

Road	In favour	Against	Unclear	Point 1
High Street		1		There is already a KEEP CLEAR sign access to the entrance to my drive. At present, if no parking spaces are available I or my guests can park there. Should this be replaced with double yellow lines I or they could be fined for parking across my own drive. There is not sufficient parking in Hadlow, limiting further is not a good idea.
Tonbridge Road		1		My husband has limited mobility and needs to be picked-up/set down outside our house. Also delivered can only be made to the front door. While there is a layby quite close, it cannot be seen from a distance and often has vehicles parked in it all day.
High Street	1			I think the proposals are fair and sensible. But, in front of the Castle Gates should have a white line. Concern - where are people living in the terraces, "Littlefields" etc. supposed to park during the day? Littlefields should be permanent, not 2 hours! Suggest 20mph through village.
The Square	1			How are the proposals to be enforced? Without parking meters and/or traffic wardens, nothing will change. There is already a restricted parking notice in The Square that nobody takes any notice of in the 5 years I have lived here. I have never seen a traffic warden.
Church Street	1			Further to your letter I am responding via email to say I am all in favour of the proposals but I have a couple of questions. How are you going to maintain the parking restrictions once in place as we never see any traffic wardens. People are constantly parking in the bus stop and holding up a stream of traffic. Will there be parking permits for the residents of Church Street and the square as where are we to park as there will be limits on parking. Will there be parking ticket machines for the square? I am lucky that I have a drive but only for one car. Also people constantly park on the do not park sign opposite the bakers and block access to Church Street.
Castle Terrace		1		You have not offered any parking at all. Of course we can all park at the Doctors/School car park! Oh, I forgot, its PRIVATE. Who owns the car park?
Littlefields		1		I am disabled and need to park as near as I can to my flat. If your proposal goes ahead where are residents supposed to park? There is so much communal area around the flats that is never used - could there not be a way to use this for parking, or is permits the answer?
School Lane		1		Not in favour. It runs perfectly well as it is. More interested in a 20 zone. Suggest make Pound House land into a car park for residents.

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The Square		1		<p>I am NOT in favour of the Borough Council's proposals for changes to the on-street parking arrangements for A26 Tonbridge Road/High Street, The Square and Church Street in the parish of Hadlow shown on plan DD/587/03. I am in favour of retaining parking in sections of the A26 within the village as a vehicle speed reduction aid. It is important to encourage business for the shops and other services in the village centre to help prevent further shop closures and I can see that there would be advantages in allowing more short term parking in The Square to allow for visitors' easy access. However there are overriding disadvantages to this scheme which outweigh any advantages, including:</p> <ol style="list-style-type: none"> <li>1. There are a considerable number of older/period residences in the historic village centre, which were built before the widespread use of motor vehicles and do not have garaging or parking facilities. These residents' cars/vans are largely parked on the A26 both day and night and I have noted that there are usually at least 30 such vehicles parked on the A26 during the night.</li> <li>2. Where are these vehicles to park? Whilst you seem to be allowing nearly this number to park on the A26 between 6pm and 8am (or even for most between 4pm and 10am using the 2 hour parking allowance), there is no parking provision between 10am and 4pm for residents who do not use their vehicles during the day, which includes retired residents and residents working from home. They will no doubt find and make use of unrestricted parking areas in places such as Church Street, the Parish Car Park and Primary School access road, Court Lane, Appletons, The Forstal and Maltings Close.</li> <li>3. The parking restrictions will not be a direct problem personally for my family and me because we have access to our drive and garaging from Appletons. I am however concerned that Appletons is already used by residents of houses fronting the A26 for regular day and night parking and I can see greater parking pressure leading to congestion in Appletons and blocking of drives. The same thing could happen in the other roads mentioned in item 2 above.</li> <li>4. Church Street is a particular problem because residents from the A26 will soon discover this will have unrestricted parking for about 9 or 10 cars. These parked cars will prevent any cars turning in the street and will result in vehicles reversing in or out of The Square. Extra pressure on parking will lead to considerable difficulties at the time of weddings and funerals. There will be a particular problem for the owners of The Old Red House, a prominent building in the Conservation Area about to undergo substantial repair and renovation works. The only answers would be to investigate having either a free Residents' Parking Scheme or "No Entry except for access" signs.</li> <li>5. Before long the same action could be necessary in Appletons, The Forstal and Maltings Close, etc. In these roads "access protection markings" are likely to be necessary.</li> <li>6 The Square and surrounding areas are a Conservation Area and any further road markings, including double yellow lines, and signage are bound to add to the unsightly street scene. Overall, the proposals in the whole scheme will add to and extend the parking problems and cause added opposition to the Borough Council, particularly if the new restrictions are backed up by traffic officers imposing fines. In order to allow short term parking for village centre businesses, I propose that</li> </ol> <ol style="list-style-type: none"> <li>1. the 5 parking bays outside The Old Red House and The Hadlow Pharmacy are made subject to "Limited Waiting Mon-Fri 8am-6pm 20 mins"</li> <li>2. no further action is taken.</li> </ol>
The Square		1		<p>These parking proposals would cause so many problems for residents who have no designated parking areas in Hadlow. Also if any changes are made, how and when will they be administered as we never see any Police or Traffic Controllers now. We do not want traffic restricted more than it is now. Double yellow lines on corners of all roads would be useful to prevent illegal parking as often happens.</p>
Church Street		1		<p>I do understand that there is a need for a review regarding the parking in Hadlow but looking at your proposed plan there are a couple of glaring inconsistencies. One is the fact that all temporary parking will be pushed down Church Street, the basis for this is all best will in the world most people park in the village for 20/30 minutes at max whilst they pop into a shop. Whilst in the square this is fine and they are aware they cannot go down Church Street. If they are now aware they can they will? Secondly and without being selfish you have proposed double yellow lines outside my own house? How am I expected to park outside my own house, considering I am expecting you to enforce these double yellow lines? I look forward to a revised parking review which will enable me to park outside my own house.</p>
Great Elms	1			

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Great Elms	1			I am most certainly in favour of these plans. Cars at houses on the corner of The Cherry Orchard park in front of these properties making manoeuvring in and out of my garages difficult. Yellow lines shall be an end to this.
Great Elms	1			We think it's a good idea. Cars at bottom of Great Elms do cause hazards.
Smithers Close	1			To ensure safe access and exit from Smithers Close for residents and emergency vehicles additional double yellow lines should be installed in Smothers Close parallel to garden of No.7 Great Elms (see plan). The new proposals will encourage more non-resident parking Smithers Close.
Smithers Close	1			
Smithers Close	1			
The Cherry Orchard	1			I would like to see the lines extended further along The Cherry Orchard at the junction with Great Elms.
The Cherry Orchard		1		Vehicles are never parked where yellow lines are proposed at the junction with Smithers Close or The Cherry Orchard. I have never seen any on the A26 near the junction with Great Elms. Occasionally a vehicle has parked for a short time outside No.1 Great Elms. There is no need to waste money when potholes are a priority.
Great Elms		1		While accepting that on street parking in Hadlow High Street and Maidstone Road creates traffic flow problems. The removal or restriction of the on-street parking will undoubtedly create displaced parking into Great Elms, Cherry Orchard and Smithers Close. The other proposed yellow lines shown on the drawing may only have the effect of pushing any displaced parking in front of other properties in the road potentially blocking or partially blocking driveways. Because of this footway parking may result which can cause problems for pedestrians particularly those who are blind and there is at least one person that would fall into this category The removal or restriction of on street parking on Maidstone Road will increase vehicle speeds through the village which from observation are already often well in excess of the speed limit. Something that already occurs. The proposed yellow lining set out on the drawing No.DD/587/04 would only be beneficial safety wise at the immediate entrance to Great Elms from Maidstone Road as there are frequently parked vehicles often close to the junction some waiting to collect children from school. However, even these lines may create parking problems for visitors to those properties which would be exacerbated by any displace parking. I am therefore not in favour of the proposals for changes to on street parking set out in drawing DD/587/04. I would however, suggest that following any changes ultimately implemented in Maidstone Road and the High Street the parking arrangements in the Great Elms area be reviewed after 6 to 9 months to fully assess the impact.
Great Elms		1		We think that yellow lines are unnecessary as the volume of traffic is very light on this road.
Great Elms		1		I have reviewed the plan sent to me as an effected resident. While I can see that car ownership is becoming a major problem, simply placing lines on a road to restrict parking does not stop people buying cars. In fact this just adds to an overall problem of poor decisions regarding housing and public transport in Hadlow. Where are the cars, already existing and affected by these proposals, supposed to park? Cars parked on the main road do keep vehicle speeds down so add to residents safety. If car ownership is the problem why add to it with new housing developments? Where is the thought on infrastructure and, especially, better transport links? Double yellow lines on the corners of the exit from Great Elms encourages peoples common sense but further up Great Elms seems pointless in an otherwise quiet residential road. Are you worried that you will push the problem from the main road on to the feeding roads? Stop housing developments and improve bus services, that will encourage less car ownership. I am not in favour of the Borough Councils proposals shown on plan DD/587/04

