
**PROPOSED SINGLE YELLOW LINE WAITING RESTRICTIONS – OLDBURY LANE
AND OLD LANE, IGHTHAM, TONBRIDGE AND MALLING**

To: **Tonbridge and Malling Joint Transportation Board**

By: **Tim Read Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Ightham**

Date **10th October 2022**

Summary: This report gives details of proposed Double Yellow Line waiting restrictions on Oldbury Lane and Old Lane Ightham, in Tonbridge and Malling. The Highway Improvements Team (HIT) are assisting with the writing and consultation of the traffic regulation order (TRO) for this scheme which is being funded and supported by the County Member Harry Rayner. This report seeks approval to proceed to make the Traffic Regulation Order following public consultation already completed.

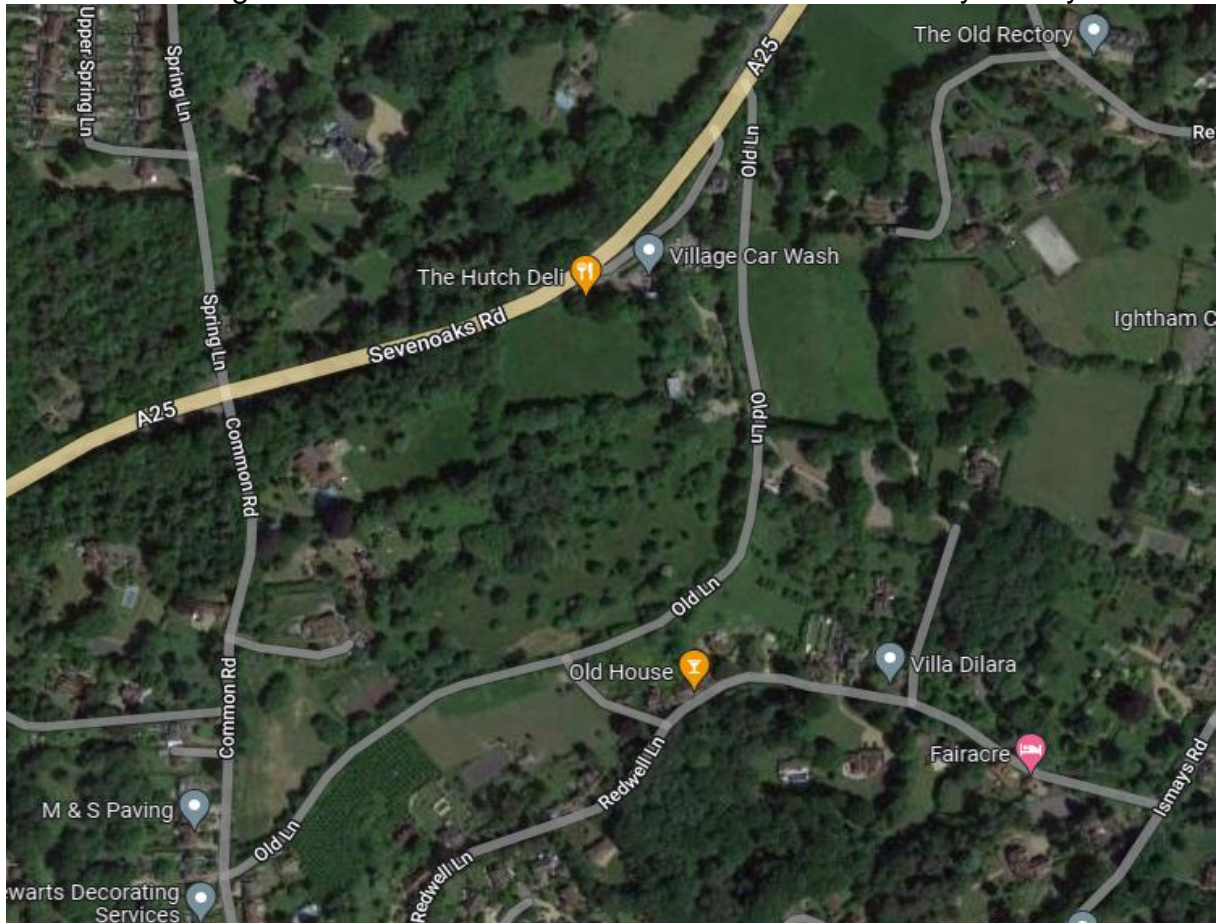
For Decision

1.0 Introduction and Background

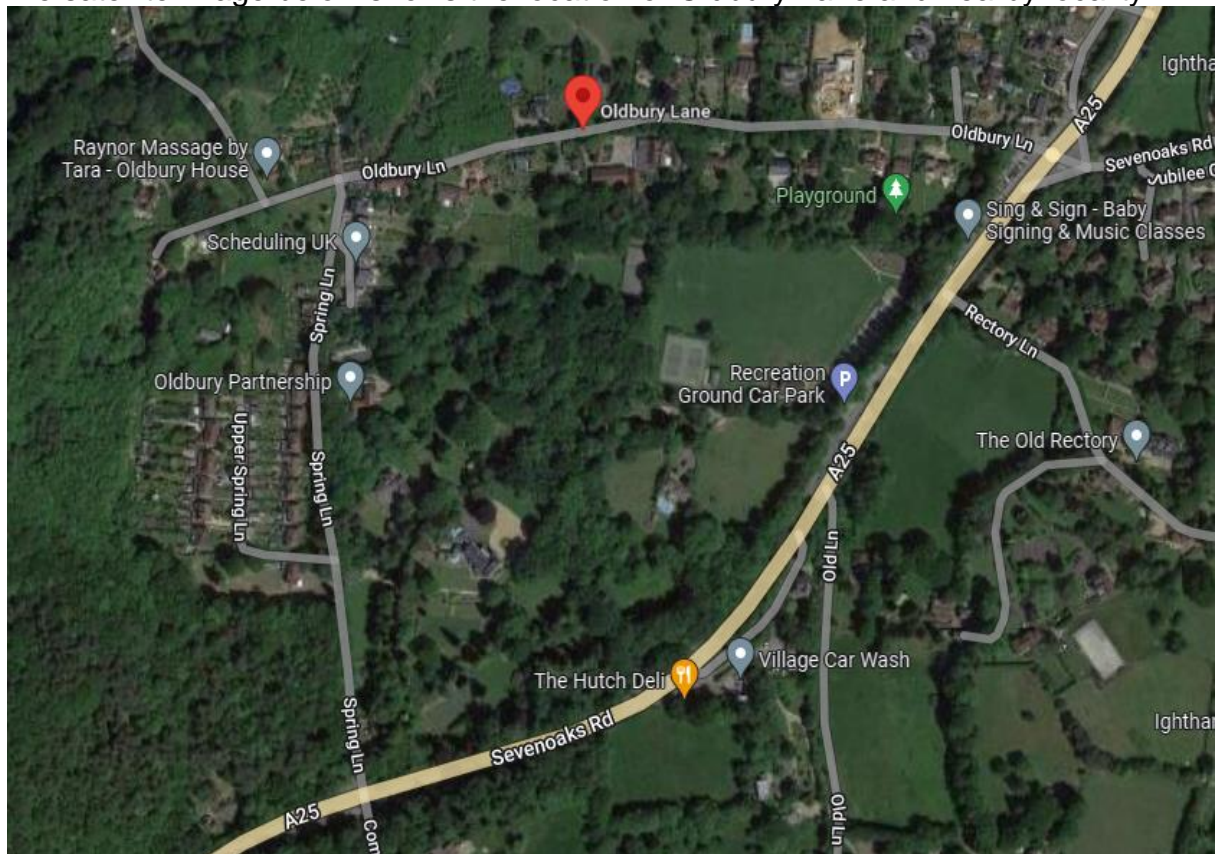
1.1 Oldbury Lane is a quiet, narrow country lane with several residential properties, it provides a through route to the Local Primary School (Ightham Primary School) which is located centrally between Spring Lane and Sevenoaks Road. The lane ends at Manor Farm and is a no through route which is used by both cars and agricultural vehicles. It is a derestricted road with no street lighting. The recreational ground is situated nearby which is used by the local Football, Tennis scout groups and village events. The lane is narrow, tree lined with high banked verges without passing places.

