

**List of Phase 7 locations and recommendations**

<b>Ward</b>	<b>No.</b>	<b>Location</b>	<b>Recommendation</b>
Aylesford	1	Elm Walk, The Oaks & The Avenue	Abandon
	2	Rowan Close & The Avenue	Introduce
	3	The Beeches & The Avenue	Withdrawn after informal
Blue Bell Hill & Walderslade	4	Barling Close	Amend and introduce
	5	Maidstone Road	Introduce
	6	Robin Hood Lane	Introduce
	7	Hurst Hill	Introduce
	8	Tunbury Avenue (near Sarsen Heights)	Introduce
Burham, Eccles & Wouldham	9	Woodbury Road (near no's 68 & 70)	Introduce
	10	Bull Lane	Introduce
	11	Rochester Road	Introduce
Ditton	12	Laker Road	Withdrawn after informal
	13	New Road	Introduce
East Malling	14	Scott Road	Withdrawn after informal
	15	Bondfield Road	Introduce
Larkfield South	16	Kingfisher Road	Introduce
	17	New Hythe Lane (near Larkfield Leisure Centre and Sheldon Way)	Introduce
Larkfield North	18	Lunsford Lane (near the lakes)	Introduce
	19	Lunsford Lane (near the Bricklayers Arms)	Withdrawn after informal
Leybourne	20	Bridgewater Place	Introduce
	21	Castle Way (near the Church)	Introduce
	22	Castle Way	Withdrawn after informal
	23	Lillieburn	Introduce
	24	Rectory Lane North	Withdrawn after informal
	25	Park Road	Introduce
Tonbridge (Cage Green)	26	Oxley Shaw Lane	Introduce
	27	Cage Green Road	Amend and introduce
Tonbridge (Castle)	28	Rutherford Way	Withdrawn after informal
	29	Dry Hill Park Road	Introduce
	30	Dry Hill Road	Introduce
Tonbridge (Medway)	31	Lodge Road	Introduce
	32	Church Street	Introduce
	33	Lyons Crescent	Introduce
	34	Mortley Close	Introduce
	35	Goldsmid Road	Withdrawn after informal
	36	Dowgate Close	Abandon
	37	Lodge Oak Lane	Abandon
Tonbridge (Higham)	38	Royal Avenue	Withdrawn after informal
	39	Gainsborough Gardens (north end)	Introduce
	40	Gainsborough Gardens (south end)	Introduce
Tonbridge (Judd)	41	Pen Way	Introduce
	42	Albert Road	Introduce
	43	College Avenue	Introduce

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Ward	No.	Location	Recommendation
	44	Waterloo Road	Introduce
Tonbridge (Trench)	45	Bishops Oak Ride	Abandon
Tonbridge (Vauxhall)	46	George Street & Waterloo Place	Introduce
	47	Hilltop	Abandon
	48	St Mary's Road	Introduce
	49	Weald View Road	Introduce
	50	Priory Road	Introduce
Wrotham	51	A20 (near Tower Industrial Estate)	Introduce
Snodland	52	Holborough Road (near A228)	Introduce
	53	Saltings Road	Introduce
	54	Rocfort Road	Introduce
	55	St Katherine's Lane	Introduce
	56	Sortmill Road	Abandon
	57	Kent Road	Abandon
	58	Brook Lane	Amend and introduce
	59	Holborough Road	Introduce
	60	Cantium Place	Introduce
	61	Recreation Avenue	Withdrawn after informal
	62	Roberts Road & Godden Road	Introduce
	63	Queens Road & Queens Avenue	Introduce
	64	Lee Road	Introduce
	65	Bramley Road & Malling Road	Introduce
	66	Charles Close	Introduce
	67	Oxford Street	Introduce
	68	Bus Stops	Introduce

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-01
Parish	Aylesford
Road / Area	Elm Walk, The Oaks & The Avenue
File Ref	P4-2
Requested by	Cllr D Smith and local PCSO Sparrowhawk
Initial Request date	28th June 2011
Plan reference:	DD/564/1

**Summary**

New congestion reducing restrictions

**Issue**

Obstructive Parking at school times causes problems around the dental surgery. Junction protection restrictions should improve traffic movements.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/1 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	41	Replies received	24	Response rate	58.54%
In favour of the proposals				14	58.33%
Not in favour of the proposal				9	37.50%
Commented, but with no clear view				1	4.17%

**Following informal consultation - Officer Recommendation**

The responses from residents were mixed. A number of those that comments against the proposals did so because they thought the restrictions along the south side of Elm Walk were un-necessary, though the restrictions on The Oaks and The Avenue were needed.

The proposals should be amended to delete the double yellow lines on the south side of Elm Walk (away from the junctions) and then proceed to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/1A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	45	Replies received (resident responses)	93(19)	Response rate (resident responses)	206.67% (42.2%)
In favour of the proposals (resident responses)				8 (8)	8.60% (42.1%)
Not in favour of the proposal (resident responses)				85(11)	91.40%

		(57.89%)
Commented, but with no clear view	0	0%

### Following formal consultation – Officer Recommendation

The formal consultation produced very high level of response that bares further analysis. Responses from the immediate frontagers of the area show a 42.2% response, with nearly 58% against the proposal. This in itself is probably enough to support a recommendation for the withdrawal of the proposal.

In addition to the comments from frontagers there were 74 further responses from those who were not frontagers of the proposals, all of whom were against the proposal.

These responses fell in to two “factions” – approximately 20 who seem to be customers of the dental practice (who completed a form supplied by the dentists), and approximately 50 responses from a tight group of properties at the eastern end of the Greenacres estate, suggestive of a doorstep campaign by a local resident who wanted to raise opposition to the proposals and the process, who all completed their own forms supplied by the organiser.

However, we have also to consider the support for the proposals from the local elected members, who have contacted the emergency services, and who were aware of the recent emergency access problems for fire appliances.

It is recommended (after discussion with the local members) that the as the majority of immediate frontagers that responded to the consultation were not in favour, the objections should be upheld and the proposals be abandoned.

However, if there are continued problems with obstructive parking, then it would be for the County Council to consider introducing restrictions to maintain emergency access.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-41
Parish	Aylesford
Road / Area	Rowan Close & The Avenue
File Ref	P4-2
Requested by	Cllr D Smith
Initial Request date	9th Sept 2013
Plan reference:	DD/564/41

**Summary**

New obstruction reducing restrictions

**Issue**

Obstructive parking around the junctions causes problems for traffic emerging from side roads and for residents using accesses.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/41 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	29	Replies received	5	Response rate	17.24%
In favour of the proposals				5	100.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

Plan revised?		New plan reference (if amended)	DD/564/41A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	29	Replies received (resident responses)	54(5)	Response rate (resident responses)	186.21% (17.24%)
In favour of the proposals (resident responses)				(4)	7.41% (80%)
Not in favour of the proposal (resident responses)				50(1)	92.59% (20%)

**Following formal consultation – Officer Recommendation**

The formal consultation produced very high level of response that bares further analysis. Responses from the immediate frontagers of the area show a 17.24% response, with 80% of those residents in

favour of the proposal. This in itself is probably enough to support a recommendation for the introduction of the proposal. The one frontager that was against the proposal wanted to be able to park on-street outside their house, and that the proposals were a waste of money.

In response to these comments, the resident already has significant off-street parking at their property, and the restrictions on The Avenue are not extensive, so parking would be possible just a few metres away. The cost of introducing any restriction at this location would be low as the works could be combined with any other lining works in the area, and no signs or posts were required.

In addition to the comments from frontagers there were 49 further responses from those who were not frontagers of the proposals, all of whom were against the proposal.

These responses were included on the form filled in by residents at the eastern end of the Greenacres estate, again reflecting a doorstep campaign by a local resident who wanted to raise opposition to the proposals and the process, who all completed their own forms supplied by the organiser. However, save for including Rowan Close in the title, there were no specific comments about the proposal for Rowan Close and it could be viewed that this is more a protest vote against the process rather than the proposal.

However, we have also to consider the support for the proposals from the local elected members, who have day to day experience of the issue, and one of whom is resident in the area affected.

It is recommended that as the majority of the immediate frontagers that commented on the proposals were in support, the objections should be set aside by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-42
Parish	Aylesford
Road / Area	The Beeches & The Avenue
File Ref	P4-2
Requested by	Cllr D Smith
Initial Request date	9th Sept 2013
Plan reference:	DD/564/42

**Summary**

New obstruction reducing restrictions

**Issue**

Obstructive parking around the junctions causes problems for traffic emerging from side roads and for residents using accesses.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/42 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	9	Replies received	6	Response rate	66.67%
Not in favour of the proposal				6	100.00%

**Following informal consultation - Officer Recommendation**

The proposal be abandoned, as there is a strong level of objection from residents.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-02
Parish	Aylesford (Blue Bell Hill)
Road / Area	Barling Close
File Ref	P4-04
Requested by	Local resident (Mrs Brenda Mitchell, 17 Barling Close, Mr M Jarrett 19 Barling Close, Mr E Fagally, 514 Maidstone Road)
Initial Request date	21st May 2013
Plan reference:	DD/564/2

**Summary**

Commuter parking issues

**Issue**

Commuters & builders are 'rail-heading' and causing problems for residents

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/2 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	22	Replies received	17	Response rate	77.27%
In favour of the proposals				11	64.71%
Not in favour of the proposal				4	23.53%
Commented, but with no clear view				2	11.76%

**Following informal consultation - Officer Recommendation**

The proposals be amended to reflect residents comments about not having double yellow lines outside properties, and proceed to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/2A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	22	Replies received	12	Response rate	54.55%
In favour of the proposals				11	91.67%
Not in favour of the proposal				1	8.33%

**Following formal consultation – Officer Recommendation**

A pair of objections were received from the same address (from husband and wife) commenting that there were no current problems, that there was a lack of a suitable public transport alternative to



the car for the area and that they had regular daytime visitors who would be affected by the proposed restriction.

The comment about their not being a problem seems in direct conflict with the views of the other residents who requested the restriction, and who commented in favour of the proposals.

The problem of daytime visitors is addressed by the restrictions operating at different times on opposite sides of the street – this enables cars to be parked in the road all day, though it does require them to be moved from one side to another (this prevents commuter parking but still allows visitors).

The issue of the lack of alternative public transport for the area is outside the remit of the local parking plan.

Additionally, some residents No's 1, 6, 11, 17, 29 & 31 asked for a white access protection line across their driveways instead of a yellow line restriction. This can be accommodated by reducing the scope of the proposal.

Also, there was a request for a white access protection line across the shared access to No's 23, 25 & 27 in addition to the yellow line restriction. This would not be necessary as the proposal for that area is a double yellow line, and this would supersede an access protection white line.

Accordingly, it is recommended that **the objection be set aside** by the Joint Transportation Board and the proposal be altered to allow the introduction of white access protection lines (as detailed) and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-05
Parish	Aylesford (Blue Bell Hill)
Road / Area	Maidstone Road
File Ref	PS2
Requested by	TMBC Parking
Initial Request date	22nd July 2013
Plan reference:	DD/564/5

**Summary**

Parking bay outside No.527 is in front of new driveway. Also, Existing double yellow lines need to be extended

**Issue**

Existing parking bay needs to be adjusted to reflect new off-street parking arrangements at No.527 as a new access in now in place.