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Great Elms		1		Not agree: Inconsistent argument - argument of reducing congestion by removing parking in front of private house. Where do they park during the day? - side roads/lanes = Great Elms. Argument of reducing speed through the village at night by allowing parking is irrelevant as speed restriction is not obeyed in any case - current experience. Parking in side roads will increase and block the roads as restrictions within the village do not allow alternatives. Impacts Smithers Close and Great Elms. Weddings, funerals etc. will significantly increase parking on side roads. Double yellow lines in Great Elms unnecessary if proposal is rejected as no significant issue. If proposal is accepted, double yellow lines required ONLY at entrance to Great Elms.
Great Elms		1		I am not in agreement with your proposals. I live at [REDACTED] and we have 3 cars at our house & only space on our driveway for 2 of them. If there were parking restrictions put directly outside my house, as per your proposal, that would therefore make it impossible for one of us to park on the road & we would therefore have to park further up the road outside someone else's house. Any visiting guests would also have to do the same. This would not only be inconvenient, but also insecure and no doubt a problem with our insurers. As Great Elms, does not currently have a parking problem at all, this would obviously be both a waste of Council money & a huge inconvenience to us as residents. I agree that the double yellow lines should be placed on the corners of the road, although I understood that you weren't allowed to park there anyway. It appears that the residents on the main road through the village are also going to be penalised and end up with nowhere to park. Whilst the parking on the Maidstone Road occasionally causes a queue, particularly by the Two Brewers pub, it also controls the traffic to a certain extent and stops the speeding out of the village. We have no zebra crossing near Great Elms and no speed cameras. There are a number of children, including mine, elderly residents and other adults, who take their life in their hands to cross Maidstone Road to catch a bus. Why is this not being addressed? We can hear the speed of the traffic from our house and it is clearly far in excess of the 30 mph limit. I think it is necessary for the council to explain to us residents, why these parking restrictions have been proposed as no-one seems to understand why and the general feeling seems to be that it will kill the lovely feeling of our village. If the reasons are explained to us and they make sense, then I think that the least you need to do is make the restrictions in the side roads, like Great Elms, as Residents Only parking, provide a zebra crossing near Great Elms & install speed cameras near there too.
The Cherry Orchard				I am in favour of stopping parking on the corners but concerned about potential increase in cars along Great Elms & Cherry Orchard as it is very congested already.
				Thank you for your letter advising of the parking review in Hadlow and informal consultation. Whereas we appreciate the theory behind why this is being considered, I cannot see how it can be feasible. Assuming the councils parking restrictions plans are to be implemented in Hadlow Village centre and along Maidstone Road, this will only push traffic and parking to out to the nearest proposed restriction free zones including just after 12 Great Elms, down Smithers Close and around Cherry Orchard, which will in effect make the area one big car park. This area is a quiet and safe residential cul de sac, with limited through traffic. Pushing visitor parking out to GE, CO & SC will increase cars in this area which will increase the risk, particularly to families with young children and will also be an eyesore for residents who live here. May I suggest; 1. You either keep the parking as it is, with no restrictions in the village centre which will mean residents in the village who do not have off street parking do not have to park too far away from their properties 2. You operate a parking permit scheme for the Village centre where residents can apply for permits so they can park near their properties. This means only visitors who drive to Village will be impacted by the restrictions. 3. If A and B are not acceptable then you increase the restriction zone to include GE, CO & SC as we will no doubt be impacted by the overspill from the Village.
The Forstal	1			My only concern is more people parking in The Forstal that aren't residents

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Court Lane	1			We would welcome the proposed parking changes at the end of our driveway as regular parking here makes it very difficult for us to use our drive properly and is quite dangerous as it blocks a lot of the lanes off and makes visibility really bad as we have to edge out and if someone is driving fast it will cause an accident.
Court Lane	1			We welcome the proposed double yellow lines at the corners of Appletons & The Forstal as this will improve visibility and road safety. The proposed double yellows on the Chapel House side of Court Lane have little real moaning as all parking takes place on the other side. The plan merely reflects the status quo on this.
The Forstal	1			
The Forstal	1			
Appletons	1			I am most concerned about when turning left or right from Appletons. As at most times due to parking in the right side of Court Lane sometimes large vehicles also is a blind corner an accident waiting to happen. I do realise that people do need to park but Court Lane is very much a problem. And if planning permission does go through for the new build houses in the old Hadlow College site I think that the problem will worsen. Appletons is used as a parking site!!! Sometimes area full and pavements.
The Forstal	1			I am in favour of your parking proposals.
The Forstal	1			Measures in Court Lane are inadequate. I live in The Forstal and it is lethal to pull out in to Court Lane with cars parked in Court Lane, which should be double yellow on both sides. Someone will be killed left as is.
Court Lane			1	Court Lane - The double yellow lines proposed for the north side of Court Lane may be unnecessary; I have never seen a vehicle parked there for more than a few minutes in over 30 years. Parking around the corner of The Forstal with Court Lane can be a problem, but people need to park somewhere. Could the council buy the derelict plot along The Forstal between 19 Court Lane and 1 The Forstal and convert to parking spaces? Residents on Court Lane, Appletons and The Forstal would be affected by the proposal to restrict parking outside the houses opposite The Two Brewers pub and Pound House. Many people would need to park elsewhere, increasing the number of cars parked on roads and pavements on Court Lane, Appletons and The Forstal and make it more difficult for residents on those streets to park or even to use the pavements. Church Street - I am also [REDACTED]. I am concerned about the proposed double yellow lines outside Chancel House and Church House. This would result in vehicles parked on the east side of Church Street, which would impede access by hearses to the church for funerals. Vehicles parked there would also spoil the view down Church Street of the historic buildings: Church Place (once the King's Head), the church and Hadlow Tower. I would suggest parking restrictions, if any, on the east side of Church Street with exemptions for loading and unloading or limited waiting, e.g. for hearses, church activities, tradesmen. Maidstone Road - What is the purpose of the Limited Waiting zone opposite The Two Brewers? Means vehicles would continue to park there during the day, impeding the flow of traffic that the parking changes are intended to prevent. And they would be allowed to be there overnight, so why not allow residents to continue to park there? Also see note above about the effect on Court Lane, etc. The Limited Waiting zone outside 3-7 The Terrace on Maidstone Road could cause an accident by motorists being unfamiliar with finding parked vehicles at night where there were none before. I suggest double yellow lines instead if necessary.
Maidstone Road	1			Maybe one hour limited waiting in The Square would be preferable.
Maidstone Road		1		

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Maidstone Road		1		<p>The proposed restrictions are likely to cause non-resident drivers to use Leeds House Mews for parking. This is a privately owned courtyard for residents of Leeds Hose Mews only. Unauthorised parking would block resident private bays and garages - how would you mitigate this? The proposals would mean an increase in traffic speed through the village during the day, making it more difficult and dangerous for residents to pull out onto the A26. An increase in traffic speed during the day increases the risk of accidents to pedestrians as there is only one crossing. What is the propose provision for parking for residents along the A26 who do not work or work shifts and will therefore be at home during the day and on Saturdays? What is the proposed provision for parking for builders/tradespeople/district nurses/ removals lorries/visitors etc. servicing properties along the A26 that do not have off-road parking? Your letter states on-street parking is proposed overnight, but the map show proposed double yellow lines (no waiting at any time) between Court Lane and Great Elms. Currently traffic is frequently blocked southbound by buses having to stop in the road at The Square because cars are parked in the bus stop. If the bus stop was enforced, the traffic flow would improve, as would bus access for disabled users. Do you have the resources to enforce the proposed restrictions? The proposal seems to be designed for through traffic, not residents or their visitors. Restricting parking on the A26 will force parked cars to other roads such as Court Lane, Appletons, The Forstal and private property where there is already no room.</p>
Albion Close			1	<p>Speed: You make a very valid point about parked cars slowing traffic down. This is very important in the village centre as there are no traffic calming measures. There is a history of accidents in the village with myself having been involved in one, although no fault of my own. I understand that calming measures are not possible as it is designated a major route with no alternative. Removing the longer-term parking will not help with vehicle speeds – in fact it will have the reverse affect! Residents and increased traffic: Most spaces are taken by residents, so the proposed changes to “Limited Waiting” will cause stress and anxiety. Surely improvements should be just that: to improve the local community! This will also be pushing the issue away from the village centre so will affect not just those who live on the A26 but all those living in the surrounding roads. You also mention that volumes of traffic have increased. This will continue to increase mainly because of development outside of the village. Seems very unfair that the local residents are paying the penalty for this. Local Business: One of the nice things about living in Hadlow is that it still has several shops. These will undoubtedly suffer. We have many visitors who start their walks or come to see the fine church and castle, these people may think again with increased parking issues. The “Local Plan”: Whilst not your department, an extension to the East Peckham By-Pass to the Somerhill Roundabout (Jn A26 to B2017) would create a wonderful bypass of all the villages and help nullify the impact of the development at Capel and other proposed housing developments. This would then allow calming measures noted in issue 1). Congestion will get worse, and all the villages and local routes will be blighted if provision for existing locals are not considered seriously. Whilst I concede that a bit of paint and a few signs is a cost-effective way of trying to improve the flow of traffic, this will not improve the situation for those people you are supposed too most concerned about. In essence a full review of the parking spaces and traffic calming measures (including cycle lanes) is required for the village. If the Borough Council is serious about a long-term plan, then a more holistic approach is required to consider more public transport and most importantly a “proper” cycle lane/path from Kings Hill to Tonbridge.</p>

