

Annex 2 Hadlow Parking Review – Consultation responses

Ref	Type	Location	Supp.	Obj.	Comment	Response
1	Online	Appletons	1		No comments supplied	
2	Online	Appletons	1		Very restricted view when turning out of Appletons . This will lower risk.	
3	Online	Appletons	1		No comments supplied	
4	Online	Appletons	1		No comments supplied	
5	Online	Appletons	1		Because parking near the Court Lane and Appletons junction is dangerous as you can't see up into Court Lane when coming out of Appletons.	
6	Online	Appletons	1		Entry to Court Lane is dangerous & too narrow as it is. Since they ve decided to build more houses up the road on a small lane it has already created big issues! Who design/decide/approve these new builds?? We have already too many houses not getting sold!! We do need yellow lane there!	
7	Online	Appletons	1		Cars constantly blocking the junction into Appletons. With more traffic than usual, Court Lane is getting dangerous to pull out onto.	
8	Online	Appletons	1		The proposals are principally to protect sight lines at junctions and certain narrow roadways and therefore to prevent accidents.	
9	Online	Appletons	1		Access to Court Lane is lethal.Impossible to see if there is traffic coming along Court Lane due to parking right up to the corner.	
10	Online	Appletons	1		When pulling out of Appletons onto Castle Farm Cottages, visibility is significantly restricted by vehicles parked along the road. It is often impossible to see approaching traffic clearly until the vehicle is already partly in the carriageway, creating a serious safety hazard for residents and visitors. The introduction of double yellow lines would greatly improve visibility and make this junction much safer for everyone.	
11	Online	Appletons	1		Traffic is a massive problem in Hadlow. Dangerous parking is an increasing issue.	
12	Online	Appletons	1		Parking on junctions (Court Lane/Appletons) is causing an increasing issue. With all the new traffic now using Court Lane, it's dangerous to pull out onto Court Lane.	

Annex 2 Hadlow Parking Review – Consultation responses

Ref	Type	Location	Supp.	Obj.	Comment	Response
13	Online	Appletons	1		No comments supplied	
14	Online	Appletons	1		Double Yellow lines at the end of Appletons and Court Lane will make it safer	
15	Online	Carpenters Lane		1	Firstly there is spelling errors, Hill View does the proposal mean Mill View, its also noted thats its justified due to stop obstructive parking yet places like 55 carpenters lane have been left off where parking can obstruct vision around that corner, also wouldnt having double yellow lines down onside of carpenters lane also solve obstructive parking because atleast that way parked cars would be on one side not dotted either side of the carriage way?	
16	Online	Carpenters Lane		1	Please can you extend the restrictions to the front of our property at REDACTED Carpenters Lane. As the proposal currently stands it will make us feel as if we are living in a car park. Plus as my partner has recently been diagnosed with dementia I will have to keep explaining who's car is parked Infront of our house.	
17	Online	Carpenters Lane		1	Removel outside 5 carpenters lane will increase the cars parked on a blind bend coursing more congestion and increase the risk of an accident. At the weekend there are many cyclists who speed around the bend. They would then face oncoming cars. The yellow lines would be better extended all the way around the bend past the entrance to the allotments.	There is no proposal to remove parking in this area, but to change existing access protection markings to double yellow lines to allow enforcement.
18	Online	Carpenters Lane		1	Regards the old part of carpenters lane that is a cul-de-sac. Currently people mostly park along side the maltings on the East side, by the Maltings building. This allows free vehicle movement to the properties on the west side. More often than not some will part in front of Nos 1 and 3 on the west side and it often causes a restriction with the cars parked opposite. The current proposal will make this worse as the restriction is being extended on the East side. It would make more sense to extend the restrictions	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