Existing restrictions need to be extended to prevent opportunist parking near to the junction that would cause an obstruction.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/5 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	16	Replies received	4	Response rate	25.00%
In favour of the proposals				3	75.00%
Commented, but with no clear view				1	25.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	16	Replies received	2	Response rate	12.5%
In favour of the proposals				2	100%

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-04
Parish	Aylesford (Blue Bell Hill)
Road / Area	Robin Hood Lane
File Ref	PS2
Requested by	Cllr Sullivan
Initial Request date	
Plan reference:	DD/564/4

**Summary**

Parking on the bridge and near the crematorium

**Issue**

Commuters & builders are 'rail-heading' and causing problems for residents and parking on the motorway over-bridge. New restrictions should prevent the bridge parking and deter all-day parking.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/4 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	33	Replies received	17	Response rate	51.52%
In favour of the proposals				12	70.59%
Not in favour of the proposal				3	17.65%
Commented, but with no clear view				2	11.76%

**Following informal consultation - Officer Recommendation**

A number of residents who commented wanted restrictions, but not the displacement of parking from the bridge when funerals took place.

Accordingly the proposals have been altered to allow parking on the bridge, but not all day. This should prevent the long stay parking. The amended proposals should be taken forward to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/4A
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The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	33	Replies received	10	Response rate	30.30%
In favour of the proposals				8	80%
Not in favour of the proposal				2	20%

**Following formal consultation – Officer Recommendation**

One of the objections actually relates to parking at the cul-de-sac end of Robin Hood Lane, associated with pick-up and drop off times for the nearby school, rather than the long stay commuter parking issues that affect the road. The proposals are not intended to prevent this, but do help maintain the turning area to ease traffic movements.

The other objection suggests that the long-stay parking on the bridge is not a problem, and enquires whether the Council's commuter car park is full or too expensive.

With any charged parking place there will always be those seeking a free alternative, such as those currently parking on Robin Hood Lane. We have no proposal to remove charges in the Borough's commuter car park as this provides a valuable service and income to the Council, but should address the concerns about long-stay parking on the bridge that concerns a number of other residents and the local Councillor for the area.

Accordingly, **the objections should be set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-11
Parish	Aylesford (Walderslade)
Road / Area	Hurst Hill
File Ref	PS2
Requested by	Local resident (Mrs J Dower, 12 Hurst Hill)
Initial Request date	3rd July 2013
Plan reference:	DD/564/11

**Summary**

Commuter parking issues near junction

**Issue**

New junction protection restrictions should prevent parking at the junction with Taddington Wood Lane

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/11 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	6	Replies received	4	Response rate	66.67%
In favour of the proposals				4	100.00%

**Following informal consultation - Officer Recommendation**

Residents asked that the restrictions be taken further. Accordingly, the proposals should be amended and taken forward to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/11A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	6	Replies received	3	Response rate	50%
In favour of the proposals				3	100%

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-12
Parish	Aylesford (Walderslade)
Road / Area	Tunbury Avenue & Walderslade Woods
File Ref	PS2
Requested by	Cllr Sullivan
Initial Request date	
Plan reference:	DD/564/12

**Summary**

Parking on the bend opposite Sarsen Heights

**Issue**

Parking on the bend opposite the junction causes emerging traffic to the wrong side of the road. New restrictions would prevent this.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/12 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	18	Replies received	9	Response rate	50.00%
In favour of the proposals				5	55.56%
Not in favour of the proposal				4	44.44%

**Following informal consultation - Officer Recommendation**

The mixed response from residents be noted, along with the concerns over parking displacement to neighbouring roads, and proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	18	Replies received	7	Response rate	38.89%
In favour of the proposals				4	57.14%
Not in favour of the proposal				3	42.86%

**Following formal consultation – Officer Recommendation**

The objections commented that the current parking on Tunbury Avenue (confirming the parking issue) would be likely to displace to the neighbouring residential roads, and that the yellow lines were unnecessary at this point.

The proposals were intended to address the problem of parking on the bend on Tunbury Avenue around the junction with Sarsen Heights, in line with advice set out in the Highway Code. The potential displacement of parking to the neighbouring residential roads is a concern, but this is likely to be less of a safety concern than parking around the junction and on the bend.

Accordingly it is recommended that **the objections are set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-13
Parish	Aylesford (Walderslade)
Road / Area	Woodbury Road (near No's 68 & 70)
File Ref	PS2
Requested by	Local resident
Initial Request date	
Plan reference:	DD/564/13

**Summary**

Parking opposite shared access causes problems

**Issue**

Obstructive parking causes problems for residents gaining access / egress.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/13 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	20	Replies received	13	Response rate	65.00%
In favour of the proposals				9	69.23%
Not in favour of the proposal				2	15.38%
Commented, but with no clear view				2	15.38%

**Following informal consultation - Officer Recommendation**

The majority of residents supported the proposals, though there were several calls for the restrictions to be extended.

Accordingly the proposals have been altered to reflect these comments, and should be taken forward to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/13A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	21	Replies received	11	Response rate	52.38%
In favour of the proposals				9	81.82%
Not in favour of the proposal				1	9.09%
Commented, but with no clear view				1	9.09%

**Following formal consultation – Officer Recommendation**

The consultation produced a copy of a petition that had previously been circulated and signed by



residents of 17 properties on Woodbury Avenue, complaining about the parking of commercial vehicles on–street in the residential area. Whilst this may be a desire of residents, this is not something that can be managed under existing legislation relating to the public highway as the vehicles in question tend to fall in to the same “private/light goods” category as domestic cars. Any restriction on the classification of vehicle that would be allowed to access a road would also need to be done under the auspices of the Highway Authority rather than the Borough Council.

One of the objections received suggested that there were too many vehicles owned (or operated by residents) for the residential area, and that the problem would simply displace to other uncontrolled parts of the road, and also concerns about the lack of “visitor” parking.

The other objection suggested that the restrictions should be extended further so any potential displacement was further away.

The original parking issue related to the problems with obstructive parking around and opposite the shared access to No’s 68 & 70, and were extended further following comments from residents at the informal consultation stage.

The proposals are appropriate to address those issues, but if extended further any displacement associated with the restrictions may also be exacerbated.

Accordingly it is recommended **that the objections be set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-09
Parish	Aylesford (Eccles)
Road / Area	Bull Lane (opp 271-293)
File Ref	PS2
Requested by	Cllr D Davis & Parish Council
Initial Request date	18th January 2013
Plan reference:	DD/564/9

**Summary**

Parking on pavements by footballers at weekends

**Issue**

Parking already occurs on the footway, which could be managed by marking parking bays (where allowed) and restrictions where not. Additionally, bays could be marked out against the island near Cork Street.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/9 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	27	Replies received	16	Response rate	59.26%
In favour of the proposals				8	50.00%
Not in favour of the proposal				8	50.00%

**Following informal consultation - Officer Recommendation**

There was discussion amongst the responses about the best way to control football related parking, but there was no consensus. However, there was a feeling that something needed to be done to address the obstruction issues in the narrow section.

Accordingly, the parking bay half-on the footway is to be omitted, with the proposals for new double yellow lines (extended in to Hawkes Road) and the divided parking bays in the lay-by proceeding to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/9A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	27	Replies received	10	Response rate	37.04%
In favour of the proposals				4	40%
Not in favour of the proposal				5	50%
Commented, but with no clear view				1	10%

The local Borough Councillors for the area, Cllrs Dalton and David both commented in support of the proposals.

**There were 5 objectors to the proposals;**

Firstly there were comments that the proposals would do nothing to address the parking problems caused by footballers outside houses in Hawkes Road, with suggestions that Hawkes Road become parking for residents only, or for a car park to be put on one of the football fields.

A second objector also echoed the call for a parking facility to be provided on the football field

The third objector commented that they felt that parking was unsafe on the bend, and that it should also be restricted to a maximum of 2 hours.

The fourth objector commented that the proposals were a waste of money for something that only occurred for about 1.5hours, on 30 days a year.

The fifth objection was that it was a waste of money, and that introducing restrictions was useless unless the Council patrolled them and imposed fines, but that this was unlikely as an occasional weekly problem.

**Following formal consultation – Officer Recommendation**

The proposals have been designed to be the minimum necessary to prevent obstructive parking on the bend, around the junction and traffic island, and where the road narrows. It also would assist in preventing obstructive parking on the footway. The proposals would also maximise the parking area.

The proposals were never intended to exclude parking in Hawkes Road, merely to prevent the obstruction of the junction and crossing point.

The comments about providing a more suitable parking facility for footballers on the football field is outside the remit of the Parking Plan, and would need to be considered with a planning application, should the owners be minded to do so.

Accordingly, it is recommended that the objections be **set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-14
Parish	Burham
Road / Area	Rochester Road
File Ref	PS2
Requested by	Parish Council
Initial Request date	
Plan reference:	DD/564/14

**Summary**

Restrictions to create passing places

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/14 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	59	Replies received	19	Response rate	32.20%
In favour of the proposals				9	47.37%
Not in favour of the proposal				8	42.11%
Commented, but with no clear view				2	10.53%

**Following informal consultation - Officer Recommendation**

The mixed response from residents be noted, along with the concerns over parking displacement to neighbouring roads, and proposals be taken forward to formal consultation, amended with an additional length of restriction outside No. 223.

Plan revised?	Yes	New plan reference (if amended)	DD/564/14A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	59	Replies received	25	Response rate	42.37%
In favour of the proposals				17	68%
Not in favour of the proposal				7	28%
Commented, but with no clear view				1	4%

Local Borough Councillor for the area, Cllr Dalton commented in favour of the proposals and Burham Parish Council was also in support.

There were several objections to the proposals;

The Trustees of Burham Village Hall commented that introducing double yellow lines could lead to an increase in vehicle speed through the village and that parking might be displaced in to the Village Hall car park.

Additionally, residents reported that there was no problem with the parking, only with the inconsiderate nature of drivers. There were also concerns that the proposed restrictions would result in a loss of parking space for residents.

There were suggestions that the Council could create additional parking by removing the hedgerow and bank on the northern side and making “pull ins” to allow passing.

Others objected because the proposals did not include any additional parking to deal with the displacement.

One resident supported the idea of the proposals, but that only one passing place was required rather than the 4 proposed, but also suggested that the Council “save the money and wait and see what happens when the new road is built”.

One resident commented that they wanted additional yellow lines across the frontage of their property to prevent obstructive parking

The concerns about removing parking leading to an increase in vehicle speeds are understandable, but are unlikely, as we are not looking at a complete removal of parking, so some constraint to the free flow of traffic would be retained.

The “passing places” are carefully chosen to try to co-incide with those areas where there are already vehicle accesses – to not only to minimise the loss of parking but to help maintain access and prevent obstruction.

It is not within the remit of the Parking Plan to look at the expansion of the public highway or the redevelopment of the hedgerow and bank on the north side to provide either passing places or parking – any such changes would be for the consideration of the Highway Authority, but are unlikely to be taken further.

The potential changes to the road network associated with the new bridge and the “Peters Pit” site are unlikely to have a significant effect on the parking or traffic management issues along Rochester Road.

