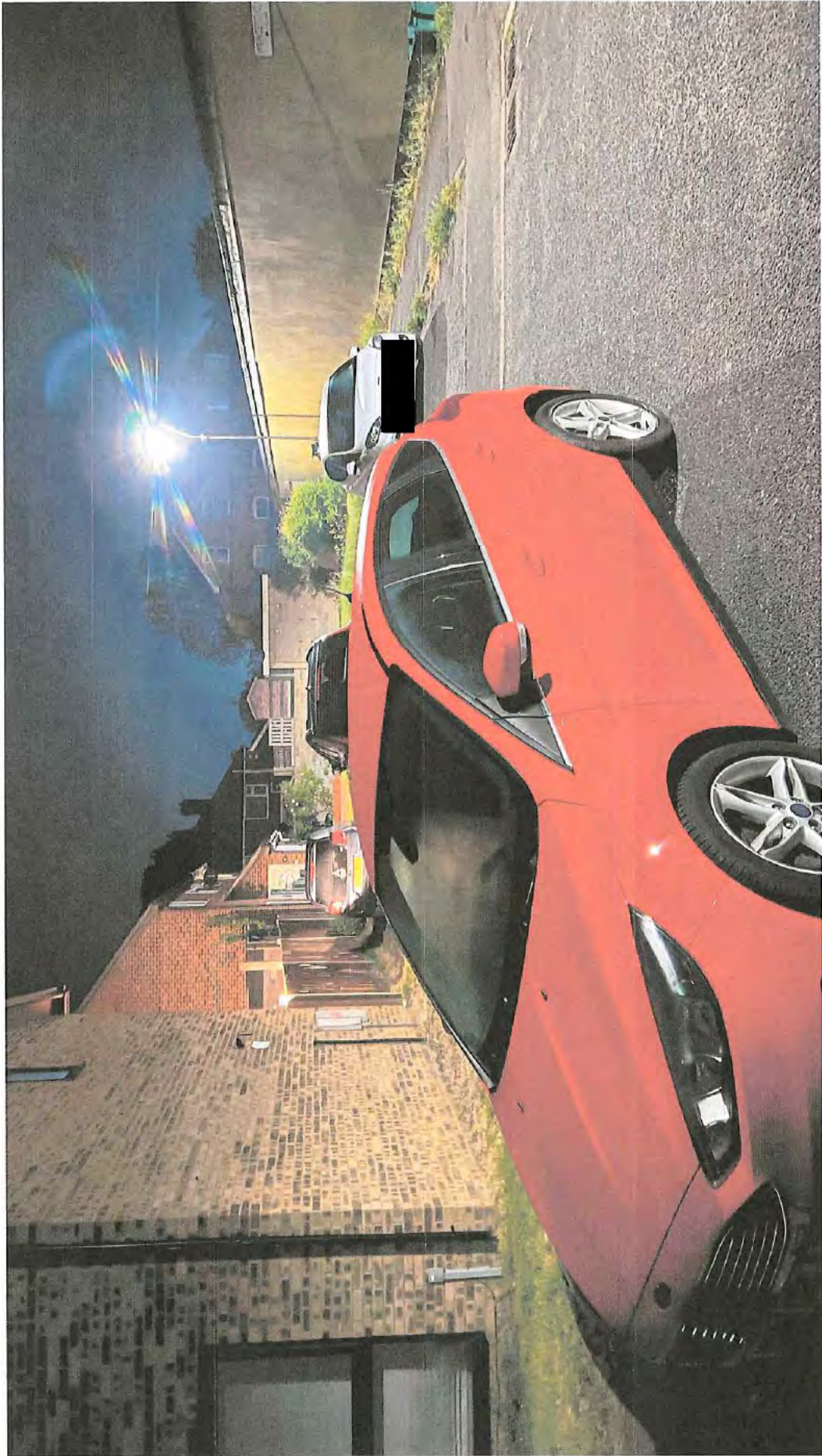
[REDACTED] 21/5/26



Key to







From: [REDACTED]
To: [Parking Office](#)
Subject: AG11-6 Springett Close Consultation Response IN SUPPORT by previous owners
Date: 22 May 2026 17:11:37