Old Lane junction with the A25 Sevenoaks Road is also a very narrow single-track road, lined with trees and a high banked verge without passing places. There are few properties, the lane is a through route from Sevenoaks Road to Common Road with advisory signs advising that the route is unsuitable for motor vehicles. Old Lane is a narrow single track country lane with a derestricted speed limit. It is situated towards the end of the deceleration lane on the exit from the A25 Sevenoaks Road. The entrance to Old Lane from Sevenoaks Road is approximately 2m in width and 25m in length. There are no crossing points for pedestrians locally. The speed limit on the A25 is 50mph, making it an unsuitable location for pedestrians to park and exit vehicles.

The satellite image below shows the location of Old Lane and nearby locality.



The satellite image below shows the location of Oldbury Lane and nearby locality.



1.2 These proposed parking restrictions were discussed during a site visit on 1st December 2021 with the Local KCC Member Harry Raynor and representatives of Ightham Parish Council. Officers were asked to investigate measures to reduce inconsiderate parking on these 2 roads. The proposed restrictions aim to allow for passing of vehicles including agricultural vehicles on Oldbury Lane and reduce the danger to vehicles exiting and entering Old Lane by better managing inconsiderate/dangerous parking at the junction with the A25.

1.3 The proposed waiting restrictions on Oldbury Lane will enable farm traffic and delivery vehicles to pass the narrow section of carriageway reducing risk to private property. Officers have been made aware of various occasions where private vehicles and front garden fences have been damaged by vehicles struggling to pass on the lane.

Parking restrictions on Old Lane junction with the A25 aim to relieve the impact of peak time parking and congestion on the A25 layby as it would maintain the necessary visibility when exiting this junction. These restrictions will also reduce risk of conflict to pedestrians when trying to cross at this point. Many pupils and parents/guardians cross at this location to reach Ightham Primary School and the recreation park.

2.0 Consultation

2.1 The County Council advertised its intention to implement the new waiting restrictions from the 27th May 2022 to the 20th June 2022 and the order was advertised as shown in **Appendix A**.

2.2 Notices were placed on the public highway outside the school and on the A25 Sevenoaks Road outlining the proposals, additionally an advert was placed in the *Kent Messenger* on 20th May 2022.

2.3 Various statutory consultees were contacted directly about the proposals including Kent Police, South East Coast Ambulance Service, Kent Fire and Rescue Service, The Road Haulage Association and The Freight Transport Association;

2.4 The local County Council members and Tunbridge and Malling Borough Council ward members were also issued a copy of the consultation notice.

2.5 The closing date for the consultation responses was on the 20th June 2022, the County Council had received written support from Kent Police. We received 23 responses in objection from members of the public, and 6 responses in support of the proposals. A summary of the comments from the Borough and Parish Councils are included in **Appendix B**.

2.6 The most common reason for objection was in relation to increased speeds that may occur on Oldbury Lane through the removal of on-street parking, parking can act as a form of traffic calming and some respondents were keen for the parking to remain for this reason. Many of the objectors were concerned the proposed restrictions would be 24/7 double yellow lines, respondents to the consultation

highlighted that there is a perceived lack of parking locally and this proposal would exacerbate the issue.

2.7 Following a thorough review of the objectors' comments a response was produced providing more detail about the purpose of the proposed restrictions, suggested amendments, and answers to some of the questions which had been raised. A copy of this response to the objectors can be viewed in **Appendix C**.

2.8 Most of the objections raised were in relation to the proposed restrictions on Oldbury Lane, and most respondents appear to support the proposed restrictions on Old Lane at the junction with the A25. For this reason the review included a retraction of the proposed Double Yellow Lines on Oldbury Lane leaving just the Old Lane parking restrictions to be introduced.

3.0 Discussion and Councillor comments

3.1 The consultation has not identified any safety or operational issues with the proposed double yellow lines on Old Lane.

3.2 There is clearly local need and support following approval of the revised waiting restrictions from the local Member and Kent Police.

3.3 This is a deliverable scheme that has the support of the Parish Council, for the parking restrictions on Old Lane. Officers and elected officials have taken on board comments from residents and the public and revised the proposals by removing the restrictions on Oldbury Lane from the scheme. The amended scheme proposals should assist in improving safety on and around the A25 Junction with Old Lane by protecting access visibility at the junction, the restrictions will also reduce congestion and enhance pedestrian safety. It is requested that the proposed double yellow line waiting restrictions be agreed and the TRO made.