Annex 2 Hadlow Parking Review – Consultation responses

Ref	Type	Location	Supp.	Obj.	Comment	Response
					on the west side rather than the east to make it impossible to park vehicles in such a way that makes access difficult and on some occasions block it completely..	
19	Online	Carpenters Lane		1	The double yellow lines on Carpenters Lane must be extended. Currently a set starts just prior to No. 10 and ends at No. 12. Counting for the dropped kerbs these double yellow lines need to extend to at least No. 18. Furthermore double yellow lines should also be implemented to extend on the opposite side of the road from the existing cul-de-sac. The parking on some days is ridiculous with cars, vans and trucks parked making access and egress into properties difficult. In addition the number of accidents and near misses happening has also increased. Whilst I have no doubt that a lack of double yellow lines is being used as a traffic calming measure, the reality is that this is just creating issues and causing distress to those living in the adjacent properties.	
20	Online	Carpenters Lane		1	There is not enough parking spaces at the Rose and Crown end of Carpenters Lane at present. Double yellow lines are going to make this worse. Where are visitors going to park? We have a daughter who is a wheelchair user, where are we supposed to park? There will be more pavement parking forcing wheelchair and pushchair users to walk in the road. Including the main A26 which runs through the middle of the village. users and	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
21	Email	Carpenters Lane		1	Carpenters Lane is the area most in need of perusal as it is getting more problematic and the potential is there for future incidents	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
22	Online	Carpenters Lane		1	Carpenters Lane is a potential hot spot due to off road parking and the curved nature of the lane and the potential numbers that may be using it. Residents views must be taken into account. As	The proposals echo the requirements of the Highway Code,

Annex 2 Hadlow Parking Review – Consultation responses

Ref	Type	Location	Supp.	Obj.	Comment	Response
					members of TMBC do not live in Hadlow and HPC don't appear to have listened to the residents either and this is so important as and potential planning will have a huge effect if they come to fruition	not to park at junctions or where it would cause an obstruction.
23	Post	Carpenters Lane	1		Regret we can only comment on the yellow lines in Carpenters Lane. Please see plan we have marked (Indicates request for additional double yellow lines on south side, opposite 12 - 18 on bend) We have had a few near misses when exiting our driveway as there is a blind bend to the right of us and the cars speed around the bend. Turning in to our driveway has caused a few arguments and very near misses as we could be hit head-on! We need yellow lines outside the allotments as when they park to use the allotments we at number (REDACTED) have to move to the other side of the road to turn right into our driveway when coming from the High Street	This is not an objection to the proposals, but a request for additional parking restrictions.
24	Online	Carpenters Lane	1		Outside my house there have been six bad accidents including two cars on their roof, my neighbours cars being written off. I do feel that traffic must be slowed down as these accidents happened when drivers were going too fast	
25	Online	Carpenters Lane	1		Parked cars on carpenters lane is making it almost impossible to drive down this road	
26	Email	Carpenters Lane	1		Carpenters Lane has become increasingly busy over the last decade with traffic and parked vehicles on both sides of the road creating blind spots and slaloms which are thoroughly taken advantage of by "boy/men/girl/women/other" racers in "pop pop bang bang" cars and motorbike riders on their way up or down the road with some who hare up Carpenters Lane, turn at the top by The Maltings and hare back down again for hours treating the lane as a test track. In recent weeks a car has ended up on its roof due to the above parking issues and speed, luckily without serious injury, so far. It's not the first time and it won't be the last. On the road outside our property and on the blind bend adjacent	This is essentially a request for traffic calming and speed management on Carpenters Lane rather than an issue with the parking proposals that are in line with the requirements of the Highway Code.

Annex 2 Hadlow Parking Review – Consultation responses

Ref	Type	Location	Supp.	Obj.	Comment	Response
					to the allotments there are often 4 or more vehicles (including large vans) parked resulting in quite a long distance to cover whilst on the wrong side of the road and cars coming towards you at substantial speed and having to break heavily to avoid a collision. Double yellow lines will work to stop cars parking in various sections of the road but this will create a clear section of road which will do nothing to discourage speed and care whilst driving on a winding lane and just encourage some motorists to put their foot down even more and continue their poor driving habits. Some vehicles are driven/ridden at stupidly dangerous speed. Please install speed humps along Carpenters Lane because this is the only thing that will slow these drivers down and make the lane safer for everyone.	
27	Post	Court Lane		1	We agree with parking restrictions though Hadlow i.e. the High Street/A26, the present bollards along The Broadway/Castle Terrace area do not restrict this. We would also like to point out the area in front of 22-28 Court Lane is not public highway but bays designated for residents and their visitors only. If there are too many parking restrictions there will be a knock-on affects and present residents will not be able to park. Court Lane is already becoming a problem area due to the new housing being built in a road not suitable for the type of traffic - lorries etc.	This relates to concerns about parking in private parking places that could be controlled by the landowner / manager of that area.
28	Online	Court Lane		1	Court Lane - if you put in double yellow lines where are people with no garages supposed to park? This does not help the traffic problem as it will push cars into other areas.	It is not the Council's responsibility to make on-street parking provision for residents that have no off-street parking facility - parking on the public highway is tolerated where it does not cause an issue, but