[REDACTED] [Learn why this is important](#)

RESEND to correct email

[REDACTED]
Sent: 22 May 2026 17:07

To: 'parking.office@tmbc.gov'

[REDACTED]
Subject: AG11-6 Springett Close Consultation Response IN SUPPORT by previous owners
** This is in addition to the response provided by [REDACTED], current owner/occupier of [REDACTED] Springett Close **

Regarding the consultation for the implementation of yellow lines to prohibit parking at the end of Springett Close, we both fully SUPPORT this initiative.

We owned the two properties known as [REDACTED] Springett Close, and [REDACTED] Springett Close, between [REDACTED], when we ceased letting them and sold one property each to our two sons.

Throughout this period of our ownership, we were responsible landlords to multiple 'assured shorthold' tenants and were continuously approached about obstruction of the parking pad, mainly by whoever was the current occupant at number [REDACTED]. Despite advice we had been given to contact the council, or to involve the Police, that we always passed on to our tenants, we know that repeatedly, neither authority was willing to engage with the problem!

As landlords we once had to replace a front window at number [REDACTED] smashed by having a brick thrown through it, and we later discovered that it was the result of an altercation between our tenant and an inconsiderate driver who blocked their access!!

Tenants at number [REDACTED] also reasonably complained that number [REDACTED] were using on-street parking instead of their allocated bays; a reasonable response, we felt, to avoiding them being blocked in on their designated parking. What an avoidable mess!!

Following an escalation of this matter with TMBC, we did achieve a site-visit in 2022 where it was suggested to us that the only reasonable (and legal) solution would be the implementation of yellow lines that would at least enable TMBC or the Police to engage with, and act upon, a 'breach' should drivers continued to obstruct.

We trust that these yellow lines will be implemented soon, as this has been an ongoing issue for far too long.

Kind regards,

[REDACTED]
[REDACTED]

Matthew Osborne

From: [REDACTED]
Sent: 06 May 2026 15:32
To: Parking Office
Subject: Tudeley Lane

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

To whom it may concern,

With reference to a correspondence received by [REDACTED] .

My name is [REDACTED] and I am a support worker for the [REDACTED]

Whilst we wholeheartedly agree with the parking bays outside of these properties to be enforceable, we would like to highlight the issues with trying to park outside the homes for the residence, due to students from the school using the road.

In my role as a support worker worker supporting a vulnerable family with a disabled child within the building, it has become necessary to use the parking bay but while the family do not have a blue badge, it has been incredibly difficult to get to my visits on time and help them.

They do not have a blue badge as they do not have a car and a recent application to receive a blue badge became very overwhelming for the family in its process.

I will endeavour to try and park to get to my clients as well as I can in the future, but this is not a sustainable situation.

[REDACTED]
Sent from my iPhone

From: [REDACTED]
To: [Parking Office](#)
Subject: AG11-4 Tudeley Lane
Date: 25 May 2026 23:25:21

You don't often get email from [REDACTED]. [Learn why this is important](#)

To: The Parking Team, Tonbridge and Malling Borough Council

Name: [REDACTED]

Address: [REDACTED]

I object to the Borough Council's proposals for changes to the on-street parking arrangements for Tudeley Lane, shown on plan AG11-4.

Comments

I strongly believe that the Advisory Disabled Bay (ADB) on Tudeley Lane should be removed entirely, and please take into account my comments as follows.

The ADB is directly in front of a block of 8 flats numbered 27 to 41 Tudeley Lane Tonbridge [REDACTED], and I live at number [REDACTED]

The ADB is rarely used because most drivers are not aware it is a ADB and therefore they do not park in it, because they believe they could be issued with a Penalty Charge Notice (PCN) if they park in it.

The Enforceable Disabled Bay (EDB) which is located just outside my flat, is very rarely used by a person displaying a valid Disabled Parking Blue Badge (DPBB).