4.0 Recommendation

4.1 It is recommended that the Traffic Regulation Order (TRO) for double yellow lines be implemented on Old Lane only, as shown in the plan in appendix D.

Contact Officer:	Demi Richards Project Manager
Reporting to:	Ryan Shiel Programme Manager

Appendix A – Deposit Document Amendment 50



**DOCUMENTS
on DEPOSIT**

**These documents
should remain available
for public inspection until
20 June 2022**

**In the Borough of Tonbridge & Malling
THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING)
(WAITING RESTRICTIONS AND ON-STREET PARKINGS PLACES)
AMENDMENT No.50 ORDER 2022**

Road Traffic Regulation Act 1984

Please return to:

Traffic Management Team

Kent County Council Highways, Transportation & Waste
Ashford Highway Depot
Javelin Way
Ashford
TN24 8AD

PUBLIC NOTICE

**Kent
County
Council**
kent.gov.uk



In the Borough of Tonbridge & Malling
THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING)
(WAITING RESTRICTIONS AND ON-STREET PARKINGS PLACES)
AMENDMENT No.50 ORDER 2022
Road Traffic Regulation Act 1984

NOTICE is hereby given that the Kent County Council acting as the Local Traffic Authority and in exercise of its powers under Sections 1, 2, 5, 32, 45, 46, 47 and 124 of the Road Traffic Regulation Act 1984, and of all other powers and after consultation with the Chief of Police in accordance with Part III of Schedule 9 to said Act, proposes to make the following Order:

The effect of the proposed named Order will introduce or amend existing waiting restrictions (in this part of the notice DYL means double yellow lines) – No waiting at any time on the following lengths of roads in Ightham, Tonbridge & Malling.

OLD ROAD – DYL – On both sides of its junction with Sevenoaks Road for a distance of 10 metres in a northerly direction. **OLDBURY LANE - DYL** – On the north side from the eastern boundary of Oldbury Cottages for a distance of 30 metres in an easterly direction. **SEVENOAKS ROAD – DYL** – On the eastern side to point 32 metres north and to a point 42 metres south from its junction with Old Road.

A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined at Kent Highways, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD by appointment booked through tro@kent.gov.uk or viewed online from 27 May 2022 at www.kent.gov.uk/highwaysconsultations

Representations for supporting or objecting to the proposed Order can be made via our website using the above link or alternatively you can write to The Senior Parking & Traffic Regulation Officer, Traffic Management Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon on Monday 20 June 2022.

Simon Jones
Corporate Director Growth, Environment & Transport

STATEMENT of REASON

**Kent
County
Council**
kent.gov.uk



In the Borough of Tonbridge & Malling
THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING)
(WAITING RESTRICTIONS AND ON-STREET PARKINGS PLACES)
AMENDMENT No.50 ORDER 2022

Road Traffic Regulation Act 1984

STATEMENT OF REASONS

The Kent County Council as traffic authority intends to make the Order referred to above and as shown on the drawing accompanying this document for the following reasons: -

The proposed order is to improve access and allow the free flow of traffic to maintain safety for highway users and

- to avoid the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising.
- for preserving or improving the amenities of the area through which the road runs.
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Lorna Day
Kent Parking & Enforcement Manager
Highways, Transportation and Waste

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, TONBRIDGE AND MALLING)
(WAITING RESTRICTIONS AND ON-STREET PARKINGS PLACES)
AMENDMENT No.50 ORDER 2022**

Road Traffic Regulation Act 1984

THE KENT COUNTY COUNCIL, acting as the Local Traffic Authority and in exercise of its powers under Sections 1(1), 2(1), to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49, 53 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("hereinafter referred to as "the Act"), the Traffic Management Act 2004 (hereinafter referred to as the "TMA 2004"), and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, hereby propose to make the following Order:-

CITATION AND COMMENCEMENT

This Order may be cited as The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions and Street Parking Places) Amendment No.50 Order 2022 ('this Order').

The Kent County Council (Various Roads, Tonbridge & Malling) (Waiting Restrictions & On-Street Parking Places) (Consolidation) Order 2011 ('the Consolidation Order') shall have effect as per outlined in the Schedule of this Order and shall come into operation on day of 2022.

