

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Mount Pleasant	1			I am in support of the parking permit. The new restrictions will have an impact on an already very busy road. It is extremely difficult to park in Mount Pleasant due to the offices who have parking and many people who do not live nearby. I also have concerns about the parking when the residents have open. It would help the residents nos1-10 if the restrictions were longer hours as many people park during the evening or overnight blocking us.
Fir Tree Close	1	1		I am broadly in favour of the new yellow line restrictions of time limits changing but not the requirements for residents to have any permits. We are struggling to pay our bills due to the cost of living crisis and so must not ask residents to pay anything more.
Ashley Road				I am not in favour of the Borough Council's proposals for changes. This is for the following reasons: 1) It's regrettable that the consultation did not include the potential changes to Leigh Road, which depending on whether they go through, may make parking on Ashley Road considerably more attractive for access to the alley through to Stocks Green school. Therefore it calls into question other people's responses to this if they have only looked at it from an Ashley Road perspective. 2) I approve of the double yellow lines at the junction of Brookmead and Ashley Road. Visibility is limited here and it may stop people parking just inside the road. 3) On the straight part of Ashley Road (67-63 - both sides) parking can be a problem here as it can cause a hold up when meeting oncoming cars. The proposed double yellow line only on one side seems a strange selection. Both sides have drives and the side that has been selected includes an individual who utilises their drive but has multiple work vehicles. I'm not sure what problem these one-sided double yellow lines solve. It would seem to just the problem onto the other side of the road. 4) The double yellow lines around the outside of the Ashley Road ring. This is not a feasible solution as it will cause people to park opposite drives, which makes it very difficult to get on or off. There are areas of the road where there are places suitable for parking and they are not limited to the inner ring and so again I do not think this is a good solution. It would be better to isolate and mark out parking bays that take into account people's drives and a turning arc to enable getting on and off their drive. I would advocate either no change (which may need a review depending on the changes to Leigh Road) or designated free parking bays on the ring with double yellows elsewhere. Note - I believe the disabled parking bay outside number 17 was removed some years ago and a separate consultation happened around that? I'm unsure why it still features on your map.
Church Road	1	1		I strongly agree with the introduction of double yellow lines around the junctions of Riding Lane/Tonbridge Road, Riding Lane/Church Road and Riding Lane/Mount Pleasant as the parking there is very dangerous. I would also welcome double yellow lines in the narrow part of Church Road as I have difficulty getting on and off my drive with parked cars obstructing my view and access. I am also concerned that a fire engine or ambulance would be unable to gain access to the narrow section of Church Road with parked cars making the road even narrower. At present, vehicles have to mount the pavement and drive along the pavement to get past the parked vehicles and many of them do not slow down. This would not be necessary if the parked cars were not there. I do not agree, however, with the proposals for the commuter parking, permit parking or the restricted parking on the B245 as I do not believe this is necessary and may have an impact on people using the local shops and cafes.
	1	1		I would like to pass my opinion regarding the Parking Plan for Riding Park. I totally agree with the double yellow lines on the corners, as parking on them at the moment does interfere with traffic, especially large delivery lorries and refuse collection vehicles. The worst area (my opinion) is the entrance into Riding Park from Riding Lane. This area has always been an obstructive view when exiting Riding Park. With double yellow lines in Riding Lane (opposite the "rec", this would give a clearer view for both drivers and pedestrians crossing into the entrance of the "rec". With regard to the entrance into Riding Park, I see there is no yellow lines from the ones marked on the corners up to the existing ones going around the island. Would that not cause people to park on either side of the road and just leave room for single line traffic? Also what happens to the cars that are owned by residents of the flats in Riding Lane, if they cannot park on the road? Finally I cannot see the reason for making Riding Park a Permit Parking Area. I am sure you are not going to get commuters for the station parking in Riding Park, then walking down to Hildenborough station. There are other options for them a lot nearer the station. It is probably a 20 minute walk from Riding Park to Hildenborough station. Who in their right mind would want to park their car in Riding Park and have a 20 minute walk every day in all weathers? Making this a Permit Area would only cost residents more money to pay out and give a revenue to the council. It has always worked before, so just making the road markings, I think will be sufficient, and I would like you - along with other residents - to think again about Resident Parking Permits! One more thing, there is also a yellow line straight ahead of the Riding Park entrance, between Nos. 11 and 19 which could be deleted.
Tonbridge Road	1			We are very much in support of the proposed double yellow lines near the chemist and library in riding lane. ■■■ driveway is between the two cars frequently block or partly block it, and it is extremely difficult for us to pull out of due to not being able to see past parked cars.
Riding Park	1			I have marked 3 areas in red that cause problems of sight lines for traffic in riding park. Who is going to police the parking areas?
Church Road	1			There does need to be change, but concentrated around the village hall I would suggest no stopping at any time. The people using the hall constantly block Church Road where I live stopping access turning around in residents' driveways. There is ample car parks they are just lazy dropping children off and don't want to get out of their cars. The early evenings are worse I can often not get home from work without the road being blocked or someone over my drive. I do however need people to be able to park over the front of my drive ie tradesman attending to my property and my disabled mother requiring parking when visiting. So possibly resident parking and visitor permits the keep clear signs at both ends of the road are not adhered to just as an extra note.