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Hailstone Court	1			I generally agree with the proposals for the additional 'No waiting at any time' markings for Maltings Close and Hailstone Close. I would suggest the Double Yellow Lines proposed for the road between the speed humps where School Lane crosses be extended to the complete length of road between the two speed humps on both sides of the road. This is a safety issue as cars do park between the road humps making it dangerous for people using School Lane when crossing the route to Hailstone Close. On a number of times when returning to the close at approximately 8am children going to school have darted out from behind these vehicles without warning. Only quick thinking by the driver has averted an accident. If the proposals are introduced can the parking be regularly policed. With regard to parking in the High Street can traffic calming measures be introduced as cars passing through when it is clear can travel at speed and ignore the traffic signal on the Panda Crossing.
Hadlow Park		1		This is totally inappropriate and likely to cause gridlock within the village. It is a little short of madness.
James Close		1		I have received your communication along with Drawing DD/587/07 ( I have also looked at your proposal for other areas around Hadlow ) and am NOT in FAVOUR of the proposed changes. The system that exists currently in the village is not perfect ( especially parking control in the village square and I have in the past 20 years never heard of anyone getting a parking ticket !!) but by putting unreasonable restrictions on those that live on Maidstone Road will just force them to park further along the road , maybe closer to where the road bends by James House and the sight line is poor. No cars should not park on the pavements which is clearly against the law but what is being done to stop it. The current parkin situation does slow traffic down in the centre so why change things that work okay as they are. As to the future maybe consider providing land for a village car park ( permit holders ) say acquire the field next to Weathered and Worn or look near to where the fencing company is.... Just a thought. But please NO double yellows all the way up the A26 as this will create more problems. These are my views.....the other option is a by-pass !!
Maidstone Road		1		I am NOT in favour of the Borough Council's proposals for changes to the on-street parking arrangements for A26 Maidstone road, Great Elms to Hadlow Park in the parish of Hadlow shown on plan DD/587/07. 1) I am a wheelchair user (who is too disabled to drive and I do not have access to most shops in Hadlow) so I am heavily reliant on delivery drivers. How would I get food and other essentials if they cannot stop on Maidstone road? 2) I run several community groups from my home (it is the only one that is wheelchair accessible so we cannot meet in other homes without excluding me). Some need to park in Great Elm when they come (many elderly). How would I stop becoming socially isolated again and no longer able to make a contribution to my community? 3) As long as they are not parked all the way on the pavement the parked cars are an advantage to me as they slow traffic down. It makes it safer to cross the road. Even more importantly for me it makes it safer to get into the road to navigate around the rubbish bins when they are left strewn across the pavement. This is a regular problem and has been highlighted many times with the council. The road is terrifying as it is and cars would drive even quicker if it was marked as a clearway (in my experience psychologically drivers associate this with no pedestrians). How would I avoid being run over if they drove even faster? 4) Some of my neighbours would be in real difficulties in parking their own cars when they have workmen in. There is nowhere to put their car and the workman's vehicle on their drive simultaneously. These are not regular occurrences but when your boiler breaks or you have a leak you need someone to come. How would we get emergency repairs done to our homes if larger work vehicles cannot park temporarily on Maidstone road? 5) I cannot see that there is much of an issue at present and do not see why we even need these restrictions. People rarely park on my section of Maidstone road except for deliveries and as for Great Elm it usually quiet down there during the day and my community visitors only park there a couple of times a month if there is no more room on my drive.

Road	In favour	Against	Unclear	Point 1
Warren Gardens	1			I have attached a counter proposal extending the double yellow lines to the far end of the development.
Hope Avenue	1			
Waterslippe	1			I am in favour of the proposal, it will bring this end of Carpenters Lane in line with the High Street end. It's a shame the Highway Code needs to be enforced like this but it will make the roads a lot safer.
Waterslippe	1			
Waterslippe	1			I would welcome the addition of double yellow lines to the junctions between Carpenters Lane and all of the side roads - turning visibility has become quite challenging. I disagree with the extension of the double yellow lines to the front of number 18 Waterslippe, thus removing an existing parking space where parking is already limited. The driveway of number 18 is at an angle and I believe the lines should terminate at that driveway.
Carpenters Lane		1		Whilst I agree it is beneficial For junctions to be kept clear, any restrictions to parking in this area would cause problems for residents as many properties have little or no off-road parking. For example, the four flats opposite me (70/74 Carpenters Lane) have no off-road parking and neither do many of the older properties in the area, particularly in the Freehold . This results in considerable competition For parking spaces and difficulties with deliveries and tradesmen not willing to work if they cannot park. There are opportunities to create more off-road parking in the area which would improve the situation but, until that happens, the restrictions you are proposing would exacerbate the situation. As far as traffic speed and flow is concerned, Carpenters Lane already suffers From vehicles travelling far too fast. It is used as a cut through often by large commercial vehicles and is, periodically, on the 'boy racer' circuit. In my view Carpenters Lane would benefit from traffic calming measures rather than speeding things up, particularly with the prospect of 101 new houses being built in the vicinity.
Warren Gardens		1		We are residents of ██████████, Hadlow. Mr ██████████ is disabled by taking away the parking bay he will lose his independence. He will have to find somewhere else to park which he will not be able to walk to. Where are all the visitors supposed to park when all the parking has gone?
Waterslippe		1		As a resident of Waterslippe ██████████ I do NOT see the need to double yellow line the non-residential side of the road as it is so narrow, no double sided parking can take place or does take place. Plus, what is the purpose of taking the lining across the front entrance and boundary fencing of No.18. This does not make sense; I believe the residents do get particularly distressed about any traffic hindering their coming and going, but I don't see double yellow lining would ease their concerns, apart from taking away two parking spaces in front of the fencing (which to my knowledge has never been a problem for other residents). In my opinion, any extension of a double yellow line down the road is NOT necessary, other than both sides at the top entrance from Carpenters Lane. I have never heard other residents say that we have a parking problem! The only ongoing problem, whether a resident or not, is at the top of Waterslippe junction with Carpenters Lane (ingress/egress), opposite Twyford Road; traffic travelling down or up Carpenters Lane is NOT visible when cars/vans are parked less than 10 metres from the corner (particularly when cars are travelling at speed). Near accidents have occurred!!
Waterslippe		1		I am not in favour of the Borough Council's proposals for changes to the on-street parking arrangements for Hadlow shown on plan DD/587/08. As a resident of Waterslippe for over 37 years have never had any problems with people parking opposite the houses in Waterslippe or the areas specified in Twyford Road or Hope Avenue. In my opinion it would be a waste of the councils money in difficult times.
Waterslippe		1		We have no parking on that side of Waterslippe. Most dangerous parts of Carpenters Lane. Waste of money yellow lines in my road.
Carpenters Lane		1		Portion in front 91 Carpenters Lane is parking space and has dropped kerb to allow for such. Double yellow lines only required down Mill View section of corner. Not sure if all of Money Penny needs the lines, just the entrance.
Carpenters Lane	1			I think the lines should carry on past Caxton Lane on the left, as very poor parking on the bend (see highlighted area).