Given under the Common Seal of The Kent County Council

This day of 2022

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

Authorised Signatory

SCHEDULE

The attached items are to be substituted and included to the existing Appendices listed below in to "The Kent County Council (Various Roads, Tonbridge & Malling) (Waiting Restrictions & On-Street Parking Places) (Consolidation) Order 2011" and into all subsequent amendment Orders.

Appendix 11 (Ightham)

Appendix B – Consultation Responses

Object	I object to the DYL in Oldbury Lane as they are not as requested
Object	<p>There is very, very limited parking for residents here already. Parents have to sometimes park down the road and carry their children/ luggage.</p> <p>The double yellow would also be on the widest part of the road so we struggle to understand why is it needed</p>
Object	<p>I have lived here for over 20 years and there has never been an issue, so I do not understand why a change is now needed. I have canvassed opinion of my neighbours and the majority object.</p> <p>This restriction will directly impact 4 immediate neighbours 3 of whom I know are adamantly opposed to such parking restrictions and would prefer a more flexible and reasonable approach to parking in the area that we have managed for over 20 years</p> <p>The Irony is also that by opening up the lane by having no parked cars will increase speed of vehicles making the chances of an accident more likely and increasing the safety problem rather than reducing it. Parked cars act as a natural calming to help reduce speed in the lane, particularly at the corner concerned. In fact in the past, particularly when the children were younger I have actively parked in the lane rather than on my drive to help reduce the speed of cars passing by my front door.</p> <p>Local drives of the houses immediately impacted can only accommodate a maximum 2 cars so where is it suggested visitors park without a knock-on effect to other neighbours where parking is already limited in the immediate vicinity. The loss of what is ultimately 3 parking spaces will increase parking around other, narrower access points around the neighbourhood and further reduce safety. It is unreasonable and unrealistic to assume short term visitors will park in the recreation car park.</p> <p>Finally I fail to see the need to spoil our beautiful countryside with unsightly yellow markings.</p>
Object	Unnecessary
Object	It will completely restrict parking in that area, which is needed by house owners for guests and have a knock on effect up and down the road.

Object	<p>I strongly object on the grounds that although there has been some inconsiderate parking in the past, it will remain a safer and more flexible environment for us all without the yellow lines. The loss of these spaces will have a knock on effect to immediate neighbours at the junction of Spring Lane and Oldbury Lane as parking will become less available, furthermore I strongly believe that parked cars provide a natural calming measure for some of the inconsiderate speeding that happens in the lane.</p> <p>It will push parking further up the lane towards Manor Farm where large vehicles need 24 hour access 7 days/week.</p>
Object	<p>Yellow lines near the oldbury lane/spring lane junction would simply create more problems for residents in both oldbury lane and the top of spring lane and would create more road safety issues and blockages in the lane. They would not benefit anyone except one resident who is only very occasionally affected by school parents parking outside her drive, (which she can still get out anyway). It would be detrimental and less safe to all of us in nearby oldbury cottages and spring lane.</p>
Object	<p>Oldbury Lane does not need yellow lines. I've lived here since 1986 with children from 0-33 yrs old. We walked to school without fear of traffic. This is a lovely semi rural area and yellow lines are not in keeping with the quaintness of the area. Additionally, this will impact the parking in the local area. Parking is already at a maximum around the corner locally to this section so surrounding neighbours may be forced to park elsewhere than their usual spot should those who are affected by yellow lines need park somewhere else causing a further knock on effect. Besides, having cars already parked at said location can act as a speed reduction measure. Chatting locally, this is not a popular decision and driven by an exceptionally small minority. Just one I think. Thank you.</p>
Object	<p>Unnecessary. Insufficient parking currently. 1 resident removed the hedge against advice, 1 lorry damaged her picket fence and now she only wants yellow lines</p>
Object	<p>Parked cars on the identified area slow traffic down on Oldbury lane. Making it safer for those walking. Both residents and visitors use this space for parking. The yellow lines on A25 outside Ightham rec have not made any difference during peak hours. 1 residents incident should not be used for draconian parking restrictions</p>
Object	<p>AONB therefore unsightly and cars parked there act as natural calming to traffic in the lane. Utter waste of scarce local money too.</p>
Object	<p>The line proposed on Oldbury Lane are completely unnecessary and will be unsightly in the country lane. The only cars that park here are local residents and the spaces are needed. This corner is dangerous with traffic speeding up and down the lane, cars parked here help to slow the traffic.</p>