Ashley Road	1			
Ashley Road	1			Would suggest that the entrance to Ashley Road has DYs on both sides of the road as the moment it is dangerous to either enter or exit.
Riding Lane	1			I welcome the council's attempt to deal with Hildenborough parking problems. Thank you for your letter and the maps of the areas near me. I found the plan difficult to follow, eleven different colours, some similar and some overlapping. At the next consultation I should like to see large scale display boards of the exhibition in say the village hall. If possible officials or councillors could be on hand to answer questions offer explanations. Thank you for consulting the residents.
Tonbridge Road	1			Specifically B245 south of half moon lane. This would be really helpful to sight lines when exiting properties. It would on occasions also help traffic flow.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Church Road	1			I am very much in favour of the double yellow lines proposed for the end of church road by the village hall as the parking here is atrocious and a real concern for access of emergency vehicles. I don't feel our area is greatly affected by commuter parking as there are so many houses with no off road parking and no spaces are usually filled by these cars. the main problem we have is the inconsiderate parking from users of the village hall who have no consideration for residents and just abandon their cars everywhere rather than use our carparks that are very well placed. so i feel extra cost to residents permit parking would be unfair at this time when money is tight
Rings Hill	1			I would like you to consider that the yellow double lines continue to th end of my hedge. Reason is I am constantly having cars park outside in late evenings and drinking and throwing empty cans under my hedge. Also could it be considered to have speed bumps as cars speed.
	1			To whom it may concern I am in total agreement for these works to go ahead as parents park across my driveway at school pick up times and drop off with no consideration how we're supposed to exit
Brookmead		1		the traffic will move to other roads to park. The answer provide more carparks for free of charge. To help people to get to work schools etc also the towns need free parking to help the highstreet shops.
Church Road		1		I do not think that commuter parking is a problem in my experience. Parking is adequate as it currently stands
Tonbridge Road		1		I am grateful for the opportunity to comment on the proposed Hildenborough Parking Review. I wish to make the following observations and suggestions please. 1. The introduction of parking charges in Noble Tree Road is not supported as the current use for the commuters is proportionate and encourages people to use the Railway which in this time of environment change is important. The current situation does not appear to be a problem and should continue. The danger in charging could push the commuters further into Hildenborough which is what the review is trying to prevent. 2. There does not appear to be any evidence provided that commuters are using the area around Mount Pleasant to park for the station and therefore the proposals for parking permit areas are unnecessary and have significant disruption potential and expense for people resident there. There should be evidence provided that explains why such a system is necessary. 3. I have consulted with my neighbour at [REDACTED] Tonbridge Road and our preferred change outside our houses would be for double yellow lines extending from the boundary of 160/162 along to the existing no waiting at any time shown as red in the key at the end of 158" property. I would ask for the blue proposed limited waiting area outside 158 to be removed and the part of the proposed limited waiting outside 160 to also be removed. This would assist in furthering the objective stated in paragraph 2 of the Parking Review Letter of safety-related issues around junctions ie exiting Mount Pleasant by the Technology House and especially exiting from numbers 158, 158A and 160 Tonbridge Road. The current parking makes exiting extremely hazardous as Tonbridge Road is a main road with many vehicles failing to adhere to the 30 mph speed limit. The removal of the two parking spaces would not significantly alter the provision of limited parking provision on Tonbridge Road but would make a significant difference to the safety and visibility for drivers and pedestrians crossing the road. Could this be amended on the proposals please?
Foxbush		1		I am a resident of Foxbush and find the proposals wholly unreasonable. The idea oof being charged for the ability to park outside my house is wrong and to me a fund raising/money grabbing exercise by Tonbridge and Malling Borough Council. As present we do not have parking pressure on the road save to times where there are events at the church or the Glebe Fields. I do however see that my restricting parking on Noble Tree Road the pressures may be felt in the village and Foxbush. Is it possible that we can park our cars as residents by applying for permitsand pay for 'guest passes' the idea of restricting the residents is unfair and wrong. I have 4 cars as I have grown up children we park 2 cars on the drive way and in front but the combination changes – having to pay for 4 passes is an issue that you should address. I have to ask you to provide what date you have to the public these are obviously highly developed plans and much so for what is only a review it seems to me that this is a done deal. The idea is a good one but the monies involved and restrictions put upon the residents is erroneous and wrong. Further consultation is clearly required and may I ask what do the 'complex' matters referred to in the Cabinet papers refer to – openness please.