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Monypenny Close	1			Re: Monypenny Close! This is a good & favourable plan. I would suggest that lines are also in place on the left hand side on the corner leading to Bungalow No.2 as there are many people parkin on this corner making visibility bad and blocking the route. Personally I don't think the lines should be placed outside Bungalow No.1, not directly outside anyway.
Carpenters Lane		1		No way would I ever agree to the Borough Council proposals. We wanted yellow lines outside of our place years ago. When we go out of our drive we cannot see what is coming up or down the road when vans & cars are parked outside our drive. Now with the new houses at the top of Carpenters Lane it is going to be worse.
Monypenny Close			1	As a resident of Monypenny Close we agree it's a great idea, but it will push the cars which already (park) in our close (at the end) further in, and stop residents parking. It will only move the problem. 3 cars us our area are non-residents.
Kenward Court	1			We would like to see double yellow lines extended into Kenward Court to the boundary of No.3 and the entrance of No's 10,11 &12. Kenward Court is a turning place for all deliveries to the area. With what is proposed Kenward Court will become a car park. Is it not possible to have this turned in to a residents & visitors only road.
Kenward Court	1			Why not consider construction of a permanent car park to the south of Hadlow on what appears to be spare lanes next to the café and the antique shop behind the bus stop. If there is to be parking in Kenward Court it should be on one side only to ensure access for emergency and refuse collection vehicles. There should be not parking permitted in front of dropped kerbs to ensure residents have access to their driveways and garages.
Carpenters Lane		1		It will just cause more parking problems elsewhere
Carpenters Lane		1		I object to the proposed addition of 'No waiting at any time' double yellow lines to the entrance of Kenward Court from Carpenters Lane. My house is marked [REDACTED] on your plan, just before the entrance to Kenward Court. However, although the postcode identifies the house as Kenward Court this is an anomaly, because the only entrance to my house is in Carpenters Lane itself; there is no means to access my house from Kenward Court. In practical terms, it is important that contractors working on my house are able to park at the entrance of Kenward Court. For 26 years this has been possible because there is no parking restriction. It would therefore be extremely unhelpful, and conflict with my practical needs as a householder, were double yellow lines to be added to the Kenward Court/Carpenters Lane junction, as proposed in your plan. In any case, I cannot see what additional benefit would follow from making this change. In general terms: I have lived in the village for some 26 years. Although there are traffic issues in Hadlow because of the volume and type of traffic using the A26, I have observed that in practice, things work reasonably well as the parking and road signage is presently organised. I very much doubt whether the wholesale reorganisation that is proposed would bring sufficient benefits to justify either the cost or the upheaval that would be required for their implementation, or involved in adjusting to it. Your covering letter makes the point that 'some on-street parking can be beneficial in helping keep vehicle speeds down'. That is precisely the situation as it is at present, with vehicles having sometimes to negotiate their passage on the A26 through Hadlow. My reading of your plans and your proposed changes is that this scheme would be likely to facilitate higher vehicle speeds, something that would not benefit residents. Indeed, in my perception, these changes (if they did in fact ease the passage of traffic), would be more likely to reduce Hadlow's identity as a village, and make it seem more an anonymous part of the sprawling ribbon development expanding out of Tonbridge.
Kenward Court		1		I feel it does not give residents in Littlefields flats, or the main road an option for parking which will in turn have a knock on effect for local roads - Kenward Court, we are just around the corner & I feel we will be used as a daily alternative parking area for the A26, but I do not think the cars will be moved each evening. We have struggled recently during the roadworks on the A26 to remove the blocks to tarmac, due to excess car parking and no space or access for Kenward Court Residents. I feel that this will only get worse now.

Road	In favour	Against	Unclear	Point 1
The Terrace		1		I think that it is madness that you want to put double yellow lines and two hour parking in the village. Parking has never been an issue in the village. As a resident of the village, I would like to know where you propose that we park if we cannot park in the lay-by or the square. We park in Court Lane as we live on the main road, if you put everything in to action we will have big problems parking as all the other residents will be parking in Court Lane and anywhere else they can find a place to park. I don't want to be carrying all my food shopping a long way from our car to home. I suffer with Arthritis and struggling with walking sometimes. It's all very well you coming up with this bad idea but you haven't come up with a good and sensible solution for us residents who live in the village.
Hailstone Close	1			We are generally in favour of proposals for changes to the on-street parking arrangements as set out on the plan received. However, whilst we appreciate that some sort of parking policy is needed for the village we have concerns that there will be more cars parking in Hailstone Close, particularly as walking access to the village is only a couple of minutes along the alleyway running alongside the close. There are already cars parking all day that are non-residents (presumably working in the village). Also, some residents with more than one car have to park in the road as some driveways are not big enough for two cars. Having more cars parked in Hailstone Close will mean less for space for visitors and trades people, and will make it very difficult, maybe even impossible, for emergency vehicles to access the far end of the close. This may also affect the waste collection vehicle each week. Although not mentioned in your letter we understand parking charges may also be introduced for the village which will likely mean people parking in the above areas to avoid payment.
Toby Gardens	1			Cars and particularly large vans parked on this corner make it difficult to see oncoming traffic from either direction. If anyone were to be travelling too fast it becomes dangerous and could be the area for an accident.
Hailstone Close	1			Residents permits should be given. In the past a fire engine and dust van couldn't get through because of parking either side. Will it be policed?
Maltings Close	1			Talking with neighbours who reside [REDACTED] the consensus is that the parking around us is generally acceptable. Perhaps cancel the lines around the entrance to Dray Court as most visitors park either with DC or further along Malting Close
Dray Court		1		There have been no problems with parking over the last 30 years, since the houses have been built and I think it will only MAKE problems if you carry through with your proposals. People will only start parking in our complex's Residents and visitors only car park.
Maltings Close		1		I do not think double yellow lines are required in Maltings Close. Having been a resident for 15 years I have never know any parking problems. Yellow lines would be a waste of time and money.
Maltings Close		1		I am NOT in favour of the proposals for these 4 roads. The restrictions are unnecessary and would lead to parking problems for the residents.
Toby Gardens		1		Currently with parked vans and cars, it is a blind corner, which always needs care in passing. Double yellow lines would be the answer. The proposed yellows on the opposite corner could be discarded.
Dray Court		1		I find it incredible that you would want to put yellow lines on the corners stating that there is a parking problem, this is absolutely untrue, I live in Dray court and walk my dog three times a day around the area, and I can categorically tell you this is no parking issues, I personally think you might create some, it would also spoil the look of our roads to have hideous yellow lines on the comers for no reason, what I would suggest you do ,is repair the roads around Kent and stop making yourselves busy trying to solve a problem that doesn't exist, also you could put some salt bins around so when it snows, me and other able body residents could grit the pavements for the older people. In dray court the average age is about 70 so that would be more useful. NO TO YELLOW LINES

Road	In favour	Against	Unclear	Point 1
Maltings Close		1		We are NOT in favour of the Borough Council's proposals for changes to the on-street parking arrangements in the parish of Hadlow. Furthermore, we wish to comment on the informal consultation as follows: 1. The proposals affect the whole village and hence it appears disingenuous at the very least not to advise all residents affected of all sets of proposals. Indeed, it appears that several individual informal consultations are being undertaken rather than a single informal consultation. For that reason, we wish to object to all component informal consultations making up the Hadlow Parking Review. 2. The principle of allowing on-street parking overnight on the A26 as proposed "to help manage vehicle speeds" is dangerous. Parked cars should not be a substitute for formal traffic calming measures. 3. The removal of all existing "Access protection marking" ("Dog-bone" white lines) and their replacement with the proposed "No waiting at any time" (Double yellow lines) is, however, pragmatic. Indeed, it is my understanding that access protection marking is unenforceable and should not be in use in any case. 4. The proposed "Limited waiting" parking zone in the village centre is counterproductive on many levels. It will lead to vehicle displacement to dangerous locations, as per the proposed principle 2 above. It will also lead to vehicle displacement to side roads which, when coupled with proposed reductions in parking locations there, will inevitably lead to further congestion and dispute. 5. The proposed application of "No waiting at any time" appears random. For instance, it has been applied across the entrances to the driveways to No 37 & 38 Maltings Close but not in front of the driveways to both No 1 Maltings Close & No 8 Carpenters Lane. 6. We strongly object to "No waiting at any time" in front of the house at 37 Maltings Close but we do not object to "No waiting at any time" in front of the driveway at that address. For these reasons we consider the proposals are poorly drafted and believe they should be withdrawn in their entirety for reconsideration at the very least. We trust that our comments of objection will be considered going forward.
Maltings Close			1	Thank you for the ( informal consultation ) for proposed changes to parking in the area of Hadlow. The area of Hadlow and the quality of Life would be much improved by building a bypass and could be the ultimate solution for dealing with the high density of traffic passing through Hadlow. The volume of polluting heavy commercial traffic has now reached serious proportions, Can we please have a proper debate covering all aspects and come forward with some possible solutions for how this can be dealt with. Painting various lines on the road restricting parking will not provide alternative parking for residents and visitors The effect of placing parking restrictions adjacent to houses would badly effect property value. Alma Place! the houses located at the end of the Village on the other side of the road to the Two Brewers Pub! this is where there is a traffic problem (a bottle neck), parked vehicles outside of the houses does interrupt the flow of traffic. Before any restrictions are considered ? the interests of the residents of Alma Place must be looked after, restricting parking outside these houses would be a major blow to the residents.
Maltings Close			1	We are concerned about the parking plans for Maltings Close, Hadlow that will have an impact on our match days against visiting bowls clubs on some Saturdays and Sundays. We have matches against clubs from a radius of about 20 miles. Usually the visitors park mainly on Maltings Close as Dray Court is for their residents only. As a resident of Maltings Close I envisage even more general parking will take place as Hadlow residents are restricted with fewer parking space available in the village. Parking on the bend in Maltings Close is already dangerous. If the members of the visiting clubs find it too difficult to park near the bowls club they may choose to not play matches against us in the future. These matches are our main source of income and without them the club will struggle to survive and Hadlow will then lose a valuable amenity. Hopefully we will be able to use the Old School hall car park on these occasions. I hope you will understand our concern and give it some consideration.
Victoria Road	1			I am very pleased its being done as is an accident waiting to happen.
Victoria Road	1			I am very much in favour of the changes. Some drivers are very selfish when they park in these area which then causes congestion and problems for other road users and residents