One of my neighbours who lives in my block has a valid DPBB, but he always parks his car just behind the ADB which effectively means that there is one less parking space as he could park in the ADB instead. Also, this person is usually the only person who parks in the EDB which is just 5 parking spaces behind the ADB, and does so rarely as he often parks in the ADB because drivers do not park in it.

Tudeley Lane is opposite the Weald of Kent Grammar School (WKGS) and on a school day, WKGS sixth formers who drive to school start arriving around 7.30AM, and by 8.30AM all parking spaces are taken including in the lay-by on Tudeley Lane.

There are no patrols on Tudeley Lane by Tonbridge and Malling Borough Council (TMBC) Civil Enforcement Officers (CEO) between 7.30AM and 9.30AM, and therefore some parents of children who attend WKGS park their cars on double yellow lines and walk their children to school even though it is just across the road, because they know they will not be issued with a PCN.

There are also no patrols on Tudeley Lane by CEO's between 2.30PM and 4.00PM, and some parents of children attending WKGS start arriving around 2.30PM and park on double yellow lines until their child arrives after finishing school at 3.30PM.

Parking on Tudeley Lane is a major issue because of the high number of non-residents who wish to park their cars or vans on it, in particular WKGS sixth formers, Clarion Housing vans and delivery drivers.

Some drivers park their cars or vans on the grass, and around 11.30AM on Thursday 21 May 2026 I saw a car parked on a busy footpath off Tudeley Lane, and it was still in the same place on the footpath at 9.30AM the next day on Friday 22 May 2026, and thereby blocking a footpath used by parents and children on their way to and from the local Primary and Secondary schools.

As there is already an EDB on Tudeley Lane which is very rarely used and is very close to the ADB, there is no justification to change the ADB to a EDB, and to do so will make the major parking issue even worse than it is now.

I am a driver but I currently do not have a car because if I left home at 8.00AM and returned at 9.00AM, there would be no available parking space near my home until late afternoon, so please do not make the existing Advisory Disabled Persons Parking Bay into a Enforceable Disabled Persons Parking Bay.

It would also be most helpful if CEO's patrolled Tudeley Lane more often, especially at the start and end of the school day, to prevent parents of school children parking their cars on double yellow lines for long periods of time, because they do not see a TMBC CEO and/or are not issued with a PCN.

I would be most grateful if a member of The Parking Team telephoned me, so that I can speak about my concerns about the major parking issues on Tudeley Lane - my mobile number is: [REDACTED]

Regards.

[REDACTED]

Matthew Osborne

From: [REDACTED]
Sent: 06 May 2026 14:26
To: Parking Office
Subject: AG11-5 Wilson road

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I object to the borough council's proposal for changes to the on street parking arrangements for Wilson Road AG11-5
Comments The resident currently uses the bay for himself and his wife's car. 2 cars in 1 bay. His car doesn't move as he goes out on a motorbike.

He also partially blocks a driveway as it overhangs out of the bay.

Matthew Osborne

From: Dave Davis
Sent: 01 June 2026 05:30
To: Matthew Osborne
Cc: Roger Dalton; Alex McDermott
Subject: Re: Access Group 11

Hi Matthew,

Thanks for tidying this up in our call on the proposed Springett Close DYL restrictions.

Now understand that this is DYL around kerb outside no12 Springett covering the dropped kerb frontage to the parking spaces belonging to 6 to 12 Springett Close.

I very much support this recommendation.