Annex 2 Hadlow Parking Review – Consultation responses

Ref	Type	Location	Supp.	Obj.	Comment	Response
						problems have been reported at this location.
29	Online	Court Lane		1	I do believe we need double yellows but we need way more than what is bent proposed. We need double yellows on both sides of court lane. I cannot get off my drive when cars park on the left side of my house. It's dangerous when all of the big lorry's pass because I cannot see unless I pull out. We also need double yellows all along Maidstone road this will significantly improve the traffic flow and stop the current traffic jams that happen daily. So I do agree we need them but more than what's being offered.	Original proposals went further but were reduced after informal consultation.
30	Online	Court Lane	1		I just want to say that I think that the double yellow lines where The Forstal joins Court Lane do not go quite far enough on the Maidstone Road side of this junction in enabling safe visibility for vehicles pulling out of The Forstal.	
31	Online	Dray Court		1	If you put yellow lines in Dray Court or maltings close, this will cause extreme hardship to people visiting, as most of the residents are very elderly, and require help from family, also this will cause people to park in our car park to escape the yellow lines, there is no valid reason to place yellow Lines here, you are simply creating more of a problem to residents, i presume its a cash cow for you.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
32	Online	General		1	It will cause chaos and pushing parking elsewhere. I work in Hadlow and clients use the parking for their hair so that'll put strain on the business and surrounding business if this is implemented. Also to take in the residents that don't own drives that live above the shops won't be able to park.	The response focuses on parking availability and parking convenience rather than how the proposals impact the public highway.
33	Online	General		1	The restrictions on parking without making additional provision will push the problem deeper into residential roads. Currently	The proposals echo the requirements of the Highway Code,

Annex 2 Hadlow Parking Review – Consultation responses

Ref	Type	Location	Supp.	Obj.	Comment	Response
					people parking on junctions are breaking the law anyway, so that just needs to be enforced.	not to park at junctions or where it would cause an obstruction.
34	Email	General		1	Is it really necessary, the money would be better utilised repairing road surfaces.	This is not a relevant response.
35	Online	General		1	Double yellow Lines in Hadlow will be ignored by grocery deliveries & couriers, so unless it is overseen & fines issued the objective will not be achieved. For the residents affected by not being able to park outside their houses, it will just push the parking issue to other areas of Hadlow.	Parking enforcement can only apply where there are restrictions to enforce, however there will still be an element of loading and unloading, as this is permitted on double yellow lines.
36	Online	General		1	Double yellow lines is not the answer. Speed humps is more appropriate	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
37	Online	General	1		Parking is becoming more and more of an issue in Hadlow with the poor standards, I think this should be extended further and put stronger restrictions in around the village	
38	Post	Great Elms		1	I strongly object to continuous double yellow lines on the initial stretch of Great Elms. Cars unable to park will unquestionably use the limited and valuable space at the end of the Cherry Orchard. There is also a large number of trade vans in the immediate vicinity which take this valuable space. We are already blighted by untaxed vans and cars which leave their vehicles for months on our road before eventually being removed. Residents have a covenant which is designed to prevent paving of front lawns - this is to keep the street scene as	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