#### **Following formal consultation – Officer Recommendation**

Given the support from the majority of residents, the local Councillor for the area and the Parish Council, **the objections should be set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-06
Parish	Aylesford (Bridgewood)
Road / Area	Laker Road
File Ref	PS2
Requested by	Mike Twyman - Aeroment International & Colin Green, Medway Council 01634 331165 colin.green@medway.gov.uk
Initial Request date	12th November 2012
Plan reference:	DD/564/6

**Summary**

Long stay parking management - to complement Medway restrictions

**Issue**

On-street parking is occurring near accesses, hindering turning movements of large vehicles and reducing visibility

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/6 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	21	Replies received	8	Response rate	38.10%
In favour of the proposals				3	37.50%
Not in favour of the proposal				4	50.00%
Commented, but with no clear view				1	12.50%

**Following informal consultation - Officer Recommendation**

The mixed response from businesses in the area be noted, but the proposals be abandoned as the Parish Council were not in favour of the change.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-07
Parish	Ditton
Road / Area	New Road
File Ref	PS2
Requested by	Cllr Bellamy
Initial Request date	24th November 2011
Plan reference:	DD/564/7

**Summary**

New disabled parking places outside the Post Office

**Issue**

Local residents with mobility issues would like parking facilities outside the shop.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/7 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	39	Replies received	9	Response rate	23.08%
In favour of the proposals				6	66.67%
Not in favour of the proposal				3	33.33%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	39	Replies received	4	Response rate	10.26%
In favour of the proposals				2	50%
Not in favour of the proposal				1	25%
Commented, but with no clear view				1	25%

The local Councillor for the area, Cllr Bellamy also supported the proposal

**Following formal consultation – Officer Recommendation**

The response rate for this consultation was relatively low, suggesting that the majority are in favour of the proposals or weren't concerned enough to object. Of those comments received, the objections to the proposals highlight the existing parking difficulties on New Road near to the shop, either because of resident or shopper parking, or caused by delivery vehicles to the shop itself. These actually assist in making the case for a disabled parking place outside the shop, as it is even more apparent that parking is difficult and those with mobility issues would have to walk further.

Accordingly, it is recommended that **the objections to the proposal be set aside** by the Joint Transportation Board and the restrictions should **be introduced**.



## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-08
Parish	Ditton
Road / Area	Scott Close
File Ref	PS2
Requested by	Local resident (Jeff Harland, 77 Scott Road)
Initial Request date	20th May 2013
Plan reference:	DD/564/8

**Summary**

New double yellow lines opposite garages

**Issue**

Residents park opposite the garages, causing difficulties for access and egress

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/8 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	8	Replies received	6	Response rate	75.00%
In favour of the proposals				2	33.33%
Not in favour of the proposal				4	66.67%

**Following informal consultation - Officer Recommendation**

The proposal be abandoned, as there is a strong level of objection from residents.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-18a
Parish	East Malling & Larkfield
Road / Area	Bondfield Road
File Ref	PS2
Requested by	Local resident (Mr Barrow, 3 Bondfield Road) and Cllr Simpson
Initial Request date	26th September 2013
Plan reference:	DD/564/47

**Summary**

New double yellow lines and junction protection

**Issue**

Restrictions to prevent parking around the junction and opposite residential driveways.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/47 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	12	Replies received	5	Response rate	41.67%
In favour of the proposals				3	60.00%
Not in favour of the proposal				1	20.00%
Commented, but with no clear view				1	20.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation, amended with the restrictions extended further along Temple Way (opposite No.15).

Plan revised?	Yes	New plan reference (if amended)	DD/564/47A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	12	Replies received	3	Response rate	25%
In favour of the proposals				3	100%

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should be introduced.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-15
Parish	East Malling & Larkfield
Road / Area	Kingfisher Road
File Ref	PS2
Requested by	KCC Councillor Dean
Initial Request date	2nd May 2013
Plan reference:	DD/564/15

**Summary**

New DYs around garage entrance nr No.63

**Issue**

Parking near the garage block access reduces visibility

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/15 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	12	Replies received	5	Response rate	41.67%
In favour of the proposals				3	60.00%
Not in favour of the proposal				2	40.00%

**Following informal consultation - Officer Recommendation**

The mixed response from residents be noted, along with the concerns over lack of other convenient parking, and proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	12	Replies received	3	Response rate	25%
In favour of the proposals				3	100%

One unaddressed comment was also received, suggesting that the proposals were a waste of money on such a trivial matter.

**Following formal consultation – Officer Recommendation**

As there were no substantive objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should be introduced.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-18
Parish	East Malling & Larkfield
Road / Area	New Hythe Lane
File Ref	PS2
Requested by	Paul Norman KCC
Initial Request date	14th March 2013
Plan reference:	DD/564/18

**Summary**

New restrictions at development of old Kent Messenger site

**Issue**

The new development should have parking restrictions to prevent the standard parking problems from occurring

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/18 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	14	Replies received	1	Response rate	7.14%
In favour of the proposals				1	100.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	14	Replies received	2	Response rate	14.29%
In favour of the proposals				1	50%
Not in favour of the proposal				1	50%

**Following formal consultation – Officer Recommendation**

There was one objection to the proposal, based on there being no such issues at the moment, and that the restrictions would be unnecessary expenditure.

However, this objection does not reflect the change in nature of the road and the additional housing and office space that is to be created, nor the fact that the proposals are to be funded by the developers rather than at the cost of the Borough Council.

Given the change in road layout and the costs being born by the developer, **the objection should be set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

Location reference	Phase 7-16
Parish	East Malling & Larkfield
Road / Area	Lunsford Lane (near the Lakes)
File Ref	PS2
Requested by	KCC Fire & Rescue & TMBC Leisure Services
Initial Request date	20th May 2013
Plan reference:	DD/564/16

### Summary

Obstructive parking around entrance to the Lakes

### Issue

Parking near the lake access gates and bend causes problems for emergency vehicle access

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

### Informal Consultation

The proposals shown on plan DD/564/16 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	12	Replies received	4	Response rate	33.33%
In favour of the proposals				1	25.00%
Not in favour of the proposal				1	25.00%
Commented, but with no clear view				2	50.00%

### Following informal consultation - Officer Recommendation

The proposals be extended further southwards to address residents concerns and proceed to formal consultation

Plan revised?	Yes	New plan reference (if amended)	DD/564/16A
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### Formal Consultation

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	12	Replies received	3	Response rate	25%
In favour of the proposals				3	100%

### Following formal consultation – Officer Recommendation

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-17
Parish	East Malling & Larkfield
Road / Area	New Hythe Lane (near Bricklayers Arms)
File Ref	PS2
Requested by	Local residents from 404-432
Initial Request date	5th February 2013
Plan reference:	DD/564/17

**Summary**

Request for residents parking to deter evening pub parking

**Issue**

Parking for the nearby pub is uncontrolled and causes an obstruction for residents.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/17 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	51	Replies received	17	Response rate	33.33%
In favour of the proposals				4	23.53%
Not in favour of the proposal				12	70.59%
Commented, but with no clear view				1	5.88%

**Following informal consultation - Officer Recommendation**

The proposal be abandoned, as there is a strong level of objection from residents.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-19
Parish	Leybourne
Road / Area	Bridgewater Place
File Ref	PS2
Requested by	Local residents
Initial Request date	31st October 2011
Plan reference:	DD/564/19

**Summary**

New 'junction protection' restrictions

**Issue**

Parking on and around bends and junctions causes problems that should be addressed

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/19 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	39	Replies received	22	Response rate	56.41%
In favour of the proposals				8	36.36%
Not in favour of the proposal				11	50.00%
Commented, but with no clear view				3	13.64%

**Following informal consultation - Officer Recommendation**

Residents and the Parish Council have suggested that the restrictions should be reduced, to allow more on-street parking.

Accordingly the proposals have been amended, with the yellow lines reduced, and these should proceed to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/19A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	39	Replies received	12	Response rate	30.77%
In favour of the proposals				9	75%
Not in favour of the proposal				3	25%

One of the local members for the area, Cllr Brian Luker commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

There were three objections to the proposal;

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

The first was that the restrictions would make parking more difficult and create more problems than it would resolve, and that people just needed to use common sense when parking.

The second objection raised comments about displacement and conflict with driveways, and also that there could be an increase in vehicle speeds with some of the parking removed. The objector also commented that the Council funds would be better spent on core services.

The third objector commented that the proposal still allowed parking on the bend opposite No.4 Bridgewater Place and this caused problems with access to the close.

The proposals have been designed to be the minimum of restrictions to echo the requirements of the Highway Code; that parking should not occur at junctions or on bends. The proposal still allows on-street parking to take place, but controls the areas where it would cause a problem and affect visibility and accessibility.

Accordingly, it is recommended that the objections are **set aside** by the Joint Transportation Board and the restrictions should **be introduced**.



## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-20
Parish	Leybourne
Road / Area	Castle Way (near Church)
File Ref	PS2
Requested by	Parish Council
Initial Request date	
Plan reference:	DD/564/20-1

**Summary**

Long-stay parking management

**Issue**

Parking in the lay-by prevents buses from accessing the bus stops

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/20-1 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	5	Replies received	2	Response rate	40.00%
In favour of the proposals				1	50.00%
Commented, but with no clear view				1	50.00%

**Following informal consultation - Officer Recommendation**

The Parish Council raised concerns that the proposed parking arrangements might impinge on bus access to the lay-by.

Accordingly the proposals have been amended, with the parking areas reduced, and these should proceed to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/20-1A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	5	Replies received	1	Response rate	20%
In favour of the proposals				1	100%

One of the local members for the area, Cllr Brian Luker commented in support of the proposal, as did the Parish Council, though they asked that a minimum of 7m width be maintained through the layby, rather than 5m wide.

The Parish Council and Cllr Luker also asked that consideration be given to a short duration commuter deterrent restriction be introduced.

**Following formal consultation – Officer Recommendation**

The Parish Council's request that a 7m path be kept free seems extreme when compared to the current design standards – estate roads that carry light two way traffic are often constructed to much lesser widths, down to 4.5m. As the Service Road is effectively one-way and is effectively bypassed by the main part of Castle Way, it would not seem necessary to maintain 7m. Indeed, it may even encourage traffic to pass through the layby to avoid the traffic calming if this route were more attractive.

The request for a short duration commuter-deterrent restriction is outside the scope of these proposals, and could be considered for inclusion in a later phase of the Parking Plan if necessary.

As there were no objections to the proposal, the comments should **be noted** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-20-1
Parish	Leybourne
Road / Area	Castle Way
File Ref	PS2
Requested by	Parish Council
Initial Request date	
Plan reference:	DD/564/20-2

**Summary**

Long-stay parking management

**Issue**

Parking on both sides of the lay-by can cause an obstruction to residents

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/20-2 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	16	Replies received	8	Response rate	50.00%
In favour of the proposals				1	12.50%
Not in favour of the proposal				7	87.50%

**Following informal consultation - Officer Recommendation**

The proposal be abandoned, as there the local Borough Councillors and the Parish Council object to the proposed changes.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-20-2
Parish	Leybourne
Road / Area	Lillieburn
File Ref	PS2
Requested by	Parish Council
Initial Request date	
Plan reference:	DD/564/20-3

**Summary**

Long-stay parking management

**Issue**

Parking on Lillieburn currently causes problems for pedestrians crossing near the play area, and extends back to the bend.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/20-3 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	11	Replies received	2	Response rate	18.18%
In favour of the proposals				2	100.00%

**Following informal consultation - Officer Recommendation**

The proposed parking area on the northern side be deleted and the parking area on the southern side be extended, and the revised proposals proceed to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/20-3A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	11	Replies received	4	Response rate	36.36%
In favour of the proposals				1	25%
Not in favour of the proposal				3	75%

One of the local members for the area, Cllr Brian Luker commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

Two of the objections commented that the proposed restrictions would simply displace the commuter parking further in to the estate, which could create problems where residents cannot park outside the own homes.