Road	In favour	Against	Unclear	Point 1
Victoria Road	1			In front of 1, 3, 5 Victoria Road - can we have Residents Only painted on road?
Victoria Road	1			Please do my lines outside my drive as promised (please check my letters I have written to you) . I have years ago applied or lines because of pub residents and visitors from East Peckham and surrounding areas parking outside my dropped kerb to use the pub and the Golden Green Hut for every event. This means nine out of ten times I cannot get on or off my drive, and means we park round the cul-de-sac to the lane. This is not fair as I'm disabled and cannot walk far and I'm in terrible pain. I'm in agreement and hope this applies to my lines to be done outside of my drive as promised to be done while doing Hadlow to save money.
Victoria Road	1			
Victoria Road		1		I have lived in Victoria Road since 2005. I haven't seen any problems with parking so why are you wasting money on unnecessary yellow lines when there is no need.
Three Elm Lane		1		Strongly recommend relocation of the bus stop outside 1 Bell Cottages to where there is plenty of space in front of The Bell public house. This would also reduce the huge sweep into the pinch point in Victoria Road. Also want 20mph speed limit.
Three Elm Lane		1		We are against the proposed changes to the eon-street parking arrangements for Golden Green as there are not enough parking spaces now. There is very limited parking for users of Golden Green mission hall and they have to park on the road where they can find a space. Why restrict parking in the lay-by in Victoria Road? Why restrict parking to make it easier for speeding motorises through the village. Golden Green needs flashing "slow down" signs to deter speeding motorists. If the Council decides to restrict parking in Golden Green then alternative parking should be provided. The area at the top of Kelchers Lane is in a bad state of repair with huge puddles. Maybe the Council could approach Hadlow Estates to release some land for residents and hall users to park. They are happy to sell off a huge plot to Tunbridge Wells BC to build thousands of houses that will cause huge problems in the area.

## Hadlow Parking Review – Informal Consultation

Joint response from [REDACTED] (addresses below).

***We are not in favour of the Borough Council's proposals for changes to the on-street parking arrangements shown on plan DD/587/03.***

Please see our comments and suggestions below, including annotated map and photos. We would also like our comments on the other parking proposals in the village taken into consideration (see end of document)

### **A26 Tonbridge Road / High Street, Hadlow Square, Church Street and Maidstone Road South** (between Weathered & Worn and Two Brewers/Vicarage)

In the past cars were able to park on both sides of the A26 as there were no parking bays and no pelican crossing.

When the pelican crossing was installed and zig-zag lines painted some parking spaces disappeared. Later, The Maltings were converted to residential and houses built over the brewery land, Carpenters Lane was realigned and more spaces disappeared. Finally, when the High Street was relaid with brick paviers, the pavements widened and lay-bys installed more spaces disappeared.

Also, during this time, Littlefield, a council-owned housing block of 12 flats, in the centre of the High Street, was given over to a housing association and tenancies changed from favouring elderly people with no cars to younger people with cars or motorbikes. If Pound House, opposite Court Lane, were to make the same change, a proportion of its tenants could consequently own cars requiring parking spaces.

We are a car-owning society but a situation has been created whereby we in the centre of the village already have a restricted number of parking spaces and now, it appears, residents are in danger of losing even more spaces. We may be on a main road but we are still a village and we want to preserve the village atmosphere but the brick paving, which gave us a special feel, has recently been removed and the appearance of the centre diminished as a consequence.

There are 51 residences (on both sides of the A26) between Weathered & Worn and the Two Brewers/Vicarage that have no off-road parking space. Between these two points there are 38 parking spaces in lay-bys (if people park sensibly) and 13 on-street spaces, totalling 51 spaces which, coincidentally, matches the 51 residencies! The current proposal is to time limit a mixture of 38 bay & street spaces. If these are designated as two hour limited then retired residents, those who work from home or are on night shift, maintenance people, carers etc. will have to find somewhere else in the village to park. Residents of Appletons, The Forstal, Maltings Close and Court Lane will not be happy when more cars are parking outside their houses and cluttering up their streets.

Having surveyed the shops and businesses in the centre of the village we have established that 12 workers need an on-street parking space during the day.

### **Suggestions and informatives**

- Remove all the lay-bys from the proposed Limited Waiting Mon-Sat 8am-6pm. These lay-bys are for residents' parking and shop workers and, where there are gaps during the day, people visiting and using the shops, hairdressers and Dentist.

You say that complaints have been made by residents, the Parish Council and local Borough Councillors. If they are related to customer access to businesses in the village then that is understandable. In a former exercise about parking in Hadlow, the Square was designated 'time limited' to one hour and 8 spaces marked out. There is a notice to this effect but, it appears, the area is no longer patrolled, and hasn't been for some time, probably because of a lack of staff. As a consequence cars are often parked there all day. In this case the authorities are responsible for the failure of this particular parking strategy.

If the authority does not have enough staff to manage this area what hope for the proposed 38 other spaces in the High Street and Maidstone Road? We would suggest that 8 spaces at a max of 2 hours per space would surely be enough for most people using the shops or other amenities. Say you drove into Hadlow for a hair-cut and a bit of shopping 2 hours would be enough. You wouldn't need 2 hours to visit the pharmacy or the baker's or the convenience store or the newsagent's. How many dental or surgery visits take 2 hours?

- Do NOT implement the yellow lines outside Alma Place and Inkerman Cottages. The on-street parking outside these houses (approx 6 spaces) helps to slow down the traffic in both directions and makes the centre of the village safer. Without these parked cars the High Street will become a racetrack.

- Do NOT yellow line Church Street, there are four car parking spaces for residents and shop workers, and since spaces are at a premium this would exacerbate the problem of parking elsewhere.

If the complaints are related to vehicles parking partially, or wholly, on pavements then that too is understandable if it impedes pedestrians, prams or mobility scooters.

- Do NOT yellow line the area outside 7 & 8 Castle Terrace/North Lodge. Because of limited space there are usually 3 cars parked here with nearside wheels on the pavement. These cars help to slow down otherwise speeding traffic during the day as well as at night. There is usually enough space for a large pram or mobility scooter to pass but
  - a demarcation white line painted on the pavement would provide a beneficial solution to any potential conflict (see photos on sheet **A, B & C** and measurements on map).

There are often cars parked entirely on the pavement between the Castle gateway and the chip shop and that can make passage by a mobility scooter difficult.

- White-lining on the pavement would help here too (see photos on sheets **D & E**).

### **Conclusion**

The yellow lines will only be required if the 38 car parking spaces are disallowed in the lay-bys and little odd spaces around the Square and High Street area. Unless the Parish Council or others have a plan for a High Street residents' car park the only option for the 51 residencies who have no allocated parking space of their own (through no fault of their own) can only be the lay-bys and part-shared pavements as is currently the case as, with the best will in the world, there are not 38 spare car parking spaces anywhere else in the village and certainly not within a sensible walking distance of people's homes.

All that is really needed is enforcement of the time limited parking in the Square (the original marked 8 spaces), a letter to residents to point out how to park sensibly and considerately in the lay-bys that we do have and some white lining where sensible pavement parking can be allowed.



Please see useful annotated map and relevant photos below.