Annex 2 Hadlow Parking Review – Consultation responses

Ref	Type	Location	Supp.	Obj.	Comment	Response
					it is and makes the roads/area special. Some have already ignored this, which is having an impact on the area. WE LIVE HERE!! Cars parked in valuable spaces on our road from out of area is increasing. This leaves residents no choice but to park on pavements - to allow large vehicles to progress. PLEASE CONSIDER RESIDENT PARKING ONLY ZONES - this is the best way to proceed.	
39	Online	Great Elms		1	Whilst I agree in principle to some of the double yellow lines - namely those around the junctions to re-iterate how dangerous it is to park there, I see no reason why they should be outside our house (1 Great Elms through to the corner of Smithers Close) as it not dangerous there. Or could that section be residents only so that our visitors have somewhere to park? If there are double yellow lines on Maidstone Road, opposite The Two Brewers pub, does this mean people can park on the other side of the road instead? This is then pointless. It would also then be essential to install a speed camera somewhere between the village square & Great Elms as the speed people go is already so dangerous & the freedom to sail through the village with no parked cars to slow them down would only make this worse. The cars that park in the High Street by the castle are dangerous. Would there be yellow lines there? The parked cars make the road too narrow, (although some park completely on the pavement) & incredibly dangerous when large lorries thunder through the village.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
40	Online	Great Elms		1	Having a double yellow line will push more cars farther up the Great Elms. The road is already tight enough but having all the cars compress closer together would make it more difficult to drive down the road.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

Annex 2 Hadlow Parking Review – Consultation responses

41	Online	Great Elms		1	<p>We live at REDACTED Great Elms which is opposite the first entrance to Cherry Orchard as you drive up Great Elms from the A26. We've lived here for 40 years and have been retired for 12 years so spend a lot of time throughout the week at REDACTED Great Elms and know the traffic situation in the road very well. I can honestly say that parking in Great Elms has never caused us any stress whatsoever. The ONLY time each week when there is a lot more cars parking in the road is when the Sunday service is taking place in the Catholic Church on the A26. So for 2 hours a week. Other than that I've always found it VERY EASY to access Great Elms and never seen any problems with access to Cherry Orchard from Great Elms. If you yellow line the entrance to Great Elms up to the entrance to Cherry Orchard, all you are going to do is push the church attendees further up Great Elms and cause an issue at the junctions with Cherry Orchard, particularly the first access to Cherry Orchard opposite our property at number REDACTED. Cars will park outside number 18 and 20 which is opposite the Cherry Orchard entrance and cause accident risks for cars entering and exiting Cherry Orchard. Also, the cars that will park outside number 18 and 20 will park on the pavement causing obstruction to people using the path and cause a Health and Safety issue if they have to cross the road. I can see no reason why quiet residential roads in the village need to be yellow lined when the problem is simply limited to 2 hours on a Sunday. Extra costs with no benefit. I would also question the benefit of the yellow lines as I would be very sceptical that it would be properly policed. So, my wife and I do not agree with the yellow line proposals for Great Elms. We can't comment on the other proposals as we do not know enough about the traffic situation in these areas.</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
42	Post	Great Elms	1	<p>2. Great Elms - While we agree with painting double yellow lines at the entrance to Great Elms from the High Street we strongly object to any further parking restrictions along Great Elms. Reasons for this objection are: a) Car parking is required near the Chapel on Sundays, There is insufficient provision for car</p>		

Annex 2 Hadlow Parking Review – Consultation responses

					parking other than Great Elms. This is an important service for the community and should be supported. b) Great Elms requires additional car parking space for the residents and their visitors which would be unnecessarily and highly inconveniently be restricted by double yellow lines as suggested in other areas of the road. c) Restricting parking along Great Elms as suggested would severely increase the speeding on the road from cars and electric scooters. Therefore, allowing cars to be parked as they are now would help reduce this hazard.	
43	Online	Great Elms	1		No comments supplied	
44	Email	Great Elms	1		I am in favour of the Borough Council's proposals for changes to the on-street parking arrangements in the Hadlow Parking Review.	
45	Online	Hailstone Close		1	Adding double yellow lines in Hadlow will do a major affect many of the residents. Many households have only one parking space and 2 vehicles - usually one of them is being parked on the roads overnight. I have lived here on Hailstone close for 5 years now and it was never an issue and I don't see how the close would benefit from double yellow lines. Residents and their guests always park in a considerate manner on the close.	Parking on the public highway (though not a right) can be tolerated where it does not cause an obstruction. However, there are areas where we have to consider introducing restrictions to manage traffic movements.
46	Post	High Street		1	As you can see I live on the main road with no parking area. At present I have to park quite a way from the house which is hard when carrying shopping or luggage. Bad weather adds to this and makes life difficult. As Hadlow seems to be expanding, parking is getting more difficult. Also, restricted times in Square will hamper shops and chemist flow. A decent car park free to locals is very much needed.	Parking on the public highway (though not a right) can be tolerated where it does not cause an obstruction. However, there are areas where we have to consider introducing restrictions to manage traffic movements.