Stocks Green Road		1		I am NOT in favour of the Borough Councils proposals for changes to the on-street parking arrangements in the Hildenborough Parking Review. With specific reference to the Stocks Green Road DD/588/09 proposals;- 1. The proposed plans are unnecessarily extensive in proportion to the very minor issues that arise in the Stocks Green/Leigh Road vicinity - in short, it is taking a sledgehammer to crack a nut. 2. There is no need to add any double yellow lines in Stocks Green road - there is currently no parking problem in Stocks Green road or any obstruction of the highway for through traffic. During the day, very few cars park in the road - it is only at school drop off and pick off time that parents park along Stocks Green road for a short period of time, but this does not cause any inconvenience for local residents (like myself) and it is a safe place for parents and children to walk to and from their parked cars. 3.Parents have never parked across my driveway in the 22 years that I have lived here. Parents only ever park on my side of the road (the north side) - never on the other side of the road. Therefore the proposed double yellow lines are completely unnecessary, but will only serve to be detrimental to residents when they or their visitors wish to park outside their homes. The double yellow lines will simply "urbanise" the street scene which is detrimental to the aesthetics of the road - I suggest you save some money here by removing the Stocks green road proposals from your plan. 4. It is important to maintain safe junctions and the Stocks Green / Leigh road T junction has had a history of issues in the past (hence the addition of safety bollards along the boundary with the Primary School). Therefore double yellow lines should be retained on both of the shoulders of this T junction and on the opposite side of the junction in Leigh Road bordering the school as present. 5. Whilst only a few cars park in Stocks Green Road outside of school drop-off and pick up times, they do serve to slow down traffic approaching from Leigh towards the T-junction. Placing more parking restrictions in Stocks Green Road will do nothing to prevent the excessive speeding along Stocks Green Road - your proposals do nothing to address this safety issue - ironically your proposals will have the opposite effect.Turning to Leigh Road, the key priorities are safety, especially for school children, and ensuring that the road does not become obstructed.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Stocks Green Road				Additional reasons - 1. The current proposal is a hotchpotch of at least 4 different types of parking restrictions - this needs to be simplified. 2. I would proposed that the double yellow lines at the junction of Stocks Green Road and Leigh Road are maintained. 3. My proposal for Leigh Road in the vicinity of the school that (maintaining the mandatory School Keep Clear zig zags remain without change of course) there should be no parking restrictions on the west side of Leigh Road, both above and below the Stocks Green Road junction, but that on the east side of Leigh Road, parking should be prohibited between Fellowes Way and Brookmead with double yellow lines. 4. The junction of Leigh Road and Brookmead should have double yellow lines extended around both corners to prevent current dangerous parking which obstructs clear vision for drivers entering and exiting Brookmead. Finally some comments on the overall plan;- 1. The rationale for the plan seems to suggest there is a problem with commuter parkingbut that is not the case in my experience. The station is suitably remote from the residentialareas of Hildenborough and therefore it is unlikely that commuters will park in residential areas. They would only do so because the Borough Council is proposing to implement paidparking zones on Noble Tree Road, Lower Street and Stocks Green - but there is no current issue (apart from cars being broken into in Lower Street which won't be remedied by the proposals as they stand). 2. The current commuter related proposals do not remedy any issues (because there are no material issues with commuter parking) - this appears to be a monetisation strategy by the Borough Council to prevent commuters from parking for free. The proposals will further urbanise the local area with signs and other street architecture to which i wholeheartedly object. 3. The proposals for permit parking in Foxbush and Hildenborough village are completely unnecessary and will simply be to the detriment of local residents rather than to their benefit. I think that the proposals should be substantially reduced (which will be a considerable capital saving for the Borough Council) with the following key changes:- 1. Remove all proposals for paid parking for commuters 2. Remove all proposals for parking permits for residents 3. Concentrate on some limited safety improvements to prevent parking around junctions 4. Likewise, provide some limited changes to improve safety outside both of the primary schools in Hildenborough 5. Consider ways in which additional parking can be provided to alleviate on-street parking provision - for example, by acquiring the land on the north side of Mount Pleasant near the junction of Riding Lane and turning this into parking (removing the current hedge that borders the road and the Housing Association properties). As proposed, the plans will have the unintended consequence of urbanising Hildenborough village, and will largely be to the detriment of local residents and regular visitors to Hildenborough. A rethink of the proposal needs to take place to scale down the proposals to some pinpointed safety actions which should be implemented and monitored to measure their effectiveness before considering wider implementation of any further measures - rather than the current proposal which seeks to address issues in a costly "big bang" approach, at a time when TMBC is seeking to find budget savings.
Tonbridge Road		1		Your Ref: Hildenborough-inf-7, 8 & 19 I refer to the Hildenborough Parking Review Informal Consultation paper recently received and as a local resident directly affected by the proposals I would like to make the following comments. The review fails to address the underlying cause of the parking issues in Hildenborough which is the lack of available parking for commuters and visitors and I believe the proposals outlined will not only exacerbate the current parking issues in the local vicinity and encourage further obstructive parking but may have a detrimental impact on local businesses. I live at [REDACTED] Tonbridge Road on the corner with Riding Lane where, despite there being double line restrictions outside my garage and crossover (adjacent to [REDACTED] Riding Lane and the parking bays) including up to the junction with Tonbridge Road my access and egress is obstructed on a daily basis. Not only do owners of vehicles using the local facilities vehicles (including delivery vehicles for the pharmacy and post office) park across my driveway but also on the double yellow lines up to the junction, often with up to two vehicles parked here at any one time and on a regular basis the One Stop freight delivery vehicle. The situation is becoming intolerable and dangerous as my view is obstructed when reversing out of the garage and it is only a matter of time before there is a serious accident. In the 18 years that I have lived at my property I have never seen a parking enforcement officer in the vicinity. Therefore the proposal to introduce additional yellow line restrictions will be pointless unless there is regular visible enforcement officer presence and the parking contraventions enforced. To address the lack of available parking for visitors/users of the local facilities I would be interested to know if the Council has considered extending the car park in the recreation ground which could involve a small charge.While I appreciate you are unable to respond to every consultation response I would, separate to this consultation, appreciate your comments in respects of my concerns regarding the vehicles contravening the double yellow line restrictions outside my property.