The other objection commented that there should be no parking along Lillieburn, as it was close to a children's play area, but if parking was to be allowed, it should be on one side of the road only, and away from the junction and the bend.

The proposal is not to prevent parking on Lillieburn altogether, merely to prevent it from happening on the bends and near the junctions. This may cause some displacement, which may be to residential roads, but this is less of an issue than parking at the junctions and bends that may have safety implications. It has to be considered that there is no "right" for residents to park outside their property at the expense of others as the road is public highway.

The comments relating to the parking on Lillieburn only being allowed on one side, and not on the bend or at the junction actually reflects the proposal.

Accordingly, it is recommended that the objections are **set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

**Parking Plan - Phase 7 – Location Summary**

Location reference	Phase 7-21
Parish	Leybourne
Road / Area	Rectory Lane North
File Ref	PS2
Requested by	Leybourne Cricket Club
Initial Request date	
Plan reference:	DD/564/21

**Summary**

Provision of some limited on-street parking

**Issue**

The local cricket club have requested that some on-street parking be introduced to provide parking for their members

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/21 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	26	Replies received	16	Response rate	61.54%
In favour of the proposals				6	37.50%
Not in favour of the proposal				10	62.50%

**Following informal consultation - Officer Recommendation**

The proposal be abandoned, as there the local Borough Councillors and the Parish Council object to the proposed changes.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-21-1
Parish	Leybourne
Road / Area	Park Road
File Ref	PS2
Requested by	Cllr Luker
Initial Request date	
Plan reference:	DD/564/21-1

**Summary**

New restrictions to prevent parking around priority working.

**Issue**

Parking close to the priority working causes problems for vehicles passing along the road.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/21-1 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	21	Replies received	5	Response rate	23.81%
In favour of the proposals				3	60.00%
Not in favour of the proposal				2	40.00%

**Following informal consultation - Officer Recommendation**

Some comments were received that parking could be displaced further along the road near to the residential properties. However, as this is an issue of maintaining access and preventing obstruction, this should be set aside.

As the local Borough members for the area and the Parish Council are in favour of the proposals, the proposals should be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	21	Replies received	4	Response rate	19.05%
In favour of the proposals				2	50%
Not in favour of the proposal				2	50%

One of the local members for the area, Cllr Brian Luker commented in support of the proposal, as did the Leybourne Parish Council.

**Following formal consultation – Officer Recommendation**

The objections both commented that the extension of the double yellow lines would be likely to displace the parking further along the road, which would affect the residential properties.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Whilst it may be that there may be some displacement further along Park Road, there is no specific right to park outside particular properties as the road is part of the public highway. The proposals are intended to prevent the obstructive parking near to the priority working near to Castle Way rather than to deter on-street parking.

Accordingly, it is recommended that the objections are **set aside** by the Joint Transportation Board and the restrictions should **be introduced**.



## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-21-2
Parish	Leybourne
Road / Area	Oxley Shaw Lane
File Ref	PS2
Requested by	Leybourne Parish Council
Initial Request date	
Plan reference:	DD/564/21-2

**Summary**

New restrictions to prevent parking on both sides of the road

**Issue**

New restrictions on the northern side of the road, and to prevent parking in the entrance to the school.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/21-2 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	1	Replies received	1	Response rate	100.00%
In favour of the proposals				1	100.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	1	Replies received	0	Response rate	0%
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One of the local members for the area, Cllr Brian Luker commented in support of the proposal, as did the Leybourne Parish Council.

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should be introduced.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-22
Parish	Tonbridge (Cage Green)
Road / Area	Cage Green Road
File Ref	PS2
Requested by	Local residents (Mrs Tuck, 4 Cage Green Road)
Initial Request date	21st May 2013
Plan reference:	DD/564/22

**Summary**

Long-stay parking deterrent

**Issue**

School staff parking causes problems, as does some school pick-up and drop off.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/22 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	26	Replies received	14	Response rate	53.85%
In favour of the proposals				8	57.14%
Not in favour of the proposal				6	42.86%

**Following informal consultation - Officer Recommendation**

The mixed responses still comment that there are issues, but that some of those against the proposals did not want lines in front of their driveways.

Accordingly the proposals should be taken forward to formal consultation, amended to delete those restrictions in front of driveways, unless the restrictions are for junction protection.

Plan revised?	Yes	New plan reference (if amended)	DD/564/22A
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The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	26	Replies received	10	Response rate	38.46%
In favour of the proposals				7	70%
Not in favour of the proposal				2	20%
Commented, but with no clear view				1	1%

**Following formal consultation – Officer Recommendation**

The 2 objections to the proposals suggested that there were differences of opinion between immediate neighbours, and the differing parking habits of neighbours caused some of the problems.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Both local councillors for the area commented on the proposals and on a selection of options to try to address the differing views of residents. The options that were considered for resolving the issues were to;

1. Proceed with the proposals as drawn
2. Abandon all the proposals
3. Proceed with the proposals, but with the DYL deleted in front of 1a & 3, and No.5
4. Proceed with the proposals, but with the DYL in front of 1a & 3, and No.5 replaced by white "access protection" markings (this could also include No. 49 Thorpe Ave as well)

On viewing the responses and the potential options, Councillor Nicolas Heslop commented that he was unsure whether these proposals should proceed as drawn (Option 1), or be abandoned (Option 2). Councillor Mark Davis commented that he had no strong view but would support Option 4.

It is our recommendation that the proposal be amended to reflect Option 4, that the objections **are set aside** by the Joint Transportation Board and the restrictions should be **introduced as amended**.

**Parking Plan - Phase 7 – Location Summary**

Location reference	Phase 7-22-1
Parish	Tonbridge (Cage Green)
Road / Area	Rutherford Way
File Ref	PS2
Requested by	Cllr N Heslop
Initial Request date	22nd May 2013
Plan reference:	DD/564/48

**Summary**

Junction protection

**Issue**

Parking has displaced on to the junction and bends of Rutherford Way from the nearby Shipbourne Road junction and causes passing vehicles to over-run the grassed verge by the phone box

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/48 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	12	Replies received	6	Response rate	50.00%
In favour of the proposals				3	50.00%
Not in favour of the proposal				3	50.00%

**Following informal consultation - Officer Recommendation**

The proposals be abandoned as there have already been physical works carried out to prevent this problem from re-occurring.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-23
Parish	Tonbridge (Castle)
Road / Area	Dry Hill Park Road
File Ref	PS2
Requested by	Local resident (Rachel Cole, 48 Dry Hill Park Road)
Initial Request date	10th February 2012
Plan reference:	DD/564/23

**Summary**

Changes to parking bays outside no.48

**Issue**

The existing parking bays need to be reduced slightly to improve visibility from the driveway to No.48

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/23 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	12	Replies received	1	Response rate	8.33%
In favour of the proposals				1	100.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	12	Replies received	1	Response rate	8.33%
In favour of the proposals				1	100%

One of the local members for the area, Cllr Owen Baldock also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should be introduced.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-24
Parish	Tonbridge (Castle)
Road / Area	Dry Hill Road
File Ref	PS2
Requested by	Martin Dodds, DC Hudson Architects
Initial Request date	23rd July 2013
Plan reference:	DD/564/24

**Summary**

Changes to parking bays to reflect re-development of No.17

**Issue**

The existing parking bays need to be altered to allow a new access to be constructed to No. 17

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/24 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	11	Replies received	1	Response rate	9.09%
In favour of the proposals				1	100.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation, subject to minor alterations to parking bays and accesses, requested by residents.

Plan revised?	Yes	New plan reference (if amended)	DD/564/24A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	11	Replies received	0	Response rate	0%
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One of the local members for the area, Cllr Owen Baldock commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should be introduced.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-43
Parish	Tonbridge (Castle)
Road / Area	Lodge Road
File Ref	PS2
Requested by	TMBC Parking team
Initial Request date	10th September 2013
Plan reference:	DD/564/43

**Summary**

New double yellow lines to prevent obstruction

**Issue**

Parking occurs across an existing driveway, causing problems for local residents who use the space for turning.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/43 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	14	Replies received	5	Response rate	35.71%
In favour of the proposals				2	40.00%
Not in favour of the proposal				3	60.00%

**Following informal consultation - Officer Recommendation**

Some comments were received against the proposal, but when permission for the access was granted and the parking bays amended previously it was agreed that this would be done on the basis that the area in front of the access would not be used for addition

As the proposals protect an area that is used to assist access to the Highway for other residents, then the proposals should proceed to formal consultation.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	15	Replies received	2	Response rate	13.33%
In favour of the proposals				1	50%
Not in favour of the proposal				1	50%

One of the local councillors for the area, Cllr Baldock also commented with no objection to the proposal.

**Following formal consultation – Officer Recommendation**

The objection related to the potential loss in parking that the restriction would create, and that this

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

related to an issue between neighbours and that the yellow lines may be ignored as enforcement overnight and weekends rarely took place.

The proposal was linked to a condition that the new vehicle access should not be obstructed, and that the space in front of the access was also available to assist turning movements from the driveway opposite. The space in front of the driveway was never intended to be available as parking.

Accordingly, the objection should be **set aside** by the Joint Transportation Board and the restrictions should **be introduced**.



## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-44
Parish	Tonbridge (Medway)
Road / Area	Church Street
File Ref	PS2
Requested by	TMBC Parking team
Initial Request date	10th September 2013
Plan reference:	DD/564/44

**Summary**

Alterations to parking bays

**Issue**

The existing Doctor parking bays need to be amended to provide an on-street disabled parking bay.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/44 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	37	Replies received	11	Response rate	29.73%
In favour of the proposals				8	72.73%
Not in favour of the proposal				3	27.27%

**Following informal consultation - Officer Recommendation**

The comments against the proposal from residents are on the basis that parking in the area is already a problem. However, this is justification for the need to provide a preferential parking place to those residents who don't have the mobility to walk to

Accordingly, the proposals be taken forward to formal consultation as shown at the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	37	Replies received	3	Response rate	8.11%
Not in favour of the proposal				3	100%

One of the local members for the area, Cllr Lancaster also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

There were three objections to the formalisation of the existing disabled bay (that was previously a Doctor parking bay). One gave no reasons for objection, one was from a company who had recently purchased a nearby property and didn't want an additional disabled parking bay, (and wanted the existing bays to become resident parking).

The third objection was that the disabled bay was “not required for business use” and that the disabled bay often stood empty, and was only very occasionally used by other disabled drivers.

The disabled parking bay is intended to meet the needs of a local resident who has reduced mobility and meets Kent County Council’s criteria for an on-street disabled parking bay. Whilst we need to be aware of the views of other residents about the parking pressures in the area, the very parking pressures that are reported in the objections support the need to provide a convenient parking place close to home for someone with mobility issues.