Annex 2 Hadlow Parking Review – Consultation responses

47	Post	High Street		1	1. Hadlow High Street - We strongly object to the painting of double yellow lines/no parking on Hadlow High Street from Henley House to Alma Place. Reason for this is that, although the parked cars there are annoying and cause traffic congestion in the village, they are a very functional and functioning control to speeding cars from both sides on this part of the road. If the parking restrictions were to be included on the High Street, Great Elms would be used as overflow car park for visitors to the village as well as people living in the terraced houses.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
48	Online	High Street		1	I object to the proposed changes unless the following conditions are met: * The needs of residents living on the High Street must be properly considered, with suitable parking arrangements provided for those directly affected. * This should include either: * the installation of additional parking spaces in the immediate surrounding area, or * the provision of permits allowing eligible residents to park on the High Street without restriction. Without adequate alternative parking provision, these changes would unfairly impact residents who rely on accessible local parking on a daily basis	
49	Online	High Street		1	Objection to the yellow lines on the side of the main high street by Henley House and Roselands. The Osteopathic practice often requires elderly and disabled patients to be able to either park or be dropped off near to or outside the building. The new yellow lines with no waiting at any time may deter patients as there is no guaranteed parking within a short walking distance. Also residents believe that parking on this side of the road acts as a traffic calming measure and slows down traffic from speeding through the village especially when going in the direction of Maidstone	The dropping-off of passengers is still permitted on double yellow lines.
50	Online	High Street		1	Whilst I can see the sense in yellow lining corners of roads for safety and visibility reasons. The parking restrictions in the Square i.e by the brick wall outside the Barbers and bakers . The restrictions pin the lay-by outside Caxton House and Lime tree house are unreasonable. These are part of the only parking spaces where residents of the flats and Castle Terrace/ Castle View CAN park. The restrictions on these will have little effect on	The introduction of limited waiting would assist in parking turnover for local businesses and echoes other

Annex 2 Hadlow Parking Review – Consultation responses

					parking for using the shops as there are adequate spaces for that purpose. They will however shift the parking of resident's cars onto the pavements and other unsuitable places as quite literally there is nowhere else to park unless someone/HPC creates a car park. TMBC needs to reassess these spots.	restrictions in The Square.
51	Online	High Street		1	As traffic will move more freely along the A26, it will also move faster. There needs to be provision for a pedestrian crossing at the public house end of the high street to enable crossing for the bus stops (especially at school run times) and also to enable cars to pull out of Smithers Close and other closes along that stretch of the A26.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
52	Online	High Street		1	My objection to the current proposal is to the time limiting restrictions on the parking bays to the west of the A26 opposite the shops (outside Caxton House and Lime Tree House). My husband and I have lived in Castle View for 51 years (we're now in our 80s) and during that time accepted the inconvenience of parking where we can – anywhere between Weathered & Worn and Court Lane. This applies to all the residents of the High Street without a dedicated parking space. The increase in traffic is making it much more difficult to find a space and I, with others, have recently had to park at times in the Old School car park, which is nominally restricted to Hall users and visitors to the Health Centre. Restricting those 5 spaces will definitely add to our frustration.	The introduction of limited waiting would assist in parking turnover for local businesses and echoes other restrictions in The Square.
53	Online	High Street		1	Cars already drive too fast through the village making it dangerous. The parked cars actually provide natural traffic calming measures to reduce the speed and houses built in the area do not have any, or enough off road parking to support additional double yellow lines. Where are those cars expected to go	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
54	Online	High Street		1	I object to the proposal sent to my address because, 1- This is nothing to do with parking, It is more to do with managing traffic flow. We carried out our own parking an assessment and sent it to you during the last consultation process, and it showed there were just enough parking spaces available to the residents of	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would