Tonbridge Road		1		Something has to happen in the immediate term with the illegal parking on kerbs that happen near the junction at riding lane/tonbridge road. If parking permits are introduced im concerned that it will be even more difficult for me to park anywhere near my house, can non residents be encouraged more to use the carparks on riding lane rather than street parking? Could another car park be built somewhere.
Tonbridge Road		1		I feel people will just park more in the village and cause further problems.
Foxbush		1		Foxbush is not a major road. Parking permits and restrictions would be detrimental to residents & their visiting family& friends and would unnecessarily burden them with extra costs in hard times. Commuter parking is not a problem in foxbush. There are at least 3 other parking facilities, close to the actual station carpark. if the station car park were not so expensive commuters would be more inclined to use it.
Riding Lane		1		To decrease the available long term parking on the roads will force cars into the already overcrowded carparks. Parking in hildenborough for the workers will become impossible . If this happens I will struggle to continue to run the ridings café. I cannot see an upside to this other to profit from permits. I suggest extending the recreation ground carpark to help replace lost parking spaces. i would suggest doing this anyway, even now it is at capacity
Stocks Green Road		1		I live at XXXXXXXXXXXX as I am a disabled driver with [REDACTED] and I have no off road parking facility I have a blue badge and [REDACTED] and we need two spaces for his and my car as he is my main carer
Stocks Green Road		1		
Ashley Road		1		I don't not agree with the proposed changes to ashley road parking arrangement which I feel are totally unnecessary. Double yellow lines are excessive. What about delivery vans and workman? I have never had any problems with parking here. Where will my friends park? putting yellow lines on ashley road will only create parking problems were there are none at present. I have lived in ashley road for [REDACTED] months and i have never had any problems parking or driving around. I do not understand why these parking proposals have been suggested and I strongly oppose. no good reasons to have parking restrictions here but several good reason not to. Add 20mph speed limit as people drive too fast.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Church Road		1		I object most strongly to the proposal for the double yellow lines and permit holders only for Church Road Hildenborough. The proposal will remove the ability for residents to park their own cars. In my observations commuters do not park in Church Road.
Ashley Road		1		Thank you for consulting us on the parking proposals for Ashley Road. I have been a resident here for 11 years at XXXXXXXXXXXX and have been a resident of Hildenborough for 40 years. I think of it very much as home. I have several points relating to the plan. I will begin with the specific ones and then move to more general points. I have never experienced any problematic parking in the ring of Ashley Road itself, only in the entrance. The entrance road is too narrow for any parked cars. It only really works if cars park on the pavement which is obviously illegal. I have seen parking on both sides of the entrance to Ashley and as such it has been obvious that a fire engine would not be able to get through. I have found this a little challenging when towing my caravan. Houses on the right as you enter have limited on-drive parking. We have never experienced any problems related to commuter traffic nor school drop off traffic. There is no need for any double yellow lines around the ring of the road. To introduce it would prohibit visitor parking which when done considerably is no problem and is nice for people to have. If you were to introduce it, it should be on the other side of the road to that shown, since most traffic circulates clockwise and parking on the inner edge will block the line of site in both directions as you approach the corner. In order to see around the corner, you need for there not to be cars on the inside of the road. This seems rather obvious, so I am not sure why the proposal has arrived in this format. If the changes at Noble Tree road are anticipated to change the parking habits in Hildenborough then that triggers bigger questions as follows: The local plan is giving licence to a lot more housing in Hildenborough and West Kent in general. This is problematic as it changes the nature of the village making it more urbanised and drawing it into the suburban style of outer London. I have chosen to live here because of its semi-rural character. It is notable that the traffic density and delays in Tonbridge and the neighbouring towns is a problem. The local plan is obviously anticipated to affect commuting, hence these proposals. Yet we have never had so much parking for the trainline. We have the Station car park, we have the Hilden Gym and we have the Philpot's allotments. It appears that Noble Tree Road is being restricted, but I would query as to why. It has a small number of very big houses along here, and Fossebank school and nursery; some equestrian land too. It does not seem problematic to have parking along one side here. I hope any changes have a very clear evidence-base and are not simply responding to the more affluent members of the village. This leads to my final point, which is inevitably political. The national strategy for the local plans sees the already highly populated Southeast and London area receive greater development at the expense of the Northern counties. This both affects the Southern area adversely in terms of a number of metrics related to quality of life and at the same time inhibits the growth of Northern areas. The failure of HS2 inhibits a better distribution of population as does the failure of Border Force and national strategy on immigration and asylum. Britain should without doubt do a great deal to accommodate people in this category, however, the current system sees people flow into Kent without a proper strategy nor triage process. The Marsden airport scenario is evidence of this and the flow of Albanian illegal immigrants. Brexit has robbed us of opportunities for multi-lateral agreements of how to respond to immigration fairly and proportionally. I appreciate these are very difficult problems and it is easy to identify problems and much harder to solve them. My point is to state the short-sightedness of the current schemes which see the character of much-loved local areas changed as an effect of other policies, rather than a coherent policy steering the right kind of approach.