Best wishes

Dave

Councillor Dave Davis
Aylesford North & North Downs Ward Member
Tonbridge and Malling Borough Council

01634 869650

From: Matthew Osborne <Matthew.Osborne@tmbc.gov.uk>
Sent: 28 May 2026 2:15 PM
To: Martin Coffin <Martin.Coffin@tmbc.gov.uk>; Sarah Hudson <Sarah.Hudson@tmbc.gov.uk>; Frances Hoskins <Frances.Hoskins@tmbc.gov.uk>; Garry Bridge <Garry.Bridge@tmbc.gov.uk>; Lee Athwal <Lee.Athwal@tmbc.gov.uk>; Stacey Pilgrim <Stacey.Pilgrim@tmbc.gov.uk>; Mark Hood <Mark.Hood@tmbc.gov.uk>; Roger Dalton <Roger.Dalton@tmbc.gov.uk>; Dave Davis <Dave.Davis@tmbc.gov.uk>; Alex McDermott <Alex.McDermott@tmbc.gov.uk>; Wendy Palmer <Wendy.Palmer@tmbc.gov.uk>; Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Subject: Access Group 11

Dear Cllrs,

Please see attached documents relating to Access Group 11 which has just gone through formal consultation. This email includes the consultation report, site locations, responses and redacted responses.

I would be extremely grateful if you could review the pack and consider my recommendations for six locations within your respective wards by the 2nd of June 2026.

Apologies for the lack of time to review my report.

Kind regards,

Matthew Osborne
Parking Officer
Tonbridge & Malling Borough Council
Street Scene, Leisure and Technical Services

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Matthew Osborne

From: Garry Bridge
Sent: 01 June 2026 12:19
To: Matthew Osborne; Frances Hoskins
Subject: Fw: Access Group 11

Hi Matthew,

I am also happy for the Tudeley Lane change to proceed and, also, the Judd Road change, although as Frani says, please could we take into account the objector's comment about the placing of the bay.

Thanks,
Garry

Garry Bridge
Councillor, Vauxhall Ward
Tonbridge and Malling Borough Council

From: Frances Hoskins <Frances.Hoskins@tmbc.gov.uk>
Sent: Thursday, May 28, 2026 4:01:59 PM
To: Matthew Osborne <Matthew.Osborne@tmbc.gov.uk>; Martin Coffin <Martin.Coffin@tmbc.gov.uk>; Sarah Hudson <Sarah.Hudson@tmbc.gov.uk>; Garry Bridge <Garry.Bridge@tmbc.gov.uk>; Lee Athwal <Lee.Athwal@tmbc.gov.uk>; Stacey Pilgrim <Stacey.Pilgrim@tmbc.gov.uk>; Mark Hood <Mark.Hood@tmbc.gov.uk>; Roger Dalton <Roger.Dalton@tmbc.gov.uk>; Dave Davis <Dave.Davis@tmbc.gov.uk>; Alex McDermott <Alex.McDermott@tmbc.gov.uk>; Wendy Palmer <Wendy.Palmer@tmbc.gov.uk>; Mike Taylor <Mike.Taylor@tmbc.gov.uk>
Subject: Re: Access Group 11

Hi Matthew

I am happy for the Tudeley Lane application to go ahead. I am also happy for the Judd Road space provided we take notice of the objector's request to leave two usable spaces behind it rather than the one and a half that they fear.

Yours

Frani
Cllr Frani Hoskins Vauxhall Ward

From: Matthew Osborne <Matthew.Osborne@tmbc.gov.uk>
Sent: Thursday, May 28, 2026 2:15:57 PM
To: Martin Coffin <Martin.Coffin@tmbc.gov.uk>; Sarah Hudson <Sarah.Hudson@tmbc.gov.uk>; Frances Hoskins <Frances.Hoskins@tmbc.gov.uk>; Garry Bridge <Garry.Bridge@tmbc.gov.uk>; Lee Athwal <Lee.Athwal@tmbc.gov.uk>; Stacey Pilgrim <Stacey.Pilgrim@tmbc.gov.uk>; Mark Hood <Mark.Hood@tmbc.gov.uk>; Roger Dalton <Roger.Dalton@tmbc.gov.uk>; Dave Davis <Dave.Davis@tmbc.gov.uk>; Alex McDermott <Alex.McDermott@tmbc.gov.uk>; Wendy Palmer <Wendy.Palmer@tmbc.gov.uk>; Mike Taylor <Mike.Taylor@tmbc.gov.uk>
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Kind regards,