Object	<p>Couple of things here:</p> <p>1 - why were the residents not consulted about this in advance of the notice going up?</p> <p>2 - the road has remained unchanged for many years (I've been a resident for 10 years), so why is now a reason to introduce this? Parking is limited around the area as it is.</p>
Object	<p>Oldbury Lane - where would residents park if these spaces go? Yellow lines would simply move parked cars elsewhere, creating a different concern and putting more pressure on other residents in the area. The presence of cars here also serves to slow the traffic and discourage large vehicles from using the lane.</p> <p>Old Road - I don't object to this proposal, I think parking in this area is dangerous and unnecessary, but have no direct experience of the traffic flow here.</p>
Object	<p>No need for yellow lines in Oldbury Lane some there may be a car parked but not very often</p>
Object	<p>The proposed yellow lines banning parking of vehicles 30 metres from Oldbury Cottages in the easterly direction will RAISE THE LEVEL OF RISKS OF TRAFIC ACCIDENTS, involving vehicles, but, most importantly, for village school students, children and young people in the village, pets and pedestrians for the following reasons: 1) the sight of parked cars on Oldbury Lane has compelled all kinds of moving vehicles - from farm trucks and delivery vans to out-of-the-village visitors to residents - to invariably slow down while the space left still allows for a smooth flow of village traffic, albeit at a slower pace (like 10-15 mph); 2). the T-intersection of Oldbury Lane and Spring Lane has a seriously blind spot for vehicles either turning right from Spring Lane on to Oldbury Lane in the easterly direction from Oldbury Cottages, or turning left on to Spring Lane. In this connection, the sight of cars parked next to Oldbury Cottages on Oldbury Lane, as well as the ones parked on Oldbury Lane in the easterly direction from that T-Intersection serves as a sign for cars coming from all 3-directions to SLOW DOWN and PAY ATTENTION. As a resident in the village over the last 7 years I have seen delivery trucks and out-of-village guests speeding up until they see the cars parked on Oldbury Lane. I have also seen young village kids learning to bicycle, teenagers and elderly folk walking with their dogs on lead, village moms and dads walking their school-aged children to Ightham Primary School, in mornings and afternoons. The safety of village residents - particularly less-safety-conscious children and vulnerable and frail elderly people trying to do their daily exercises - walks on Oldbury Lane and Spring Lane - should be of paramount importance in the consideration of any new road regulations. The village as a whole have NOT had any troubles with the existing No-Yellow-Lines on Oldbury Lane, and the overwhelming majority of residents, both those who have private parking spaces and those without have been fully cooperative and considerate in terms of parking on the village lane. Please do NOT fix the road situation that is fully functioning, communally accepted.</p>

Object	<p>i object only and specifically to the Oldbury Lane proposal which I do not believe is necessary to create the safest, most flexible environment for the residents. Parking is limited on this road and whilst from time to time inconsiderate parking takes place I do not believe that painting yellow lines will be a constructive holistic solution to the traffic problems faced on Oldbury Lane. One detrimental outcome could be an increase in speed of traffic flow which on a school lane would be an unwelcome additional hazard.</p>
Object	<p>I object to the double yellow lines on oldbury lane. The residents have always parked considerately and I feel it would force them to park elsewhere causing more of a problem for everyone else.</p>
Object	<p>Too often yellow lines are imposed on neighbourhoods without fair consideration of the livelihood of residents, or the availability of parking spaces and my feeling is that this is the situation in this case. Although there has been some inconsiderate parking, which is not unique to that spot on the street only, it will remain safer and more flexible environment for the community without the yellow lines.</p> <p>Most of the time there is no parking space available around my house and introducing the double yellow lines will compound that problem. Instead of introducing more restrictions, we should think of how to provide appropriate and safe parking space for the residents.</p> <p>Additionally, the introduction of the yellow lines will potentially increase the number of speeding vehicles, making the lane unsafe. Having cars parked at the lane serves to make it safer and quieter, which can only be a good thing. Restricting parking as proposed will not only reduce parking options for local residents, it will effectively widen the lane leading to an increase in average traffic speed, making the lane noisier, and less safe for local residents, cyclists and pedestrians.</p> <p>Please, do not introduce further parking restrictions at Oldbury lane.</p>