Stocks Green Road		1		1. We are not in favour of the proposed Borough Council changes to the on-street parking changes along Stocks Green Road. 2. I have now lived at [REDACTED] Stocks Green Road since 21/10/2022 and in that period of time we have not noticed or experienced any concerns with the parking along our section of Stocks Green Road. In fact we believe that by allowing cars to park along Stocks Green Road up to the junction with Leigh Lane it helps control the speeding traffic coming down the road towards the Leigh Lane. 3. I am confused by the drawing sent out to us with your e-mail regarding the proposed use of Double Yellow Lines along our section of Stocks Green Road (No's 2 to 46), as the drawing currently shows proposed Double Yellow Lines outside/along the length of our dropped kerbs with no parking restrictions of the remaining parts of the road that are outside our houses. Is this correct? 4. I would have thought that if there is actually a need for Parking Restrictions on Stocks Green Road (East End) to enable safe passage of Children to and from the school then the following option would be better to have a Single Yellow Line (with no waiting restrictions Mon-Fri between 8-9am and 3-4pm) would be much better. This option would only penalise drivers for 2hr Mon-Fri (between 8-9am and 3-4pm) and allow visitors to our houses on the road during the rest of the week days and all weekends.
Brookmead		1		Not happy with double yellow lines in leigh road as it will just shift it into our road and park its bad enough as it is. But having said that nobody parks that side of the road in leigh road it's the other side they park. We need a speed limit through here they drive fast.
Riding Park		1		With regards to your resent letter proposing to lay down yellow lines around riding park, we feel the whole idea totally ridiculous. The parking around the park is at its max as it is with out further restrictions by adding yellow lines. we need more parking spaces not less. where would you like us all to park over on the recreation ground ? . As for your idiotic idea of parking permits its just another money making scheme for your own benefit ,it won't help the residents with the parking problem we currently have ,and that's before you start with your yellow lines . So no I'm not in favour of the idea.
Ashley Road		1		Ashley Road is neither near a station nor outside a school. I therefore fail to see why Ashley Road has been included in this parking restriction exercise in the name of safety. If you feel there is a possibility of a knock on effect occurring then why aren't the Ashley Road end of Brookmead and Fellowes Way/Wilson Close road areas subject to similar restrictions being imposed? Why just Ashley Road? If these parking restrictions in Ashley Road are approved I feel that this will devalue all the houses as potential buyers will certainly not be expecting a small circular residential area to have such extreme parking measures for no apparent reason. If you restrict those who wish to park on the inner circle of Ashley Road you have therefore greatly reduced the amount of spaces available. Ashley Road is a very narrow road. I live on the outer circle. Therefore if one or two cars, well within their rights, park opposite my driveway this will effectively block my driveway access. Half a road width is physically not enough space to swing the car round on and off my drive. What do I do then? Add my car to those parked on the inner circle because my driveway has been rendered useless? With these points made I implore that you consider that Ashley Road be left out of this purely money making scheme. It does not deserve to be ruined in this way. The general public are having their purses tightly squeezed anyway in the current climate. Adding permit parking areas to the village is unkind and quite frankly uncalled for.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Leigh Road		1		I am totally against the new proposed parking reviews. If this is put into place it will restrict parking for the residents at the stocks green road end adjacent to leigh road for residents to park their own vehicles. This will bring great stress to me and my family if you enforce these proposals. We will have nowhere to park ourselves which will have a great knock on effect for my family as my dependents also have a car each where will they park? as if you bring in the proposed parking double yellow lines at the beginning of leigh road then residents will also have to park further up towards us which will restrict us from parking? the road is busy during school time but where will the parents park if they can't up leigh road they will start parking down stocks green road. Also to bring this into force you would require warden enforcement operation which is also a cost for KCC(TMBC) this will not only force residents out of the area it will push parents out of their schools as it will make it difficult to even collect the children. I am totally against these proposals for my own family's sake as they rely on their cars for work, and my family won't be able to visit us if they can't park either so it's another knock on effect for our and my neighbours' wellbeing as we rely on our families to visit.