Accordingly, it is recommended that **the objections are set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-25
Parish	Tonbridge (Medway)
Road / Area	Lyons Crescent
File Ref	PS2
Requested by	TMBC Parking
Initial Request date	1st July 2013
Plan reference:	DD/564/25

**Summary**

Formalise disabled parking bay opposite Lyons House

**Issue**

The existing disabled parking bay needs to be formalised as a separate bay rather than as part of the existing residents bay.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/25 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	102	Replies received	16	Response rate	15.69%
In favour of the proposals				15	93.75%
Not in favour of the proposal				1	6.25%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	102	Replies received	7	Response rate	6.86%
In favour of the proposals				1	100%

One of the local members for the area, Cllr Lancaster also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should be introduced.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-26
Parish	Tonbridge (Medway)
Road / Area	Mortley Close
File Ref	PS2
Requested by	Ms Sarah Kitchen (HML Andertons Property Manager)
Initial Request date	26th June 2013
Plan reference:	DD/564/26

**Summary**

Extend DYL in to Mortley Close to prevent parking on junction and bend

**Issue**

Parking occurs at the end of the existing DYL, which do not extend in to the close far enough, which causes problems at the junction and bend.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/26 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	66	Replies received	32	Response rate	48.48%
In favour of the proposals				31	96.88%
Not in favour of the proposal				1	3.13%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation, but be amended with further restrictions in to Mortley Close.

Plan revised?	Yes	New plan reference (if amended)	DD/564/26A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	66	Replies received	24	Response rate	36.36%
In favour of the proposals				24	100%

One of the local members for the area, Cllr Lancaster also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should be introduced.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-33
Parish	Tonbridge (Medway)
Road / Area	Goldsmid Road
File Ref	PS2
Requested by	Cllr Lancaster
Initial Request date	5th December 2011
Plan reference:	DD/564/33

**Summary**

Potential residents parking

**Issue**

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/33 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	Replies received	Response rate
In favour of the proposals		
Not in favour of the proposal		
Commented, but with no clear view		

**Following informal consultation - Officer Recommendation**

The survey of parking issues in Goldsmid Road produced a strong response from residents, but with no over-riding need for parking or other changes.

Further analysis of the responses will be required, but this should not hold-up the other parking proposals. Accordingly, Goldsmid Road should be dropped from Phase 7, for possible inclusion in a later Phase, should the analysis suggest measures are required.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-34
Parish	Tonbridge (Medway)
Road / Area	Lodge Oak Lane
File Ref	PS2
Requested by	Local resident (Ms T Fenner, 100 Lodge Oak Lane)
Initial Request date	16th April 2013
Plan reference:	DD/564/34

**Summary**

Commuter / School parking

**Issue**

Residents of Lodge Oak Lane have problems with non-resident parking, as the area is on the periphery of an existing permit parking area. The area should be extended.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/34 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	14	Replies received	3	Response rate	21.43%
In favour of the proposals				2	66.67%
Not in favour of the proposal				1	33.33%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	14	Replies received	4	Response rate	28.57%
In favour of the proposals				1	25%
Not in favour of the proposal				3	75%

**Following formal consultation – Officer Recommendation**

The objections received commented that introducing permit parking to the area outside their properties would not address the parking issues as the occasional issues only related to school traffic rather than longer term parking.

Another objection commented the existing permit holders from the neighbouring permit parking areas were parking in the uncontrolled parking places. There was also an expectation that the parking bays in Lodge Oak Lane were “allocated spaces” and that they should be for the exclusive use of the residents who front that area, though this is not the case as the road is public highway.

Another objection was against the introduction of parking permits as this would be an additional cost, especially when there were very few parking problems in the area.

Given the objections to the proposal, it is recommended that the **objections are upheld** by the Joint Transportation Board and the restrictions should **be abandoned**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-35
Parish	Tonbridge (Medway)
Road / Area	Dowgate Close
File Ref	PS2
Requested by	Local resident (3a Dowgate Close)
Initial Request date	Wednesday, May 01, 2013
Plan reference:	DD/564/34

**Summary**

Parking near to junction and opposite a new driveway causes problems

**Issue**

Residents of Lodge Oak Lane have problems with non-resident parking, as the area is on the periphery of an existing permit parking area. The area should be extended.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/34 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	9	Replies received	3	Response rate	33.33%
In favour of the proposals				1	33.33%
Not in favour of the proposal				1	33.33%
Commented, but with no clear view				1	33.33%

**Following informal consultation - Officer Recommendation**

As the proposals are intended to prevent obstructive parking the proposals should be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	9	Replies received	4	Response rate	38.46%
In favour of the proposals				1	25%
Not in favour of the proposal				3	75%

**Following formal consultation – Officer Recommendation**

There were three objections to the proposals;

That the resident that parked a number of vehicles on-street and caused problems is no longer resident in the area.

That the extension of the double yellow lines would make parking harder for visitors, and



Removing parking might displace parking further down the road to the bend and on to the pavement.

Given these comments, and the apparent need no longer being in place, it is recommended that the **objections are upheld** by the Joint Transportation Board and the restrictions should **be set abandoned**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-36
Parish	Tonbridge (Medway)
Road / Area	Royal Avenue
File Ref	PS2
Requested by	Cllr Lancaster
Initial Request date	5th December 2011
Plan reference:	DD/564/36

**Summary**

Obstructive parking by non-residents

**Issue**

Non-resident parking causes severe obstruction problems - parking restrictions are required to prevent obstruction and to manage parking more effectively.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/36 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	57	Replies received	39	Response rate	68.42%
In favour of the proposals				20	51.28%
Not in favour of the proposal				15	38.46%
Commented, but with no clear view				4	10.26%

**Following informal consultation - Officer Recommendation**

The high level of response suggests this is an emotive issue. There are a number of comments that the proposals should differ, permits should be available, make the restrictions for limited times or make the road residents only.

The proposals can be altered slightly to reflect minor changes, but the principle of the restrictions should remain - the minimum areas necessary to prevent obstruction at any time of day, whilst maintaining the maximum of parking. Amended proposals to th

Plan revised?	Yes	New plan reference (if amended)	DD/564/36A
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## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-27
Parish	Tonbridge (Higham)
Road / Area	Gainsborough Gardens (north)
File Ref	PS2
Requested by	Local resident
Initial Request date	1st June 2013
Plan reference:	DD/564/27

**Summary**

Parking in the turning head causes problems

**Issue**

Residents have problems with obstructive parking in the turning head

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/27 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	12	Replies received	7	Response rate	58.33%
In favour of the proposals				2	28.57%
Not in favour of the proposal				3	42.86%
Commented, but with no clear view				2	28.57%

**Following informal consultation - Officer Recommendation**

A number of residents comments were against the proposals due to the lack of alternative parking, but this has to be secondary to access requirements. Residents also suggested the verges could become parking areas, but this is outside the remit of the Bor

As the proposals are intended to prevent obstructive parking the proposals should be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	12	Replies received	2	Response rate	16.67%
In favour of the proposals				1	50%
Not in favour of the proposal				1	50%

**Following formal consultation – Officer Recommendation**

There was one objection to the proposals – that the proposals were not needed to prevent obstruction of the access to the garages.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

However, the proposals in the turning head are to prevent obstruction of the turning areas and of the dropped kerbs to the off-street parking.

Accordingly, it is recommended that **the objections are set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-28
Parish	Tonbridge (Higham)
Road / Area	Gainsborough Gardens (south)
File Ref	PS2
Requested by	David Ayres, TMBC Waste Management
Initial Request date	22nd February 2012
Plan reference:	DD/564/28

**Summary**

Access problems for large vehicles

**Issue**

Large vehicles (including TMBC's refuse freighters) have problems with parking on the bend that obstructs access along the road.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/28 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	21	Replies received	8	Response rate	38.10%
In favour of the proposals				1	12.50%
Not in favour of the proposal				7	87.50%

**Following informal consultation - Officer Recommendation**

A number of residents comments were against the proposals due to the lack of alternative parking, but this has to be secondary to access requirements. Residents also suggested the verges could become parking areas, but this is outside the remit of the Bor

As the proposals are intended to prevent obstructive parking the proposals should be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	21	Replies received	2	Response rate	9.52%
In favour of the proposals				1	50%
Not in favour of the proposal				1	50%

**Following formal consultation – Officer Recommendation**

There was one objection to the proposals – that restricting parking for 7 days a week is overkill and will add to an already difficult parking situation, particularly as the refuse collection vehicles only access the area on certain days.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

However, it has to be considered that if the refuse collection vehicles have problems accessing the road, it is likely that fire appliances would have similar access problems, which could occur at any time.

Accordingly, it is recommended that **the objections are set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-29
Parish	Tonbridge (Higham)
Road / Area	Pen Way / Higham Lane
File Ref	PS2
Requested by	PCSO Linda Baker
Initial Request date	21st December 2011
Plan reference:	DD/564/29

**Summary**

New junction protection restrictions

**Issue**

The Police have asked that the existing junction protection markings be extended along Pen Way

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/29 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	14	Replies received	5	Response rate	35.71%
In favour of the proposals				3	60.00%
Not in favour of the proposal				2	40.00%

**Following informal consultation - Officer Recommendation**

As the proposals highlight the advice in the Highway Code, the proposals should be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	14	Replies received	4	Response rate	28.57%
In favour of the proposals				1	25%
Not in favour of the proposal				2	50%
Commented, but with no clear view				1	25%

One of the local members for the area, Cllr Lancaster also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

There were two objections to the proposal;

One objector commented that there was rarely anyone parked in the area proposed for restrictions, that they were a waste of money and that the parking would just displace further down the road.

The second objector gave no specific reasons for their objection.

We also received comments from two other residents that the restrictions should;

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

- be extended further to cover the area with speed cushions
- not be extended further as it may displace parking.

These comments are in direct opposition to each other, but the residents were in favour of the restrictions.

Accordingly, it is recommended that **the objections are set aside** by the Joint Transportation Board and the restrictions should **be introduced**.



## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-30
Parish	Tonbridge (Judd)
Road / Area	Albert Road
File Ref	PS2
Requested by	Local resident (Ms Tricia Dawson, 39 Albert Road)
Initial Request date	17th June 2013
Plan reference:	DD/564/30

**Summary**

Change parking bay to DYL outside No. 39

**Issue**

The resident of No.39 is now wanting to make use of the existing dropped kerb to access the property and the existing parking bay needs to be removed

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/30 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	18	Replies received	3	Response rate	16.67%
In favour of the proposals				1	33.33%
Not in favour of the proposal				2	66.67%

**Following informal consultation - Officer Recommendation**

The proposals echo an existing right of access to the Highway, and whilst the concerns over parking pressures in the area are valid, the proposal should proceed to formal consultation as shown on the plans for the informal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/30A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	18	Replies received	6	Response rate	33.33%
In favour of the proposals				3	50%
Not in favour of the proposal				3	50%

**The local councillor for the area, Councillor Peter Bolt also commented in support of the proposal**

**Following formal consultation – Officer Recommendation**

There were three objections to the proposals, each commenting that the parking situation in the road was a problem and reducing the on-street parking would make the problem worse.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

However, the proposal reflects the right of access that the resident wants to exercise, and we have no grounds for not altering the parking order to reflect this already established right.

Accordingly, it is recommended that **the objections are set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-31
Parish	Tonbridge (Judd)
Road / Area	College Avenue
File Ref	PS2
Requested by	Cllr Bolt
Initial Request date	18th March 2013
Plan reference:	DD/564/31

**Summary**

New yellow lines to prevent parking on the bend and around the junction

**Issue**

The current parking arrangements can allow parking on the bend and around the junction and this causes problems for residents and traffic flow.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/31 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	20	Replies received	12	Response rate	60.00%
In favour of the proposals				8	66.67%
Not in favour of the proposal				4	33.33%

**Following informal consultation - Officer Recommendation**

Some residents commented that the proposals may displace parking further along the road, but this may dissipate with distance from the college. Also some suggested that the bus route should be stopped or smaller buses be used.