Object	<p>Parking is already restricted in this area. Any further restrictions from this site, were the road is sufficiently wide to enable to safe passage of vehicles, will cause congestion and possible danger to vehicles and pedestrians elsewhere. Any visitors or tradesmen visiting the properties opposite the proposed lines will be forced to park elsewhere further adding to congestion and potential danger to all road users. A lot of pedestrians use this road as Ightham Priory school is located a little further down the lane. Cars parked in narrower sections of the lane would put them at risk. A much more needed measure would be to introduce a speed limit of no more than 20mph.</p> <p>Furthermore, how would any restrictions imposed with yellow lines be enforced? Is TMBC going to employ a traffic warden at added cost to the public at a time when budgets are already stretched. I am sure that the cost of the installation of the lines in themselves would have some financial impact anyway.</p> <p>I might also add that Oldbury is in an area of outstanding natural beauty, so that the appearance of yellow lines would greatly detract from this. We live in the country, not the town. There is no place for yellow lines in a rural lane.</p>
Object	<p>The proposal to introduce double-yellow lines has been put forward without any prior consultation with the residents of Oldbury or appropriate factual investigation of the situation. This section of Oldbury Lane is, in fact, the widest part of the lane and introducing parking restrictions here will cause safety issues with parking potentially elsewhere.</p> <p>At this section of Oldbury Lane, there are currently no safety issues for pedestrians or vehicles (and to my knowledge neither has there been in over 30 years whilst a resident). Residents, who might need to do so, always park with consideration for their neighbours - as do any visitors or, if required, a tradesperson short-term. With respect, the reasons provided by Kent Highways sadly do not reflect why the situation has even arisen - purely an objection by ONE individual resident, with off-road parking for multiple vehicles and whose driveway is always kept clear, who resents seeing any parked vehicle nearby and has distorted the issue to the Parish Council. Sometimes someone might need to park, as there is very little off-road parking in Oldbury Lane and not everybody has off-road parking - not everybody is able to find a parking space at the bottom of an unlit lane and walk up the lane in the dark. Nobody takes anybody else's parking space and nobody abuses the parking situation.</p> <p>Spending time on this Traffic Regulation Order is a complete waste of KCC's valuable resources - Considering introducing double-yellow lines here is totally ridiculous.</p>

Object	I would like to object to the proposed yellow lines in Oldbury lane. Not all local residents have driveways and have to park on the lane. There is still room for passing vehicles. Also Oldbury lane has the national speed limit driving restriction and I believe having parked cars on the lane slows down the traffic especially the traffic approaching the Spring Lane turning which is a blind corner.
Object	Introducing double yellow lines to Oldbury Lane will mean there are even fewer places for residents to park cars thus increasing pressure on the limited amount of on road parking that is currently available at the top of Oldbury Lane and Spring Lake near where they meet. The section of road proposed for double yellow lines is vital for parking for local residents.

Appendix C – Response to Objectors

Dear Sir/Madam,

Thank you for your email regarding the proposed parking restrictions on A25/Old Lane and Oldbury Lane, Ightham.

Whenever we receive responses to parking restrictions and traffic regulation orders (TRO's) the first stage of the process is to contact each of the respondents. The period for consultation responses for this TRO closed on 20th June 2022, and you were listed as providing comments and a response to the consultation.

These restrictions were requested on behalf of Ightham Parish Council and your Local Member as a safety measure due to concerns with farm vehicles accessing the roads and parking issues during school peak times. However, following a review of the comments from the formal consultation KCC agree that the proposed DYL are inflexible for local residents. Therefore, we would look to revoke the proposal to instal DYL's on the Oldbury Lane section and proceed with the DYL's on the A25/Old Lane junction only.

These proposals are being funded and promoted by the local Member and any costs to implement changes are not being borne by KCC Highways. Although KCC are not financing any of these proposed changes, we are assisting with the consultation process.

I hope the above information will allay your concerns regarding this scheme and that you will consider withdrawing your objection. If you wish to withdraw, please could you do so in writing to west.highwayimprovements@kent.gov.uk.

All documents can still be viewed at; [All Projects | Let's talk Kent](#)

Appendix D – Scheme plan