Leigh Road		1		With regret I have to say that I do not favour your proposals on the grounds that they are ill-conceived and show little foresight. It is apparent that you are resolving one problem and creating problems within the nearby areas. More thought should be placed on the historic reasons for the congestions in Leigh Road [LR] and Stocks Green Road [SGR]. Since the expansion of Stocks Green Primary School, the introduction of the Children's Nursery the additional staff have been forced to park in LR. To rectify this anomaly your department should be working in conjunction with the Kent Education Authority in that the school needs to provide adequate parking for all the staff including dinner ladies, TA's and visitors within the school premises. They have more than enough space to the north area adjacent to the existing car park. It is a grassed area which is totally unused. This area I calculate could accommodate some 14 to 17 spaces. Further consultation would be needed with KCC Highways to install a lay-bye stretching from the existing yellow zig-zag lines at the school entrance to the start of the junction at SGR. By installing such a lay-bye would allow a continuous flow of traffic without being restricted by parked cars the full length of LR. This lay-bye would also provide parking for local residents currently unable to have their own off-road parking facility. More importantly it would alleviate the problem of impatient motorists mounting the public foot path from SGR up to the bus stop. A problem that myself and several of my neighbours have experienced over the years. Finally in regards to a lay-bye it provides a safe drop-off and collection zone for parents using the school. My understanding is that a 20MPH speed limit is mandatory on roads adjacent to a school entrance. Introducing such a limit on LR would reduce the accident rate considerably [3 in the past month]. Traffic in both directions travel far too fast, regardless of the introduction of sleeping policemen speed humps and road width restrictions, both of which are a complete, expensive, failure. Finally, the signage at the junction of SGR and LR requires to be changed from GIVE WAY to HALT with the appropriate road markings. My reasoning for this requirement is simply that with the existing plan, vehicles approaching LR from SGR slow and look to their right, if clear they turn left only to be confronted by a vehicle coming down LR in the middle of the road, simply because of parked vehicles outside the school. Another reason to install a lay-bye. Your proposal to place a single yellow line from the zig-zag markings to Fellows Way and the other side of the zig-zags further down marked in light green [no waiting mon-fri, 9.30 am till 3.30 am, are ridiculous and serve no useful purpose. Should you wish to discuss this matter further please feel free to contact me and I would be only too pleased to accommodate you.
Leigh Road		1		This letter accompanies the comments form. I have reasons I am not in favour of these planned changes to our on-street parking. We are a 2-car family myself and [redacted] who still reside with us. We both have nowhere else to park apart from outside near our property, so any change would make it very difficult for us. I have health issues [redacted] in which I am unable to walk too long distances [redacted] for these conditions. [redacted] to work 4 days a week at 7.30 am each morning. If we were to lose our parking slots outside and the weather was very bad it would not be good to get soaked because our car was far away. There are not many side roads where we could safely park. Plus the residents of these roads would take priority. Parking would be non-existent. Hopefully this will not happen and at least live here with our minds at rest. Dear Sir the reasons we are not in favour of proposals for the changes to on-street parking are as follows. Firstly we are a 2-car family and with no driveway or garage facilities, therefore our only parking option is on-street parking. A driveway is not an option as our property is housing association and due to its position where the two roads meet it would not be safe to do so. There are other houses without a driveway e.g. [redacted] also uses on-street parking and [redacted] when relatives visit. Also [redacted] stocks green road has no driveway. I must emphasise living on top of a junction prevents us having a driveway. [redacted] applied for a dropped kerb to park outside his house and was only just allowed due to safety concerns. We need to have somewhere close to park to our house as you cannot expect us to have nowhere to park the cars. Also my husband has health problems and has difficulty walking too far. The closest road to park also has its issues as it would be directly outside houses along a road already full of cars parking on street. Why should residents be penalised for living opposite a school when in our opinion the school has enough grounds to enlarge the existing car parks for parents to drop their children of like riding lane school.
Stocks Green Road		1		The proposed double yellow lines away from the junction with leigh road seem to be unnecessary. The school drop of traffic would simply be forced further away from the school and possibly in a more dangerous position next to the field with no pavement.
Mount Pleasant		1		
Riding Park		1		My husband and I are not in favour of the Borough Council's proposals for changes to the on-street parking arrangements in the Hildenborough Parking Review. There are not enough parking spaces for residents at the moment in zone HD1 so if you stop residents in the flats 42 - 72 along Riding Lane from parking on that road, they would have to park somewhere in Riding Park. This would make the situation even worse. Having double yellow lines just at the junction of Riding Park and Riding Lane would be a good idea to make it easier to pull out onto the main road. At the moment people park right on the bend and it can be difficult to see past them. We would be dismayed to have to pay another tax in the form of permit parking. Traffic calming measures could be introduced for vehicles driving towards Hildenborough from the north along Riding Lane. At the moment there is a lot of speeding traffic heading up towards the school.
Riding Park		1		I have lived at XXXXXXXX for 20 years and have never seen commuters parking near my home. With inflation the way it is, I do not want yet another added expense. My house will be double yellow, I have never had any parking issues.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Stocks Close		1		I would like to respond with the following comments:- 1. Stocks Green Road should have traffic calming speed reduction, ie humps or any other suitable items to reduce the speed of cars and motorbikes. At present 40mph but the majority of vehicles exceed this limit the average being 50mph but many 60 to 80 mph, as I am disabled with a blue badge I am only mobile with use of a wheelchair. I have carers attending each day and has to stop outside, our house and put the shopping over the fence which makes it easier for her, to save carrying heavy shopping from the communal car park which would mean 50 yard carrying of heavy bags, this is a great saving. The unloading only takes 3/4 minutes and hazard warning lights are put on the car I would recommend a 15 minute waiting period for us to stop to deliver Shopping and heavy items. 4. There has never been a problem of cars parking along the stretch of Stocks Green Road outside our complex , just the problem of speeding cars, especially when entering or leaving our communal car par which accommodates on average 24 cars. 5. Would it be possible to have a disabled bay outside or just a single yellow line allowing us to stop for just those few minutes once a week. 6. Another concern is that if commuters not allowed to find parking they will use our communal car park which is gated but gates open automatically, so access is easy and no CCTV now in operation.