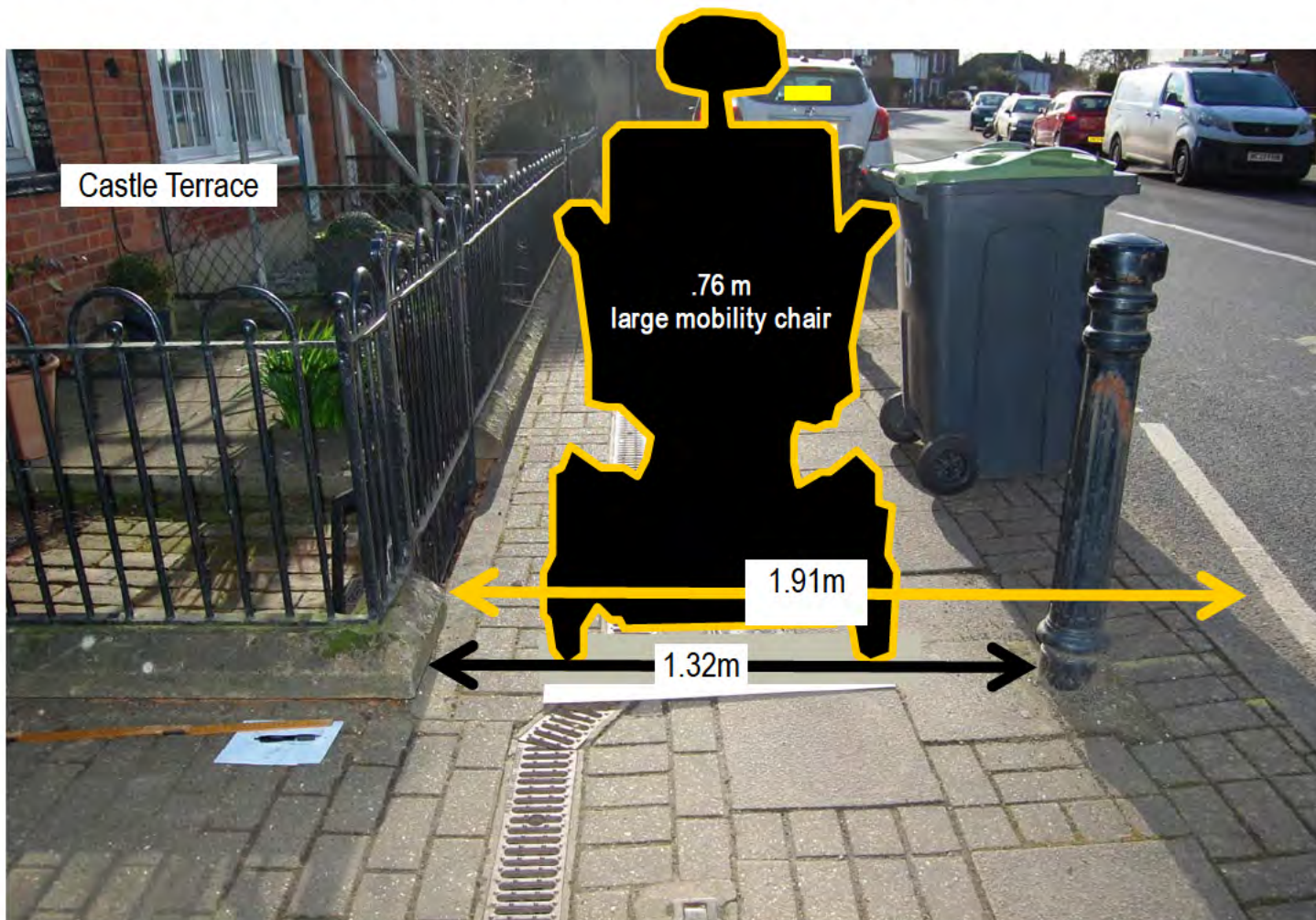
Map showing measurements relevant to the shared use of the footway by pedestrians and cars.





A Castle Terrace looking towards Castle gateway

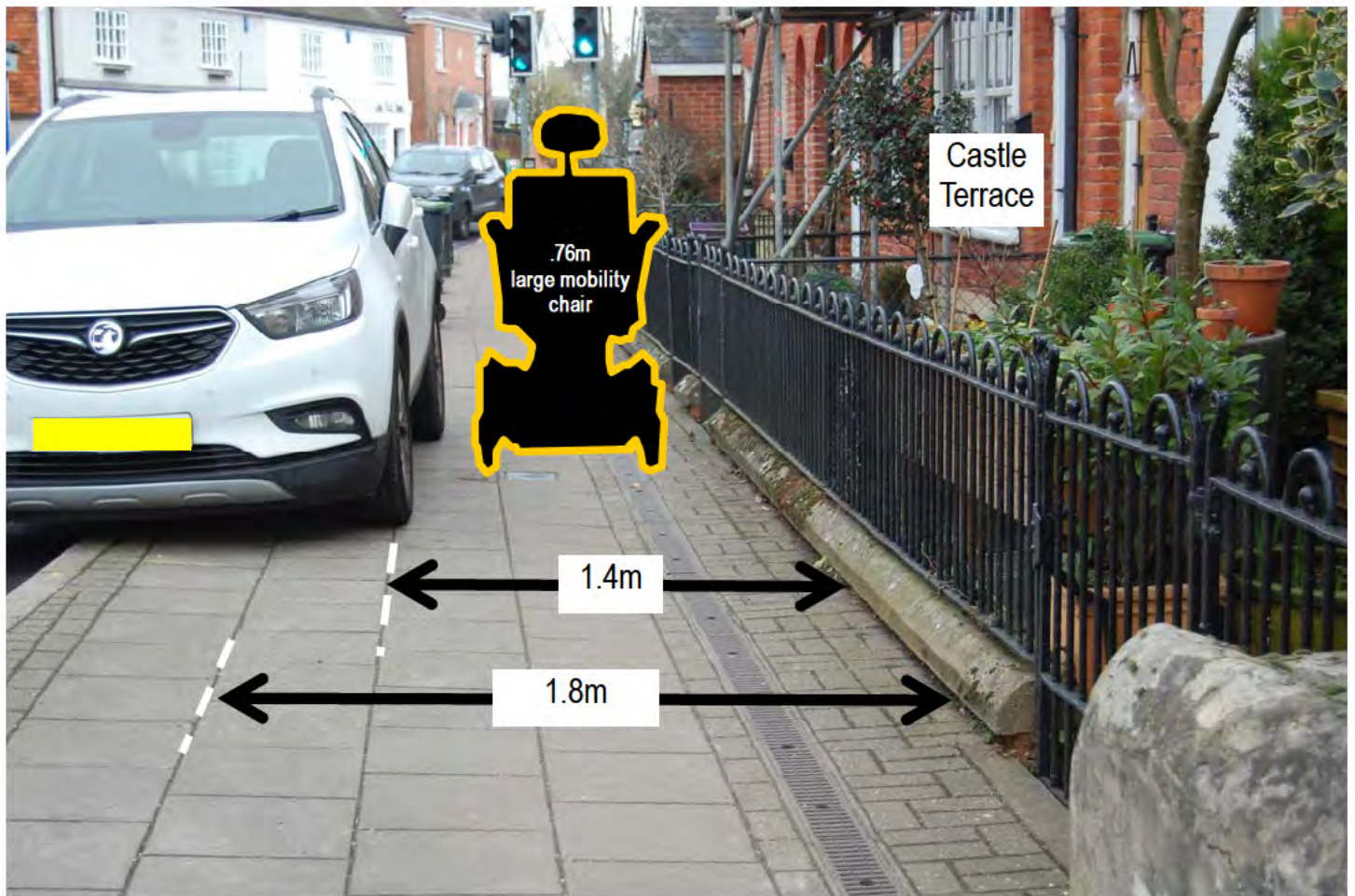
As can be seen, 1.32 m is currently considered adequate clearance for access along the pavement.



**B** Castle Terrace side of Castle Gateway

Car is close to the bollard.

White line could be at the 1.4m line and still give clearance for a large wheelchair (see currently approved access tolerance on next page).