The proposals are intended to prevent obstruction, so the proposals should be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	40	Replies received	15	Response rate	37.5%
In favour of the proposals				10	66.67%
Not in favour of the proposal				5	33.33%

Local Councillor for the area, Councillor Peter Bolt commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

There were objections from residents that the proposals did not address the parking issues in The Spinney, and also that daytime parking restrictions should be introduced along the whole of the western side of College Avenue.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

There were also comments that the proposed double yellow lines on the eastern side of College Avenue were un-necessary, as residents should be allowed to park.

There were comments that the parking restrictions would add to the already competitive parking along the road, and that the proposals could make this worse, and that a fairer scheme would be to introduce residents parking.

There were also calls for College Avenue to become a one-way street as this would stop the passing issues on the corners and bends. However, this is outside the scope of the Parking Plan and the powers available to the Borough Council and would be an issue for the Highway Authority to consider.

Given the majority of comments were in favour of the proposal, and that the proposals try to maintain the as much parking as possible whilst preventing obstruction, the objections should **be side aside** by the Joint Transportation Board and the restrictions **should be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-32
Parish	Tonbridge (Judd)
Road / Area	Waterloo Road
File Ref	PS2
Requested by	Cllr Cure
Initial Request date	29th April 2013
Plan reference:	DD/564/32

**Summary**

New double yellow lines at bottom of both sets of steps near the church

**Issue**

Pedestrians using the steps have their visibility obscured by parked cars when the existing single yellow lines do not operate.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/32 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	53	Replies received	21	Response rate	39.62%
In favour of the proposals				18	85.71%
Not in favour of the proposal				3	14.29%

**Following informal consultation - Officer Recommendation**

The proposals amended to delete the northern section of double yellow lines as this is un-necessary, and the proposal be taken forward to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/32A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	53	Replies received	15	Response rate	28.3%
In favour of the proposals				14	93.33%
Not in favour of the proposal				1	6.67%

**Following formal consultation – Officer Recommendation**

There was one objection to the proposals – that the proposals would prevent mothers from parking close to the steps when taking their children to the nursery.

However, the proposals would actually help improve visibility for parents and children when crossing the road to the steps.

Accordingly, it is recommended that **the objection is set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-37
Parish	Tonbridge (Trench)
Road / Area	Bishops Oak Ride
File Ref	PS2
Requested by	Local resident (Mr J White, 146 Bishops Oak Ride)
Initial Request date	Thursday, December 08, 2011
Plan reference:	DD/564/37

**Summary**

Access problems and residential parking

**Issue**

Parking in Bishops Oak Ride causes problems for buses. There is often congestion around York Parade due to unmanaged parking that causes problems for large vehicles.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/37 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	84	Replies received	15	Response rate	17.86%
In favour of the proposals				11	73.33%
Not in favour of the proposal				2	13.33%
Commented, but with no clear view				2	13.33%

**Following informal consultation - Officer Recommendation**

The proposals be amended to retain the double yellow lines in the first part of Briar Walk, and to remove the proposed yellow lines in York Place in favour of parking, and proceed to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/37A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	84	Replies received	10	Response rate	11.9%
In favour of the proposals				1	10%
Not in favour of the proposal				7	70%
Commented, but with no clear view				20	20%

One of the local members for the area, Cllr Jean Atkinson also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

There were a number of objections from businesses on York Parade, that the proposals would have a negative impact on the businesses in the area (though this is unclear why as the proposals would assist in maximising the existing parking bays).

One local business suggested that the parking arrangements on Bishops Oak Ride were not a problem when the bus operators used a smaller vehicle, and that as the buses were frequently under-occupied that the operator could return to a smaller vehicle if they had obstruction problems.

There were also comments that the proposal to allow some additional parking in Briar Walk would impinge on deliveries, and that access for large vehicles may be a problem.

One resident of Bishops Oak Ride also commented that the proposals on Bishops Oak Ride would force them to park further away from their property.

One resident suggested that the existing Highway verge on the corner of Bishops Oak Ride and Shipbourne Road should be converted to additional parking. However, this is outside the remit of the Parking Plan, and would be an issue for the Highway Authority to consider.

Given the number of objections, it is recommended that the **objections be upheld** by the Joint Transportation Board and the restrictions should **be abandoned**.



## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-38
Parish	Tonbridge (Vauxhall)
Road / Area	George Street & Waterloo Place
File Ref	PS2
Requested by	TMBC Parking - George Street, Local business (Kalizeera Restaurant) - Waterloo Place
Initial Request date	1st June 2013 (George Street), 2nd September 2013 (Waterloo Place)
Plan reference:	DD/564/38

**Summary**

New DYL in front of rear access to pub, New SYL around rear access to restaurant

**Issue**

The existing parking arrangements in the road do not take in to account the access to the pub that has now been returned to use. The existing parking bays need to be amended to reflect this change.

The access to the restaurant on Waterloo Place is frequently obstructed, causing problems for deliveries and refuse collection

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/38 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	34	Replies received	8	Response rate	23.53%
In favour of the proposals				1	12.50%
Not in favour of the proposal				5	62.50%
Commented, but with no clear view				2	25.00%

**Following informal consultation - Officer Recommendation**

The proposals echo existing rights of access to the Highway, and whilst the concerns over parking pressures in the area are valid, the proposal should proceed to formal consultation as shown on the plans for the informal consultation.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	34	Replies received	1	Response rate	2.94%
Not in favour of the proposal				1	100%

Local councillor for the area, Maria Heslop commented in favour of the proposals

**Following formal consultation – Officer Recommendation**

There was one objection to the proposals – suggesting that the proposed yellow lines on Waterloo Place were in their view not needed.

The objector also made a number of comments about the existing permit parking arrangements, but these were outside the scope of these proposals.

Accordingly, it is recommended that **the objection is set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-39
Parish	Tonbridge (Vauxhall)
Road / Area	Hilltop & Silver Close
File Ref	PS2
Requested by	Cllr Maria Heslop
Initial Request date	9th November 2011
Plan reference:	DD/564/39

**Summary**

New yellow lines to prevent obstructive parking

**Issue**

Parking occurs on both sides of Hilltop, and in awkward locations on bends and the brow of the hill which restricts traffic movement.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/39 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	83	Replies received	23	Response rate	27.71%
In favour of the proposals				12	52.17%
Not in favour of the proposal				11	47.83%

**Following informal consultation - Officer Recommendation**

The responses from residents were mixed. The comments in favour echoes the reports of problems, whilst those against were concerned with lack of convenient parking (with some calling for permit parking, though all have off-street parking) or concerns that

As the proposals are intended to prevent obstructive parking, the proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	83	Replies received	24	Response rate	28.92%
In favour of the proposals				11	45.83%
Not in favour of the proposal				12	50%
Commented, but with no clear view				1	4.17%

One of the local members for the area, Cllr Maria Heslop also commented with no objection to the proposal.

**Following formal consultation – Officer Recommendation**

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

There were a number of objections received – some relating to the potential loss of parking for residents and their visitors on Hilltop itself, and some from residents of the neighbouring cul-de-sacs, commenting that the proposals would displace parking in to the residential roads.

There were also comments that parking on Hillside (as part of a 20mph zone) formed a beneficial traffic calming effect, and others suggesting that some more of the existing parking on Hillside ought to be removed to improve visibility.

The responses suggest no clear view on the proposals, suggestive that some thought there was a problem, and others thought that there was not, and that restrictions would be more of an issue.

One of the local members, Cllr Maria Heslop has suggested that in light of the comments the proposals be withdrawn. Accordingly, it is recommended that the objections should be **upheld** by the Joint Transportation Board and the restrictions should be **abandoned**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-45
Parish	Tonbridge (Vauxhall)
Road / Area	St Marys Road
File Ref	PS2
Requested by	Local resident (No.7 Baltic Road)
Initial Request date	9th September 2013
Plan reference:	DD/564/45

**Summary**

New yellow lines and new parking bays

**Issue**

A new vehicle access is being constructed that requires the alteration of the existing parking facilities. There is also an opportunity to create some new on-street parking places by removing some yellow lines.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/45 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	11	Replies received	1	Response rate	9.09%
In favour of the proposals				1	100.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	11	Replies received	2	Response rate	18.18%
In favour of the proposals				2	100%

One of the local members for the area, Cllr Maria Heslop also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should be introduced.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-46
Parish	Tonbridge (Vauxhall)
Road / Area	Weald View Road
File Ref	PS2
Requested by	Local resident (Mrs Cook, 62 Weald View Road 07772 594912)
Initial Request date	9th September 2013
Plan reference:	DD/564/46

**Summary**

New yellow lines and reduced parking bays

**Issue**

A new vehicle access has been constructed that requires the alteration of the existing parking facilities.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/46 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	8	Replies received	4	Response rate	50.00%
In favour of the proposals				2	50.00%
Not in favour of the proposal				1	25.00%
Commented, but with no clear view				1	25.00%

**Following informal consultation - Officer Recommendation**

As the proposals reflect a right of vehicle access to the road, the proposals should be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	8	Replies received	2	Response rate	25%
In favour of the proposals				2	100%

One of the local members for the area, Cllr Maria Heslop also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should be introduced.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-49
Parish	Tonbridge (Vauxhall)
Road / Area	Priory Road
File Ref	PS2
Requested by	Parking Team and local resident with mobility issues
Initial Request date	10th January 2014
Plan reference:	DD/564/49

**Summary**

To formalise an existing advisory disabled parking bay within the existing permit parking area

**Issue**

A local disabled resident that meets KCC's criteria for a disabled parking bay has been using an advisory disabled parking bay that had been marked in the existing permit parking area. However, this was causing problems as the bay was being used by people without blue badges. The disabled bay needs to be formalised to enable enforcement so the bay can operate effectively and be available for the blue-badge holder.

The proposals have not been taken to informal consultation as this came to our attention during the last consultation process. As a relatively minor change to an existing facility it was decided to take this directly to formal consultation

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	13	Replies received	2	Response rate	15.38%
In favour of the proposals				1	50%
Commented, but with no clear view				1	50%

One of the local members for the area, Cllr Maria Heslop also commented in support of the proposal.

The comment received actually discussed altering the existing restriction times on the permit parking bays, rather than relating to the proposal to introduce an enforceable disabled parking bay

**Following formal consultation – Officer Recommendation**

As there were no relevant objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	Phase 7-40
Parish	Wrotham
Road / Area	A20 (near Tower Industrial Estate)
File Ref	PS2
Requested by	Wrotham Parish Council
Initial Request date	24th November 2011
Plan reference:	DD/564/40

**Summary**

Parking around the entrance to the industrial estate

**Issue**

The existing uncontrolled parking seriously affects visibility around the entrance and exit to the industrial estate. Restrictions are required to address this and to deter displacement parking to the other side of the road.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/564/40 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	6	Replies received	2	Response rate	33.33%
In favour of the proposals				2	100.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	6	Replies received	4	Response rate	66.67%
In favour of the proposals				2	50%
Commented, but with no clear view				2	50%

Wrotham Parish Council commented in support of the proposal, as did West Kingsdown Parish Council, even though the proposed restrictions are not within their Parish.

One of the comments received actually related to parking and access issues on Old Coach Road in Wrotham and were not relevant to the consultation, save for concerns about possible displacement parking.