Riding Park		1		I think entering into riding park will mean that we as residents may find ourselves without parking as we are often short of space as some people have more than one car
Stocks Green Road		1		I would like to add the following comments: 1. As a long-term resident of Stocks Green Road, we have never experienced a problem with on-street parking. 2. There is no evidence that school pick-ups and drop-offs cause an obstruction along Stocks Green Road. 3. On-street parking along Stocks Green Road for Stocks Green School, only occurs twice a day (week days and term time only) and for no more than half an hour on each occasion. 4. Stocks Green Road provides a safe haven for parents dropping off and picking up their children from the school. Removal of this facility will force parents to drop off their children further afield, increasing the risk to their safety, particularly if parents park further along Stocks Green Road where parking is unrestricted, in a 40mph zone and without a pavement. 5. During school drop-off and pick-up times, traffic is considerably slower and at other times, any car parked in Stocks Green Road helps to slow down traffic along the 30mph zone and when approaching the Leigh Road junction. 6. It might be more profitable for the Council to explore the means by which the 30mph speed limit could be better enforced. 7. Speeding traffic in Leigh Road during school pick-up and drop-off is a problem. A 20mph speed limit during these times would be beneficial.
Tonbridge Road		1		This property has no direct access to the highway as do neighbouring properties and is served only by a narrow driveway to the rear of the property. As such HGV's Large vans ETC are not able to access to deliver or collect goods and it is imperative therfore that access is properly maintained to the front roadside of the property. if these rights were denied it would be deemed as discriminatory in relation to all other properties shown on the plan. During the 37 years of residence here we have never experienced any parking problems roadside caused by station or school traffic or any other reason.
Mount Pleasant		1		This is a money making exercise. I rarely have trouble parking in my area only perhaps at weekends when all homeowners are at home so feel there is no need for residential parking permits. You are also targetting the council estate where the poorest and most vulnerable people live who could not afford permits. I see no evidence of people using our road for parking for the station. The parents of the school use the carpark provided. i do not want parking restrictions.
Stocks Green Road		1		when commuters and parents park considerately and within the current restrictions there is not an issue with parking in hildenborough. The problems arise from drivers not abiding by the rules and parking over junctions parking on zig zags and mounting kerbs to pass other cars. the problem is not going to be resolved b increasing the number of parking restrictions but would be improved by reinforcing the current restrictions with tickets and fines. I do not agree with increasing restrictions.
Noble Tree Road		1		I do not agree that these proposals are the best solution. Noble tree road is busy is busy and parking reduces it to a single track road. There are blind spot at busy times is hazardous as drivers attempt to drive around parked cars often into oncoming traffic. i believe it should be DYL all the way along and extra provisions made at the station. I also disagree with making foxbush a residents only area as they will have to apply for permits for friend and family. I propose a barrier system after the church carpark entrance similar to sevenoaks which is coded. Paid parking in hildenborough will adversely affect the small local buisnesses for whom parking is free.
Tonbridge Road		1		As a resident in Hildenborough I have received a letter outlining proposed changes to parking in Hildenborough. My details for your records are as follows: XXXXXXXXXXXXXXXXXXXX, I live on the Tonbridge Road, one of the proposed areas for a switch to permit or paid parking. I would like to formally register my objection to this proposal. I have lived in the property for nearly 13 years and I see no evidence of a need to manage commuter parking in the village. The distance to the station makes parking in Hildenborough prohibitive particularly as there is parking closer to the station and very affordable parking at the allotments near the station if commuters don't want to pay for station parking. I commute to London and drive to the station so am an example of someone that would find walking to and from the station daily too onerous particularly in wet or winter weather. Parking in general around Hildenborough has never seemed problematic and there is free parking both at the Recreation Ground and in the Car Park next to it which should be ample to service the school run and in general. One problem we do have is that the road markings outside the 4 properties that share our driveway (Pembroke Gardens) are not clearly enough marked and people park blocking the driveway on a regular basis. This would not be resolved by paid for parking but as a plea for the safety of the residents here (who often feel there safety is compromised) I would like to request that the driveway access is clearly marked with "Keep Clear" signs painted on the road or double yellow lines or whatever the Council deems appropriate in this instance. It is a real safely issue which all 4 households discuss regularly and we would be hugely grateful for some support in this.
Leigh Road		1		I am writing as a resident of Leigh Road who lives opposite Stocks Green Primary School. I realise the road is atrocious now, far too much heavy traffic, including heavy goods vehicles driving too fast at all times of the day, directed to Edenbridge via this narrow road. Much of the parking problem is exacerbated by the parents themselves who park indiscriminately not just morning and afternoons but also lunchtime too on many occasions. Out of school times there are few problems regarding parking and few holdups therefore the school itself should be held accountable for the access problems - it has unused land that could be allocated for parking. Not all residents have the benefit of driveways but still have visitors who need somewhere to park without walking miles, some of these visitors are elderly and are not able to walk a long way, consideration should be given to them, I personally feel I am being penalised for living here. Some provision for the people who actually live here should be made – perhaps residents only parking. I have to say there are a number of residents here who have multiple cars which also makes parking space insufficient.