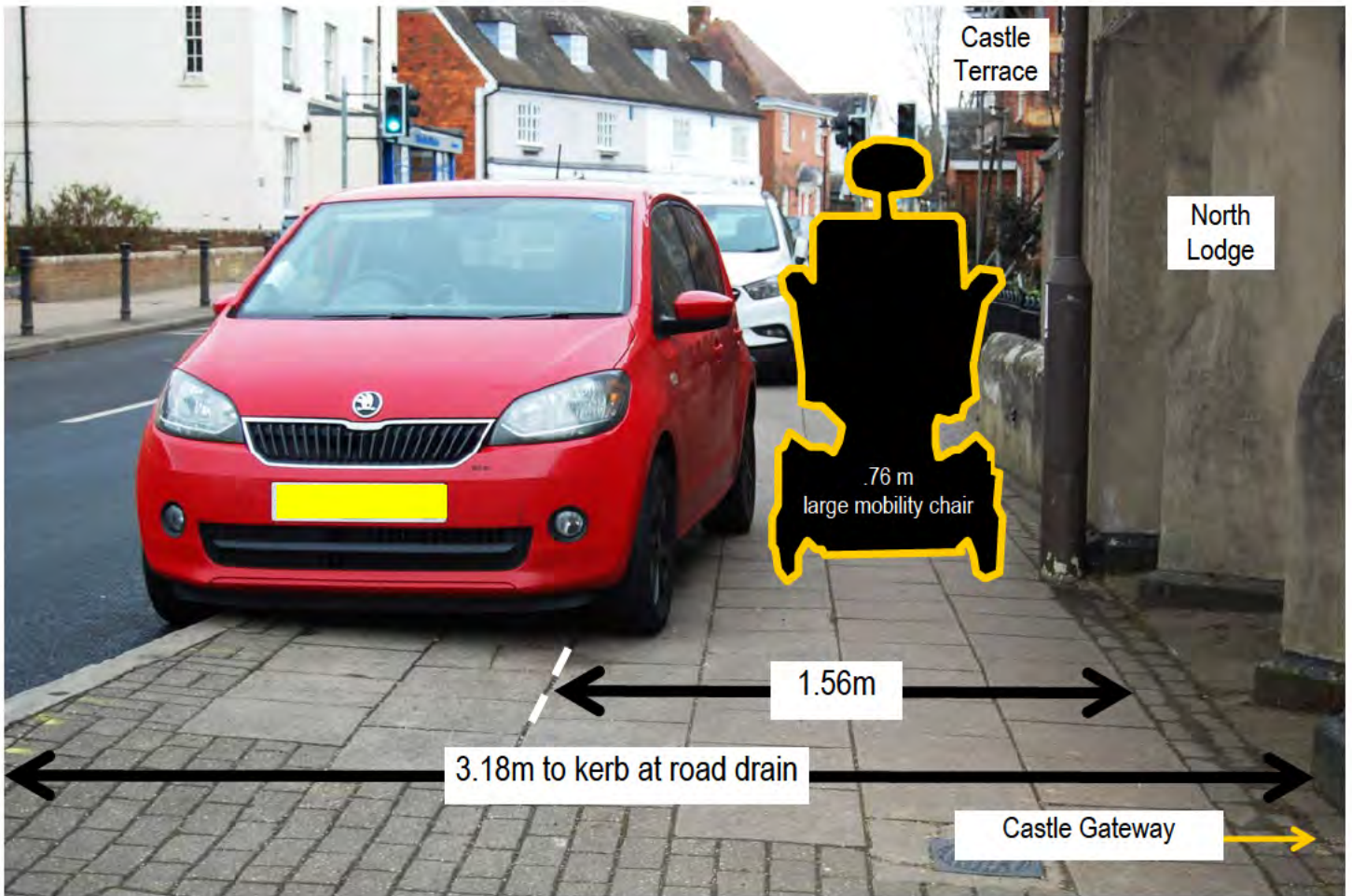


**C Castle Terrace side of Castle Gateway**

Normally there are 3 cars parked here with wheels on pavement.

The pavement varies in width - wider by gateway (2.66m) but narrower at bollard outside 5 Castle Terrace (1.91m).

The pinch-point is at the lamp-post outside North Lodge which could be mitigated by a white line on the pavement.

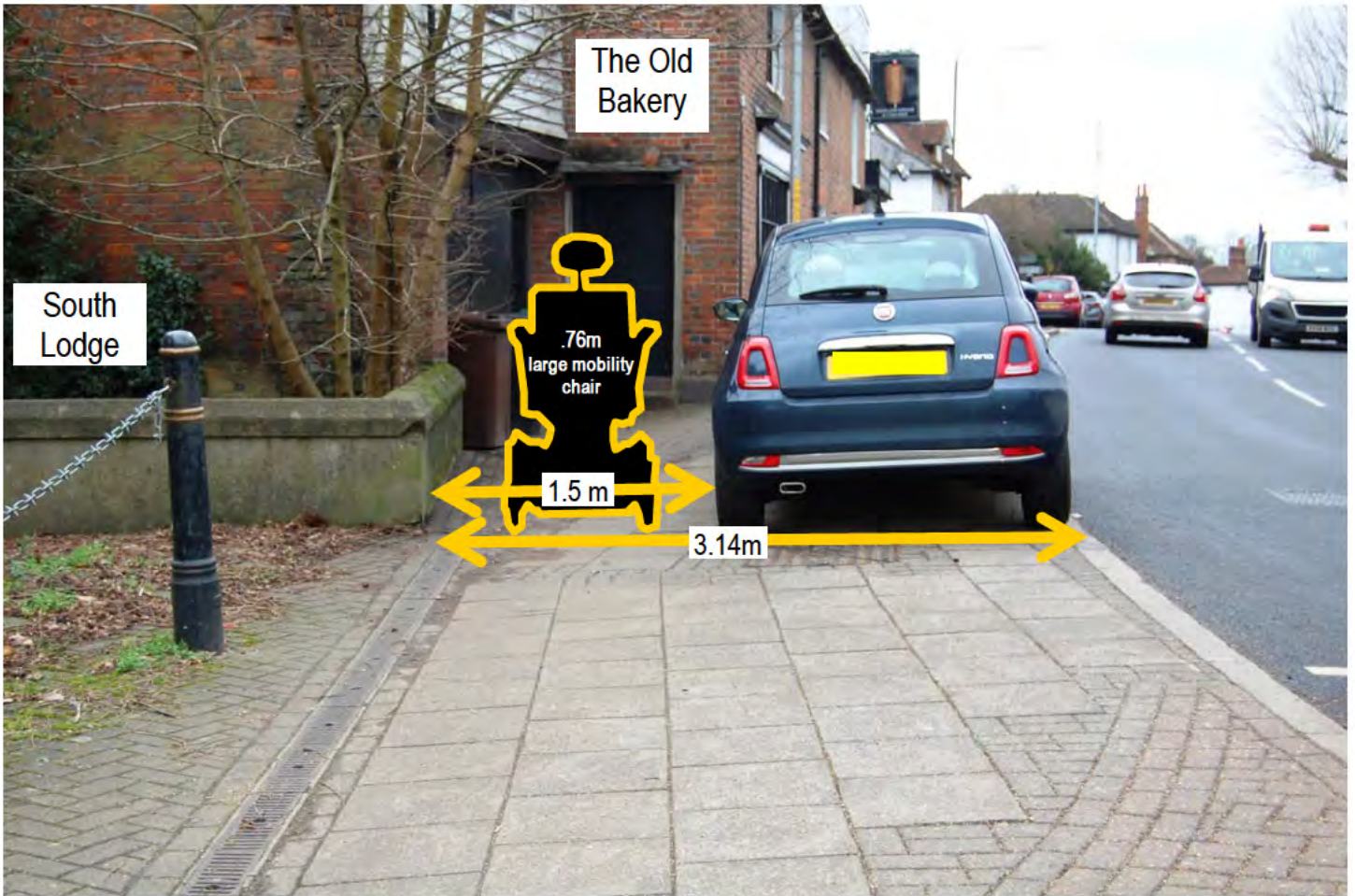


Example of pavement parking white-lining in Wimbledon/Raynes Park area in south London on the A238