Matthew Osborne
Parking Officer
Tonbridge & Malling Borough Council
Street Scene, Leisure and Technical Services

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Matthew Osborne

From: Mike Taylor
Sent: 31 May 2026 08:31
To: Matthew Osborne
Subject: Re: Access Group 11

Rock Rd
I agree with your observations and recommendation.
Regards
Mike

From: Matthew Osborne <Matthew.Osborne@tmbc.gov.uk>
Sent: 28 May 2026 14:15
To: Martin Coffin <Martin.Coffin@tmbc.gov.uk>; Sarah Hudson <Sarah.Hudson@tmbc.gov.uk>; Frances Hoskins <Frances.Hoskins@tmbc.gov.uk>; Garry Bridge <Garry.Bridge@tmbc.gov.uk>; Lee Athwal <Lee.Athwal@tmbc.gov.uk>; Stacey Pilgrim <Stacey.Pilgrim@tmbc.gov.uk>; Mark Hood <Mark.Hood@tmbc.gov.uk>; Roger Dalton <Roger.Dalton@tmbc.gov.uk>; Dave Davis <Dave.Davis@tmbc.gov.uk>; Alex McDermott <Alex.McDermott@tmbc.gov.uk>; Wendy Palmer <Wendy.Palmer@tmbc.gov.uk>; Mike Taylor <Mike.Taylor@tmbc.gov.uk>
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Matthew Osborne
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Update on the Local Electric Vehicle Infrastructure (LEVI) Project and other Electric Vehicle (EV) charging infrastructure.

To: **Joint Transportation Board – June 2026**

Portfolio Area: **Growth, Environment & Transport**

By: **Tim Middleton, Network Innovations Manager, KCC**

Classification: **For Information**

Summary: This report provides an update on the Local Electric Vehicle Infrastructure (LEVI) project delivering up to 10,000 Electric Vehicle (EV) charging sockets across Kent. It also provides updates on other EV charging options available to residents and businesses.

1. Introduction

1.1. This report gives a broad overview of the Local Electric Vehicle Infrastructure project (LEVI) project. 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. It also outlines how District/Borough Councillors and the public can help to support the rollout.

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.
- 2.2. In order to help the transition to electrification, with all the carbon and local air quality benefits this would bring, KCC have developed an EV infrastructure programme to install EV charging points across the county.
- 2.3. 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.
- 2.4. Urban Fox will install, own and operate the network of chargers.
- 2.5. The focus of the LEVI project is to help deliver a step change in the deployment of on-street charging infrastructure to accelerate the commercialisation of, and investment in, the local charging infrastructure sector.

- 2.6. The first 6 months allow for a 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.
- 2.7. Elected Councillor and resident suggested locations are used, 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.
- 2.8. The network is designed to be equitable and data led, aiming to stay slightly ahead of demand. Locations have been selected to avoid property frontages where possible to minimise disruption to residents.
- 2.9. 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.
- 2.10. The first year will see 150 locations installed county wide with up to 13 of those located within each Borough/District, subject to site feasibility.
- 2.11. 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. To reduce disruption later, extra cabling and ducts will be installed so that additional chargers can be easily added in the future when demand grows.
- 2.12. The vast majority of the chargers installed will be dual 7kw units with some 11kw and 22kw included where appropriate. While the chargers selected will evolve with technological advances over time, a few images of the chargers to be installed this year have been included in the Appendix.
- 2.13. Urban Fox have provided a webpage to provide updates and information on the rollout. Additionally, the public and Councillors are invited to suggest suitable charger locations via the online portal www.urbanfox.network/networks/kent
- 2.14. 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. In the meantime a technical working group is being set up within KCC to consider the implications and safety protocols.
- 3.3. 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.

Appendix A



Figure 1 - Examples of on street chargers anticipated to be used in the LEVI project.

END

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- Report is 'to follow' if required

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Agenda Item 12

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

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Agenda Item 13

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

**ANY REPORTS APPEARING AFTER THIS PAGE CONTAIN EXEMPT
INFORMATION**

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