STREET_NAME	In Favour	Not in favour	Unclear	Reasons
Foxbush		1		My comments relate to Foxbush only where I live with my family. This proposal is purely another way of TMBC raising money without any benefit to local residents. TMBC will now fleece commuters by introducing meters along Noble Tree Rd. and to avoid overspill parking onto local streets i.e. Foxbush have to introduce a resident parking scheme where of course you can charge yet more money for permits. NV. You don't state in your letter what the charge will be for this permit scheme – you just say it will be at the standard on street resident parking charges – what are they for goodness sake? Supply us with the facts so we can make an informed judgement! Where will this money go as year on year we see cutbacks in services rather than any improvements, a simple case in point is the atrocious bin collection service that gets worse and worse as the months go by. So, us residents will have to pay for these permits year on year, but this won't stop the overspill parking. Commuters will totally ignore this zone with the knowledge that nothing will happen, it won't be adequately policed by the Council. This statement can be reinforced by the simple fact that parents picking up their children from Sackville School every day at 4pm blatantly ignore the double yellow lines at the top end of Foxbush safe in the knowledge that nothing will happen. In conclusion there isn't much point in residents commenting on this; the council is simply carrying out its duty to consult, will then totally ignore what their rate payers and voters say and continue with this scheme anyway.
Ashley Road		1		Dear Sirs, With regard to your proposals regarding Ashley Road I would just like to ask...." what issues " ? I have lived on Ashley road for over ten years and have never experienced parking problems, apart from the occasional disruption caused by building work, as happened last year with nos. 3 & 5. These annoyances, however, are transitory and Ashley Road soon reverts to being a quiet residential cul-de-sac. Surely you have more necessary work to spend money on rather than a scheme which, to my mind, is completely unnecessary and pointless.
All areas		1		Dear all We are Tonbridge Line Commuters, a rail user group representing passengers in the Hildenborough area. We are responding to the parking consultation on the following areas: Philpots - Lane Area - DD/588/14 - Do not approve - It is already a parking bay there and so the only proposal is to add a charge. It's not clear how this achieves the councils aims and so we do not support it. Rings Hill and Stocks Green Road Area - DD/588/11 - Partially approve - It is already a parking bay there and so the only proposal is to add a charge. It's not clear how this achieves the councils aims and so we do not support it. We approve of the double yellow lines on Stocks Green Road to avoid displacement. Stocks Green Road West Area - DD/588/10 - see DD/588/11 Noble Tree Road (West) - DD/588/15 - Do not approve - see DD/588/14 Noble Tree Road Mid Area - DD/588/16 - Do not approve - see DD/588/14 Noble Tree Road (East) - DD/588/17 - Do not approve - see DD/588/14 We do not approve of these proposed changes. The councils aim is to: 'manage' current commuter parking - These measures do not offer anything above the current arrangement Avoid displacement - these maps have no bearing on that (bar the double yellow lines on Stocks Green Road) Schools - these maps have no bearing on that junctions/visibility - these maps have no bearing on this. Therefore these proposals must be rejected. It's a naked attempt to extract additional revenue from passengers at a time when the railway is under enormous pressure to meet its costs. Given that tax payers fund the railways, this would seem to be an unnecessary own goal. There is already paid parking options through the station car park, Philpots allotments, the golf course. Based on Ringo charges at the Angel car park, the councils parking would be far more expensive than alternative options. 10 hours at Angel car park is parking £22.40 vs £7.10 for a day at the station.
All areas		1		I am a resident of Hildenborough and also run my business here. I became aware this evening of the Council's purported 'Parking Review Hildenborough.' The associated TMBC webpage states that "We have been carrying out a review to make proposals to help address the concerns raised" (my emphasis). Yet no details of those concerns are provided. Indeed, no evidence of a 'Review' exists here, nor anywhere else on the Council's website. One would anticipate, as a minimum, the results of a parking availability and utilisation study, based on regular parking beats throughout the village, on different days and at different times. A 'review' would also include accident data, other parking-related incidents and perceived issues, along with a schedule of any complaints, discussions and interviews from/with local residents and businesses. What we in fact have here, is not a 'Parking Review', but a set of highly developed parking controls involving the vast majority of village roads, yet in complete isolation of how such proposals were instigated, formulated or justified. Indeed, I now see Cabinet papers which confirm that Phase 14 proposals for Hildenborough have been in development for some time, including with the Parish Council and are said to include "complex" matters, including the interplay between different land uses and demands. Where is, therefore, the evidence surrounding those 'complex' matters? There can be no utility or benefit whatsoever from a public consultation which is absent of the empirical evidence and decision-making which lead to the proposals being consulted upon. Any consultation lacking this information should be suspended immediately. Full disclosure of the information informing and justifying these very detailed parking controls must be given immediately and I trust these will be provided without recourse to FOI/EIR. I therefore look forward to hearing from you with confirmation that the evidence-base (surveys, site visits, observations, photos, schedules, etc) has been uploaded to the consultation webpage or that the consultation has been cancelled, pending collation of this information.
Ashley Road		1		
Knowsley Way			1	Following a discussion with Mark Rhodes I have now received by email a copy of Mr.Bracey's letter of 6th January. Looking at the map concerning Mount Pleasant it appears that my property is partly included in an area that might be considered for resident parking by parking permit. Does this mean that I can park in the road outside the rest of my property without having to purchase a permit in line with the rest of the houses in Knowsley way. I look forward to hearing from you