Another comment was that the proposals went too far, and would reduce the parking significantly, affecting visitors to the businesses.



## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

The proposals are the minimum that we could consider to remove the problems of double and triple parking that had been reported, whilst still maintaining some element of non-obstructive on-street parking around the accesses and are only made possible by the generous width of the road and the visibility splays.

It has to be remembered that parking on the Highway is not a right, and though it has previously been used as over-flow parking for the industrial units and for the storage of vehicles, this is not its purpose and this has caused the very problems that have been reported.

**Following formal consultation – Officer Recommendation**

The comments should **be noted and set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-07
Parish	Snodland
Road / Area	Holborough Road / A228
File Ref	PS1/Snodland
Requested by	
Initial Request date	
Plan reference:	DD/567/1

**Summary**

New junction protection restrictions

**Issue**

New restrictions are required to prevent parking near to the junction, and some existing restrictions can be removed to allow more parking.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/1 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	48	Replies received	8	Response rate	16.67%
In favour of the proposals				3	37.50%
Not in favour of the proposal				4	50.00%
Commented, but with no clear view				1	12.50%

**Following informal consultation - Officer Recommendation**

A number of residents commented that the existing parking arrangements caused problems, and that they did not want to lose more parking. There was also a constructive suggestion about allowing parking on the northern side of the triangle, though this could affect visibility.

Accordingly the proposals have been redrawn with the reduced yellow lines, and should proceed to formal consultation.

Plan revised?	Yes	New plan reference	DD/567/1A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	48	Replies received	4	Response rate	8.33%
In favour of the proposals				3	75%
Not in favour of the proposal				1	25%

One of the local members for the area, Cllr Anne Moloney also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

The objection was on the grounds that altering the parking bays may also increase vehicle speeds, and that traffic calming (road humps) need to be installed.

There has to be a careful balance between the beneficial traffic calming effect of parking and the congestion that can also be caused. The proposal should not have a significant effect on vehicle speed but should reduce vehicle conflict around the junction.

Accordingly, it is recommended that the objection should be **set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-15
Parish	Snodland
Road / Area	Saltings Road
File Ref	PS1/Snodland
Requested by	Julia Dixon (Southeast Water)
Initial Request date	
Plan reference:	DD/567/10

**Summary**

Vehicle damage (and Southeast Water parking)

**Issue**

Residents of Saltings Road don't like parking by non-residents but the area is not suitable for a residents parking scheme. By indicating the areas where parking causes a problem we may be able to reduce the conflict.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/10 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	29	Replies received	8	Response rate	27.59%
In favour of the proposals				6	75.00%
Not in favour of the proposal				2	25.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation, amended with marked parking areas deleted.

Plan revised?	Yes	New plan reference	DD/567/10A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	29	Replies received	2	Response rate	6.90%
In favour of the proposals				2	100%

**Following formal consultation – Officer Recommendation**

As there were no relevant objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.



## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-14
Parish	Snodland
Road / Area	Rocfort Road
File Ref	PS1/Snodland
Requested by	Town Council
Initial Request date	
Plan reference:	DD/567/11

**Summary**

New double yellow lines to prevent parking on bridge and to encourage parking on one side only

**Issue**

Rocfort Road is not currently used for parking, though the bridge is. New restrictions should assist parking in the areas where it causes no problems but prevent it where it does.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/11 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	6	Replies received	0	Response rate	0.00%
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**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	6	Replies received	0	Response rate	0%
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One of the local members for the area, Cllr Anne Moloney commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

As there were no objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

Location reference	SN-17
Parish	Snodland
Road / Area	St Katherine's Lane
File Ref	PS1/Snodland
Requested by	TMBC Parking Team (school problems) Norman Kemp (Nu-Venture bus company)
Initial Request date	
Plan reference:	DD/567/12

### Summary

Staff parking causing school pick-up problems and parking on bends (bus problems)

### Issue

Reducing the parking bay on the southwest side would improve traffic movements. Introducing day-time parking restrictions would prevent staff parking and free-up space for parent pick-up and drop-off.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

### Informal Consultation

The proposals shown on plan DD/567/12 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	79	Replies received	42	Response rate	53.16%
In favour of the proposals				34	80.95%
Not in favour of the proposal				2	4.76%
Commented, but with no clear view				6	14.29%

### Following informal consultation - Officer Recommendation

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

The proposals be taken forward to formal consultation as shown at the informal consultation drawing.

### Formal Consultation

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	79	Replies received	23	Response rate	29.11%
In favour of the proposals				17	73.91%
Not in favour of the proposal				3	13.04%
Commented, but with no clear view				3	13.04%

One of the local members for the area, Cllr Anne Moloney also commented that the residents seemed to be happy with the proposal.

**Following formal consultation – Officer Recommendation**

The majority of responses were in favour of the proposals, suggesting that there was a serious issue that needed to be resolved. However, there were three objections;

The first objection was actually a request for additional restrictions in Orchard Way to prevent obstruction of the resident's vehicle access.

The second objection was that the proposals may displace parent parking in to the neighbouring roads. However, the proposals should increase parking availability on St Katherine's Road at school times, lessening the parent parking in the side roads, though there could be some transference of all-day parking by staff, this is a lesser issue.

The other objections (and comments) were on the theme that whatever was introduced would be of no effect if there was no enforcement.

However, the proposals are intended to make enforcement in the area more effective and to reduce conflict, reducing the problems with providing a safe environment for parking enforcement to be carried out.

Accordingly, it is recommended that the objections should **be set aside** by the Joint Transportation Board and the restrictions should **be introduced**.



## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-16
Parish	Snodland
Road / Area	Sortmill Road
File Ref	PS1/Snodland
Requested by	TMBC Parking Team
Initial Request date	
Plan reference:	DD/567/13

**Summary**

Overnight lorry parking capacity

**Issue**

Reducing the existing double yellow lines to single yellow lines would allow overnight lorry parking in an area where it does not cause a problem rather than in residential areas.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/13 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	5	Replies received	3	Response rate	60.00%
In favour of the proposals				3	100.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

Plan revised?	No	New plan reference	DD/567/13A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	5	Replies received	3	Response rate	60%
In favour of the proposals				2	66.67%
Not in favour of the proposal				1	33.33%

One of the local members for the area, Cllr Anne Moloney also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

The objection was from one of the commercial premises in Sortmill Road that operates on a 24hr basis, indicating that allowing large vehicles to park overnight on the road would create difficulties for the operation of their business and for access for large vehicles.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Given the response from a local business that would be significantly affected by the proposals, it is recommended that the objection should **be upheld** by the Joint Transportation Board and the restrictions should **be abandoned**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-08
Parish	Snodland
Road / Area	Kent Road
File Ref	PS1/Snodland
Requested by	Town Council / TMBC Parking Team
Initial Request date	
Plan reference:	DD/567/14

**Summary**

Reduction in existing restrictions to provide more on-street parking opportunities

**Issue**

The existing junction protection at the Kent Road / Norman Road junction could be reduced slightly to provide more on-street parking.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/14 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	5	Replies received	3	Response rate	60.00%
In favour of the proposals				3	100.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	20	Replies received	7	Response rate	35%
Not in favour of the proposal				7	100%

One of the local members for the area, Cllr Anne Moloney also commented in support of the proposal, though Mrs Sowten of the Town Council commented against the proposal.

**Following formal consultation – Officer Recommendation**

Given the strong response from residents against the proposal, it is recommended that the **objections are upheld** by the Joint Transportation Board and the restrictions should **be abandoned**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-19
Parish	Snodland
Road / Area	Brook Lane
File Ref	PS1/Snodland
Requested by	Local resident (Mr M Fraser, 17 Brook Lane)
Initial Request date	18th December 2012
Plan reference:	DD/567/16

**Summary**

Parking on opposite side causes access problems

**Issue**

Parking opposite the access to No.17 causes problems for turning in and out of the access due to the limited road width, as does parking close to the access on the west side

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/16 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	10	Replies received	5	Response rate	50.00%
In favour of the proposals				1	20.00%
Not in favour of the proposal				4	80.00%

**Following informal consultation - Officer Recommendation**

The proposals echo existing rights of access to the Highway, and whilst the concerns over parking pressures in the area are valid, the proposal is for very limited changes to allow access.

Accordingly, the proposals should proceed to formal consultation as shown on the plans for the informal consultation.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	10	Replies received	3	Response rate	30%
In favour of the proposals				1	33.33%
Not in favour of the proposal				2	66.67%

One of the local members for the area, Cllr Anne Moloney also commented that the proposals seemed helpful.

**Following formal consultation – Officer Recommendation**

The first objection commented that there was no problem and the issue related more to the driving habits of other residents.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

The second objection commented that most of the residents had a number of vehicles (including work vans) and that the restrictions would reduce the areas where they might park. They also commented that the access to No.17 was also a shared access for a right of way for several properties in the road (actually strengthening the need to maintain access).

The comment in favour of the proposal was from the resident who requested the change, who commented that they were aware of the objections from neighbours and that they would not want to lose on-street parking.

It is difficult to introduce restrictions to maintain access without reducing parking, and it is not the Council's responsibility to provide places for residents' vehicles to park. However, the proposed extension to the existing restrictions opposite the access could be reduced to 2m rather than the proposed 6m, which would improve access to some extent, and still retain on-street parking.

Accordingly, it is recommended that the proposals be amended, reducing the extension of the double yellow lines on the southern side of the road to 2m, and then the objections should **be set aside** by the Joint Transportation Board and the restrictions should **be introduced as amended**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-06
Parish	Snodland
Road / Area	Holborough Road
File Ref	PS1/Snodland
Requested by	Cllr Moloney (alterations to parking bays to improve traffic flow) TMBC parking team (restrictions to prevent obstruction of accesses)
Initial Request date	
Plan reference:	DD/567/2

**Summary**

Parking near Clock Tower

**Issue**

Parking on both sides of Holborough Road needs to be adjusted to allow better traffic flow, and new restrictions are necessary to prevent obstruction of accesses.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/2 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	63	Replies received	14	Response rate	22.22%
In favour of the proposals				7	50%
Not in favour of the proposal				7	50%

**Following informal consultation - Officer Recommendation**

A number of residents commented that the existing parking arrangements caused problems, and that they did not want to lose more parking. There was also a constructive suggestion about relocating the parking bay outside the club to the other side of the road.

Accordingly the proposals have been redrawn with the amended parking bays, and with the double yellow lines reduced. This represents no net loss in parking and should proceed to formal consultation.

Plan revised?	Yes	New plan reference	DD/567/2A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	63	Replies received	5	Response rate	7.94%
In favour of the proposals				4	80%
Not in favour of the proposal				1	20%

One of the local members for the area, Cllr Anne Moloney also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

The objection was on the grounds that we were taking away parking places, and that altering the parking bays may also increase vehicle speeds.

Following comments received at the informal consultation stage, the proposals were re-designed to maintain the same level of on-street parking.

There has to be a careful balance between the beneficial traffic calming effect of parking and the congestion that can also be caused. The proposal should not have a significant effect on vehicle speed but should reduce vehicle conflict in the narrow area.

