

Joint Transportation Board

16 June 2025

Part 1 - Public

Matters for Decision



Cabinet Member	Cllr Martin Coffin, Cabinet Member for Finance, Waste and Technical Services
Responsible Officer	Robert Styles, Director of Street Scene, Leisure and Technical Services
Report Author	Andy Edwards, Head of Technical Services

Hildenborough Parking Review

1 Summary and Purpose of Report

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

2 Corporate Strategy Priority Area

- 2.1 Efficient services for all our residents, maintaining an effective council.
- 2.2 Parking provision and management is a key part of maintaining the free flow of traffic on the roads and needs to be balanced to provide different users amenity parking.

3 Recommendations

- 3.1 Members are asked to consider the content of the responses for each location and to agree to set aside or uphold objections, or to seek the views of local Members should the consultation responses be unclear.
- 3.2 It is recommended that the objections received for proposals shown for location 3 "Ashley Road" and for location 12 "Watts Cross Road & B245 London Road" be set aside and those locations proceed for implementation.
- 3.3 It is recommended that the objections at all other locations are upheld and those proposals be abandoned.

4 Introduction and Background to the Hildenborough Parking Review

- 4.1 The Borough Council has for many years divided requests for changes to parking restrictions into separate Phases of the “Parking Action Plan”, or for wider areas as discrete “Parking Reviews”.
- 4.2 A parking review for Hildenborough was requested a number of years ago, primarily to provide a cohesive response to the problems of station commuter parking. Concerns were also raised about access along Leigh Road and Riding Lane at school times, and parking associated with the Volvo garage on Tonbridge Road.
- 4.3 Proposals for addressing the stated parking issues were produced just prior to the Covid19 pandemic, but were not taken through informal consultation until 2023 after Covid19 had reduced and traffic patterns stabilised
- 4.4 Following the informal consultation (reported to the 5th June 2023 meeting of the Board), it became clear that the proposals to manage commuter parking by introducing residential parking permits and elements of on-street pay parking were no longer desired. This had an effect on the cohesiveness of the proposals and the proposals were accordingly revised.
- 4.5 Plans of the proposals are shown in Annex 01
- 4.6 The locations where proposals were made were as follows;

Reference	Location
2	Riding Lane (North)
3	Ashley Road
4	Leigh Rd (South)
5	Leigh Rd (North)
6	B245 Tonbridge Rd (South)
7	B245 Tonbridge Rd, Church Rd, Mount Pleasant & Half Moon Lane
8	Riding Lane (South)
9	Stocks Green Road (East)
10	Stocks Green Road (West)
11	Rings Hill and Stocks Green Rd
12	Watts Cross Road and B245 London Rd
13	Lower Street & Rings Hill
14	Philpots Lane
15	Noble Tree Rd (West) and Watts Cross Rd
16	Noble Tree Rd (Mid section)
17	Noble Tree Rd (East) and B245 London Rd
18	B245 London Rd & Foxbush
19	B245 London Rd (east of Foxbush)

20	Riding Park
21	Mount Pleasant (Church Rd to Riding Lane)

4.7 Formal consultation on the revised and reduced proposals was carried out in January 2025, and 540 responses were received.

Ref	Location	Total	Objections	Support	%age objections	Recommendation
2	Riding Lane (North)	31	21	10	68%	Uphold objections
3	Ashley Road	27	13	14	48%	Set aside objections
4	Leigh Rd (South)	45	40	5	89%	Uphold objections
5	Leigh Rd (North)	72	64	8	89%	Uphold objections
6	B245 Tonbridge Rd (South)	15	12	3	80%	Uphold objections
7	B245 Tonbridge Rd, Church Rd, Mount Pleasant & Half Moon Lane	49	45	4	92%	Uphold objections
8	Riding Lane (South)	48	37	11	77%	Uphold objections
9	Stocks Green Road (East)	26	23	3	88%	Uphold objections
10	Stocks Green Road (West)	14	14	0	100%	Uphold objections
11	Rings Hill and Stocks Green Rd	10	8	2	80%	Uphold objections
12	Watts Cross Road and B245 London Rd	23	4	19	17%	Set aside objections
13	Lower Street & Rings Hill	5	4	1	80%	Uphold objections
14	Philpots Lane	4	2	2	50%	Uphold objections
15	Noble Tree Rd (West) and Watts Cross Rd	15	9	6	60%	Uphold objections
16	Noble Tree Rd (Mid section)	11	10	1	91%	Uphold objections
17	Noble Tree Rd (East) and B245 London Rd	14	11	3	79%	Uphold objections
18	B245 London Rd & Foxbush	1	1	0	100%	Uphold objections
19	B245 London Rd (east of Foxbush)	33	17	16	52%	Uphold objections
20	Riding Park	40	36	4	90%	Uphold objections
21	Mount Pleasant (Church Rd to Riding Lane)	43	43	0	100%	Uphold objections

4.8 Further responses were received that covered a number of locations rather than relating to a specific plan.

Location	Number of responses
All	4

2, 8 & 20	1
5 & 9	1
7 & 8	3
7, 8 & 9	1
7, 8 & 21	1
8 & 19	1
11 & 13	1

4.9 Consultation responses can be viewed in the respective Annexes.

4.10 There was also one response that was unspecific (Annex 29)

4.11 A response was also received from Kent Police (Annex 30)

4.12 There was no response from the Parish Council at the formal consultation stage.

5 Analysis

5.1 The consultation responses paint a clear picture that though there may have been a need for a wide scale parking review prior to Covid19, the need for intervention has significantly diminished as working from home arrangements and the desire to commute by train have altered.

5.2 There are 2 locations where proposals may have benefit – Ashley Road and Watts Cross Road & B245 London Road.

6 Risk Assessment

6.1 The comprehensive assessment and consultation process applied to Parking Action Plans provides the assurance that the Borough Council has the will and ability to adapt proposals brought forward, in the light of comment and circumstances, and to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that the Council correctly and effectively manages on-street parking in these areas, as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.

7 Legal Implications

7.1 The powers allowing the Borough Council to carry out parking management activity are contained in the Road Traffic Regulation Act 1984, supplemented by formal agreement with Kent County Council as the Local Highway Authority, in

respect of its powers under the Traffic Management Act 2004. In particular section 122 of the Road Traffic Regulation 1984 Act imposes a general duty on local authorities exercising functions under the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of safe and adequate parking facilities on and off the highway.

- 7.2 The Borough Council carries out parking enforcement under an Agency agreement with Kent County Council by way of a Traffic Regulation Order, under the terms of the Road Traffic Act 1988 (and its amendments), the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.
- 7.3 Changes to parking charges are made via an Amendment Orders to the Council's on and off-street parking Traffic Regulation Orders, using the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and will reflect any temporary amendments to procedures introduced to address Covid-19 restrictions. The proposals have followed and exceeded the requirements of the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996.
- 7.4 The matters raised in this report are considered to be routine, uncontroversial or not legally complex.

8 Cross Cutting Issues

8.1 Climate Change and Biodiversity

- 8.1.1 A moderate source of emissions is likely to be maintained at current levels or increased. Use of private motor vehicles remains a major source of carbon emissions.

8.2 Equalities and Diversity

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

Background Papers	5 th June 2023 Joint Transportation Board report (available online)
Annexes	Annex 1 – Location plans Annex 2-30 – Consultation responses