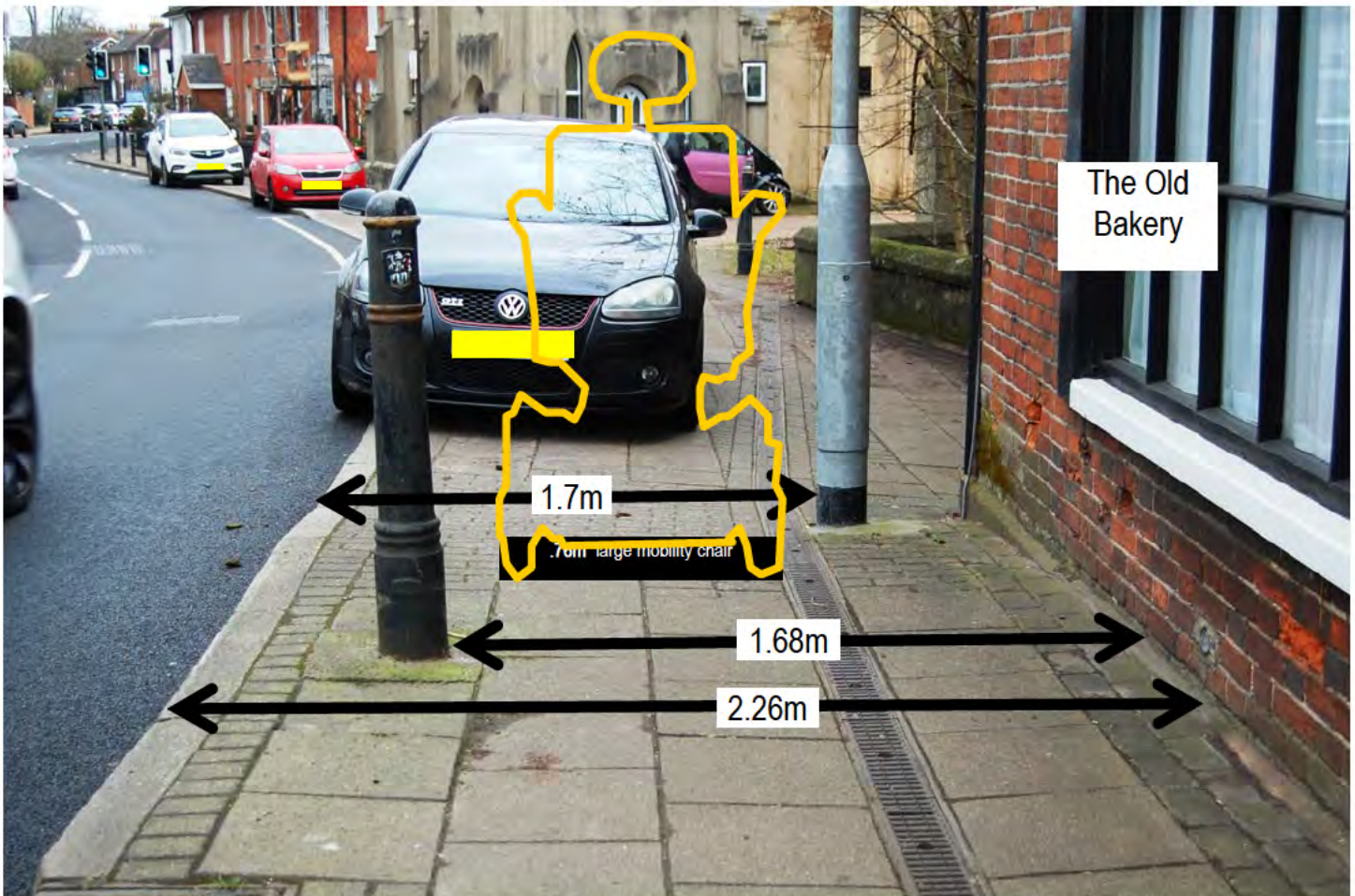
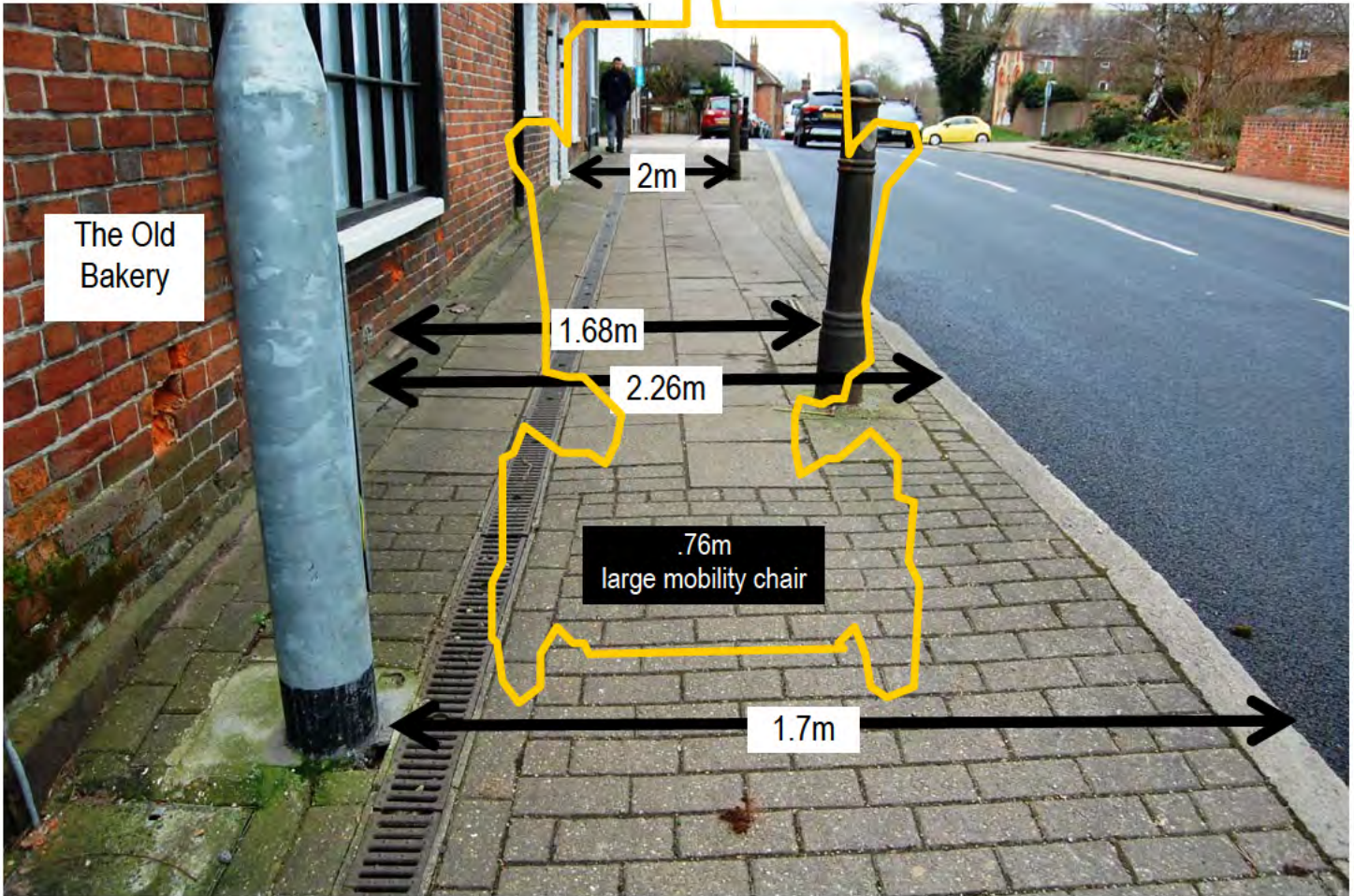
**D Tonbridge side of Castle Gateway**

Kerb was lowered to allow delivery vehicles to park next to the Old Bakery when it was still functioning as a bakers. Usually 2 cars are parked here but sometimes 3.



E Tonbridge side of Castle Gateway

Cars sometimes park between bollards on this stretch, sometimes with all 4 wheels on the pavement which means a powered wheelchair will not be able to pass. This is usually at night. White-lining on the pavement would control this.



**We also wish to add our responses on proposals for other parts of the village:**

### **A26 Maidstone Road South**

- Remove all plans to yellow line both sides of the A26 from Albion Close to Spa Close and on the opposite side.

Sometimes cars are parked on the left hand side going towards Maidstone (rarely) and almost never the opposite side. There is no need for these lines.

- Remove yellow lines proposals for Great Elms except for possibly the junction with the A 26 where we believe there is occasionally a problem with parking on this junction.

### **A26 Maidstone Road North**

- There is no need for yellow lines from Spa Close up to Hadlow Park.

The residents of Park View Cottages park opposite on the grass verge outside Hadlow Park. I do not know of any parking problem here and if there are any parked cars they only serve once again to slow speeding traffic. Until there are speed cameras or other traffic calming methods put in place parked cars will have to do the job.

### **Great Elms**

- No comments other than those added previously.

Cannot see the need for yellow lines at the Cherry Orchard junction with Great Elms, that is a dead end therefore no real collision risk.

### **A26 Carpenters Lane South**

- No reason to yellow line both sides of the A26 right down to the college.

There are rarely any parked cars along this piece of road. No need for yellow lines near the electricity substation in the spur off Carpenters Lane. These are two handy car park spaces causing no harm.

### **A26 Carpenters Lane North**

Possibly there may be a reason for yellow lines at junctions off Carpenters Lane to smaller side roads.

- No need for yellow lines in Waterslippe, no one parks that side and residents have either driveways or garages or both.

### **Court Lane**

- No reason for yellow lining the North side of Court Lane. The parking only occurs on the South side and is workable.

### **Malting's Close**

Is there a real need for yellow lines on all the junction corners?

### **Carpenters Lane Mid**

We would have thought yellow lines in Monypenny Close not really required, people have to park somewhere.