Accordingly, it is recommended that the objection should be **set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-03
Parish	Snodland
Road / Area	Cantium Place
File Ref	PS1/Snodland
Requested by	KCC Development control
Initial Request date	
Plan reference:	DD/567/3

**Summary**

Displacement parking

**Issue**

Residents have concerns that parking on the narrow access road causes problems for access.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/3 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	59	Replies received	13	Response rate	22.03%
In favour of the proposals				8	61.54%
Not in favour of the proposal				5	38.46%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	59	Replies received	12	Response rate	20.34%
In favour of the proposals				9	75%
Not in favour of the proposal				2	16.67%
Commented, but with no clear view				1	8.33%

**Following formal consultation – Officer Recommendation**

The majority of responses were in favour of the proposal, though there were two objections.

One commented that space was already limited for residents and visitors and that parking on the road caused no problems (though this seems to be contrary to the other comments received and the original request to deal with on-street parking problems).

The second objection was from a resident with a disabled child who has also applied for a disabled parking place on the Highway, and is also concerned about the potential reduction in parking availability.



The Council is prepared to support the introduction of an advisory disabled parking bay on the Highway, but it would need to be on the opposite side of the road to the resident's property as this is the only location that is close to the disabled person's property and can be accommodated with the proposals to maintain access along the public Highway.

One resident commented in support of part of the proposals, and against other parts, suggesting that we should consider making parking in the road for the residents of Cantium Place only. This may have been appropriate before the road was adopted, but as it is now public highway this is no longer an effective option as the road is available to all to use.

Accordingly, it is recommended that the objections **be set aside** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-12
Parish	Snodland
Road / Area	Recreation Avenue
File Ref	PS1/Snodland
Requested by	Town Council
Initial Request date	
Plan reference:	DD/567/15

**Summary**

Yellow lines to prevent obstruction

**Issue**

The existing parking arrangements allow parking near the sub-station at the southern end, which can obstruct access to the sub-station and the playing field.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/15 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	18	Replies received	9	Response rate	50.00%
In favour of the proposals				6	66.67%
Not in favour of the proposal				3	33.33%
Commented, but with no clear view				0	0.00%

**Following informal consultation - Officer Recommendation**

As one of the objections was from the resident who would have been the main beneficiary of the proposal, and whom had requested a change originally, the proposals should be abandoned..

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-13
Parish	Snodland
Road / Area	Roberts Road & Godden Road
File Ref	PS1/Snodland
Requested by	Parents
Initial Request date	
Plan reference:	DD/567/4

**Summary**

Parking near to Snodland C of E school

**Issue**

Uncontrolled parking at school times creates problems and restrictions are needed to reduce danger to children. Also restrictions can be reduced in Godden Road to allow more parking.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/4 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	11	Replies received	7	Response rate	63.64%
In favour of the proposals				4	57.14%
Commented, but with no clear view				3	42.86%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation, with the restrictions on Godden Road amended to be reduced on both sides.

Plan revised?	Yes	New plan reference	DD/567/4
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	11	Replies received	4	Response rate	36.36%
In favour of the proposals				3	75%
Commented, but with no clear view				1	25%

One of the local members for the area, Cllr Anne Moloney also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

The comment was a suggestion of additional restrictions along Roberts Road, though these had already been discussed and discounted at an earlier stage of the scheme.

As there were no relevant objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-11
Parish	Snodland
Road / Area	Queens Road & Queens Avenue Area
File Ref	PS1/Snodland
Requested by	Local Resident (Mr G Marks)
Initial Request date	
Plan reference:	DD/567/5

**Summary**

Parking bays need extending to provide additional parking.

**Issue**

The existing parking arrangements could be altered to allow more residents parking, and restrictions that prevented obstruction of driveways and accesses that could be enforced by TMBC rather than the Police.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/5 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	60	Replies received	12	Response rate	20.00%
In favour of the proposals				7	58.33%
Not in favour of the proposal				2	16.67%
Commented, but with no clear view				3	25.00%

**Following informal consultation - Officer Recommendation**

Residents commented that the Disabled bay outside No.6 is no longer required, and also that some of the proposed yellow lines in front of driveways should be deleted.

Accordingly it is recommended that the proposals proceed to formal consultation, as amended.

Plan revised?	Yes	New plan reference	DD/567/5A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	60	Replies received	5	Response rate	8.33%
In favour of the proposals				5	100%

One of the local members for the area, Cllr Anne Moloney also commented against the replacement of “dog bones” with double yellow lines unless there was overwhelming support.

**Following formal consultation – Officer Recommendation**

One of the responders actually commented that they had experienced additional problems with the “dog bone” outside their property being ignored, causing access problems. This (and the lack of other objection) should be considered alongside Cllr Moloney’s comments.

Accordingly, it is recommended that Cllr Moloney’s comments are **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

Location reference	SN-11
Parish	Snodland
Road / Area	Queens Road & Queens Avenue Area
File Ref	PS1/Snodland
Requested by	Local Resident (Mr G Marks)
Initial Request date	
Plan reference:	DD/567/5

**Summary**

Parking bays need extending to provide additional parking.

**Issue**

The existing parking arrangements could be altered to allow more residents parking, and restrictions that prevented obstruction of driveways and accesses that could be enforced by TMBC rather than the Police.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/5 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	60	Replies received	12	Response rate	20.00%
In favour of the proposals				7	58.33%
Not in favour of the proposal				2	16.67%
Commented, but with no clear view				3	25.00%

**Following informal consultation - Officer Recommendation**

Residents commented that the Disabled bay outside No.6 is no longer required, and also that some of the proposed yellow lines in front of driveways should be deleted.

Accordingly it is recommended that the proposals proceed to formal consultation, as amended.

Plan revised?	Yes	New plan reference	DD/567/5A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	60	Replies received	5	Response rate	8.33%
In favour of the proposals				5	100%

One of the local members for the area, Cllr Anne Moloney also commented against the replacement of “dog bones” with double yellow lines unless there was overwhelming support.

**Following formal consultation – Officer Recommendation**

One of the responders actually commented that they had experienced additional problems with the “dog bone” outside their property being ignored, causing access problems. This (and the lack of other objection) should be considered alongside Cllr Moloney’s comments.

Accordingly, it is recommended that Cllr Moloney’s comments are **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-09
Parish	Snodland
Road / Area	Lee Road
File Ref	PS1/Snodland
Requested by	Town Council
Initial Request date	
Plan reference:	DD/567/6

**Summary**

Reduce existing DYL to reduce parking pressure elsewhere

**Issue**

The existing junction protection restrictions are far longer than is necessary and could be reduced

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/6 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	8	Replies received	2	Response rate	25.00%
In favour of the proposals				1	50.00%
Commented, but with no clear view				1	50.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	8	Replies received	1	Response rate	12.5%
Commented, but with no clear view				1	100%

One of the local members for the area, Cllr Anne Moloney also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

The comment received related to parking habits of visitors to the nearby shops on Holborough Road and not to the proposed change to parking restrictions, suggesting that customers of the takeaways should turn their engines off. Whilst this is of concern to the resident, it is outside the remit and powers of the Borough Council.

As there were no relevant objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.



## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-01
Parish	Snodland
Road / Area	Bramley Road / Malling Road
File Ref	PS1/Snodland
Requested by	TMBC Parking Team / Police
Initial Request date	
Plan reference:	DD/567/7

**Summary**

Parking outside new cafe on DYL

**Issue**

Parking has been reported on the existing access protection markings and yellow lines near the cafe at the junction, that causes problems for vehicles turning in to Bramley Road.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/7 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	28	Replies received	7	Response rate	25.00%
In favour of the proposals				5	71.43%
Not in favour of the proposal				1	14.29%
Commented, but with no clear view				1	14.29%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	28	Replies received	4	Response rate	14.29%
In favour of the proposals				4	100%

One of the local members for the area, Cllr Anne Moloney also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

As there were no relevant objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-04
Parish	Snodland
Road / Area	Charles Close
File Ref	PS1/Snodland
Requested by	Mr Northcutt (resident)
Initial Request date	
Plan reference:	DD/567/8

**Summary**

Introduce residents parking

**Issue**

Residents have expressed concerns about parking in the entrance to Charles Close which can cause problems.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/8 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	5	Replies received	2	Response rate	40.00%
In favour of the proposals				1	50.00%
Not in favour of the proposal				1	50.00%
Commented, but with no clear view				0	0.00%

**Following informal consultation - Officer Recommendation**

The proposals be taken forward to formal consultation as shown on the informal consultation drawing.

**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	5	Replies received	2	Response rate	40%
In favour of the proposals				1	50%
Commented, but with no clear view				1	50%

One of the local members for the area, Cllr Anne Moloney also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

The comment related to other parking issues in Charles Close, but also stated “we don’t feel that extending the yellow lines as proposed would make any difference other than just to move the problem somewhere else”. As the proposal is intended to prevent obstructive parking in the entrance to the Close, this is actually agreeing that the proposal would have the designed effect.

Accordingly, the comments should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

## Parking Plan – Phase 7 &amp; Snodland – Location summaries after formal consultation

Location reference	SN-10
Parish	Snodland
Road / Area	Oxford Street
File Ref	PS1/Snodland
Requested by	Mr Dale (resident)
Initial Request date	
Plan reference:	DD/567/9

**Summary**

Introduce residents parking

**Issue**

The road is not suitable for residents parking, though restrictions could be introduced to prevent parking where it obstructs the turning head, and to alter the junction protection to help prevent obstruction of property.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

**Informal Consultation**

The proposals shown on plan DD/567/9 were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	32	Replies received	6	Response rate	18.75%
In favour of the proposals				1	16.67%
Not in favour of the proposal				4	66.67%
Commented, but with no clear view				1	16.67%

**Following informal consultation - Officer Recommendation**

The proposals received a number of objections from residents (relating to the proposed restrictions in the turning head).

It is recommended that the proposals be amended by the deletion of the restrictions in the turning area. The proposal to alter restrictions on the approach to the junction should proceed to formal consultation.

Plan revised?	Yes	New plan reference	DD/567/9A
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**Formal Consultation**

The proposals were taken to formal consultation from 28<sup>th</sup> February to 30<sup>th</sup> March 2014. The responses received were as follows;

Number of properties consulted	32	Replies received	1	Response rate	3.13%
In favour of the proposals				1	100%

One of the local members for the area, Cllr Anne Moloney also commented in support of the proposal.

**Following formal consultation – Officer Recommendation**

As there were no relevant objections to the proposal, responses should be **noted** by the Joint Transportation Board and the restrictions should **be introduced**.

Location reference	SN-02
Parish	Snodland
Road / Area	Bus stops
File Ref	PS1/Snodland
Requested by	TMBC Parking Team
Initial Request date	
Plan reference:	DD/567/All

### Summary

Parking in bus stops

### Issue

Restrictions should be introduced to prevent parking in bus stops, as this causes problems for traffic flow and the maintenance of regular and effective bus services.

**Prior to informal consultation - Officer Recommendation** - Proceed to informal consultation

### Informal Consultation

The proposals shown on plan DD/567/All were taken to informal consultation with the immediate frontagers of the restrictions, starting on the 18<sup>th</sup> October and closing on the 8<sup>th</sup> November 2013.

The response to the consultation was as follows;

Number of properties consulted	Replies received	Response rate
In favour of the proposals		
Not in favour of the proposal		
Commented, but with no clear view		

### Following informal consultation - Officer Recommendation

The proposals to protect bus stops are in line with KCC's policy on improving public transport access, and do not require an amendment to the traffic regulation orders. The proposed changes should be implemented when any other changes agreed by the Board are implemented in the Snodland area.