

## Joint Transportation Board

15 June 2026

### Part 1 - Public

#### Matters for Recommendation – Non-Key Decision



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Cabinet Member	Cllr Coffin, Cabinet Member for Finance, Waste and Transformation;
Responsible Officer	Robert Styles, Director of Street Scene, Leisure and Technical Services
Report Author	Andy Bracey, Parking Manager

#### Hadlow Parking Review

##### 1 Summary and Purpose of Report

- 1.1 This report covers the outcome of the formal consultation on the Hadlow 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.

##### 4 Introduction and Background to the Hadlow 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 Hadlow was requested a number of years ago when the Borough's Parking Action Plan was first initialised but was postponed by the

Parish Council. In 2018 when it's turn came around the Borough made initial proposals based on the issues presented by local residents, the Parish Council and local Members.

- 4.3 It was not possible to take the proposals to informal consultation until 2023 due to the impact of the Covid pandemic on the Council's ability to deliver services.
- 4.4 The outcome of the Informal Consultation was that many of the proposals were unwanted and following feedback from the Parish Council and local Members the proposals were significantly reduced.
- 4.5 Plans of the revised proposals that were taken to formal consultation are shown in Annex 1.
- 4.6 The locations where proposals were made were as follows;

<b>Location</b>	<b>Proposal</b>
Appletons	New double yellow lines at junction with Court Lane
Carpenters Lane	New double yellow lines
Caxton Lane	New double yellow lines at junction with Carpenters Lane
Court Lane	New double yellow lines
Dray Court	New double yellow lines
Great Elms (and junctions)	New double yellow lines around junctions
Hailstone Close	New double yellow lines
High Street	New double yellow lines
High Street	New bus stops
Mill View	New double yellow lines at junction with Carpenters Lane
Hope Avenue	New double yellow lines at junction with Carpenters Lane
Kenward Court	New double yellow lines at junction with Carpenters Lane
Maidstone Road	New bus stop (near Great Elms)
Maidstone Road	New double yellow lines
Maltings Close	New double yellow lines
Monypenny Close	New double yellow lines at junction with Carpenters Lane
Smithers Close	New double yellow lines at junction with Great Elms
The Cherry Orchard	New double yellow lines at junctions with Great Elms
The Forstal	New double yellow lines at junction with Court Lane
The Freehold	New double yellow lines at junctions with Carpenters Lane
Three Elm Lane (Golden Green)	New double yellow lines and bus stop (near Victoria Road)
Victoria Road (Golden Green)	New double yellow lines

4.7 Formal consultation on the revised and reduced proposals was carried out in May 2026, and 133 responses were received.

<b>Location</b>	<b>Total</b>	<b>Objections</b>	<b>Support</b>	<b>Recommendation</b>
Appletons	14	0	14	Introduce proposals
Carpenters Lane	12	9	3	Consider objections and seek the views of the local Members.
Caxton Lane	0	0	0	Introduce proposals
Court Lane	4	3	1	Consider objections and seek the views of the local Members.
Dray Court	1	1	0	Consider objections and seek the views of the local Members.
General (no specific area)	6	5	1	
Great Elms (and junctions)	7	4	3	Consider objections and seek the views of the local Members.
Hailstone Close	1	1	0	Consider objections and seek the views of the local Members.
High Street	11	10	1	Consider objections and seek the views of the local Members.
Mill View	0	0	0	Introduce proposals
Hope Avenue	2	0	2	Introduce proposals
Ken Ward Court	1	0	1	Introduce proposals
Maidstone Road	7	6	1	Consider objections and seek the views of the local Members.
Maltings Close	9	6	3	Consider objections and seek the views of the local Members.
Monypenny Close	5	1	4	Consider objections and seek the views of the local Members.
Smithers Close	4	0	4	Consider objections and seek the views of the local Members.
Tainter Road / Twyford Road	2	1	1	Consider objections and seek the views of the local Members.
The Cherry Orchard	7	4	3	Consider objections and seek the views of the local Members.
The Forstal	0	0	0	Introduce proposals
The Freehold	1	0	1	Introduce proposals
The Square	5	3	2	Consider objections and seek the views of the local Members.
Three Elm Lane	13	6	7	Consider objections and seek the views of the local Members.
Toby Gardens	2	2	0	Abandon proposals
Victoria Road	10	6	4	Consider objections and seek the views of the local Members.
Twyford Road	1	0	1	Introduce proposals
Warren Gardens	1	0	1	Introduce proposals

Waterslippe	7	3	4	Consider objections and seek the views of the local Members.
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4.8 Consultation responses can be viewed in Annex 2.

4.9 There were a number of other issues arising during the consultation that would fall outside the remit of this parking review;

- More parking capacity - A lack of overall parking in Hadlow and Golden Green and an associated request for an increase in parking, some suggest by way of new car parks). It is difficult to identify any suitable location for providing additional parking in Hadlow or Golden Green.
- Extend parking restrictions into Monypenny Close – However, this area is not adopted as public highway and so would be for the manager of that area to consider.
- Speed management - A need for speed management through Hadlow was raised by several respondents, some with concerns that parking changes could increase traffic speeds.
- There were also requests for speed camera enforcement or a lower speed limit.
- Permit Parking - Requests for some areas to have Resident Permit Parking to prevent non-resident parking and to “ration” spaces between households.
- Some elements of permit parking were introduced in the original proposals but were removed after the informal consultation process as these were not supported.

## 5 Analysis

5.1 The overall response rate to the consultation was low. Some areas had a strong response in support, indicating a need for the proposals, whereas others had strong response against.

5.2 The initial proposals at the informal consultation stage formed a more cohesive set of proposals, but these were reduced after the response from the informal consultation and the Parish Council’s comments. These revised proposals can be considered separately, though they form an overall review.

5.3 There are a number of comments against the proposals but citing parking problems and asking for parking enforcement.

- 5.4 The proposals are based around the requirements of the Highway Code, to prevent parking at junctions and prevent obstructive parking. This seems to be a point of contention for some respondents, who wished to prevent other people parking, but wanted to maintain their own convenient parking.

## **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.

## **9 Equalities and Diversity**

9.1 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	
Annexes	Annex 1 – Location plans Annex 2 – Consultation responses