Annex 2 Hadlow Parking Review – Consultation responses

					<p>your proposed parking area along the A26. We checked the amount of spaces available and it matched nearly the amount of vehicles owned by the residents along the same stretch. Turning the lay bays/parking spaces into 2 hour max (with no return for 2 hours) where do you propose the residents should now park? The dwellings along The A26 The square and High street do not have access to off road parking. The outcome as we of your proposals will be less parking! I cannot see anywhere on your proposal to increase PARKING? NEW car park perhaps! 2- Also having parked cars along the A26 through the village is a good thing! It also has the very effective effect of traffic calming (mobile chicanes!) If the vehicles cannot be parked as they are at the moment the road will become much faster, so far more dangerous. I DO agree the idea of having yellow lines at the corners of some junctions, is not a bad idea as maneuvering large vehicles around these junctions could be made better (BUT NOT at the expense of less PARKING places) my mobile number is 07505-115913 if you would like to have a further discussion</p>	<p>cause an obstruction. Parking on the public highway (though not a right) can be tolerated where it does not cause an obstruction. However, there are areas where we have to consider introducing restrictions to manage traffic movements.</p>
55	Email	High Street		1	<p>I am not in favour of all of the Borough's proposals for changes to on street parking arrangements in the Hadlow Parking except where they ban parking on corners. The removal of parking areas along the High Street will increase the speed of traffic to the detriment of safe pedestrian use to cross the road in the village. I live at the opposite end of the village to the pedestrian crossing. The traffic coming down Court Lane has increased significantly as a result of the construction of houses down there. To cross this road from my end of the village by wheelchair means I have to go onto the road at Court Lane to see around the corner and have had several near misses. My only other way into the village is to cross over the road. Now by the osteopath's office there is a lamp post in the road that makes it difficult to get down that way (Pavement not wide enough). So I rely on the traffic going slow enough for me to cross safely. When there is no parking along the High Street (it is sometimes blocked off for street cleaning), the cars increase their speed significantly. There</p>	

Annex 2 Hadlow Parking Review – Consultation responses

					are no traffic calming features at this end of the village, no pedestrian crossing, no traffic lights. You are considering approving yet more houses at this end of the village. Lastly the osteopath necessarily treats people with mobility issues and it is a very valuable local service. I feel there should at least be a legal drop off point outside that location.	
56	Post	High Street	1		I am very anxious that the KEEP CLEAR sign painted on the High Street between the Hadlow Kebab and Fish Bar and Natal House is kept and repainted. It has been fairly effective otherwise our drive was often blocked. I would not be in favour of any change to this.	There is no proposal to change this.
57	Online	Hope Avenue	1		The proposal will improve road safety particularly in Carpenters Lane but the restriction should be extended further down Carpenters Lane near the allotments	
58	Online	Hope Avenue	1		No comments supplied	
59	Post	Ken Ward Court	1		No comments supplied	
60	Online	Maidstone Road		1	The biggest parking issue in Maidstone Road outside Alma Place is not being dealt with, and this is the biggest causes of slow traffic flow and possible collisions due to parked cars.	The original proposals addressed issues in this area, but were removed following objections at the informal consultation stage.
61	Online	Maidstone Road		1	I think double yellow line should come further north out of square where there are always parked car on road which leads to massive congestion and cause chaos when large Lorrie's try to navigate the village	
62	Online	Maidstone Road		1	I specifically object to the double yellow lines on drawing HPR/02 drawn by ACB on 24/04/2026. The specific yellow lines in question are outside Leeds House Mews and Henley House. There are up to 6 cars parked here every night for local residents and there is no other parking available nearby. If the local authority puts these double yellow lines in then these cars will	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

Annex 2 Hadlow Parking Review – Consultation responses

					<p>simply park on the other side of the road outside The Terrace. This will be legal but will undoubtedly create massive queues on the main A26 through Hadlow village. I recognise that mine is a single voice but I hope that it is heard and there is a response from you on this matter. Thank you</p>	
63	Online	Maidstone Road		1	<p>I live on the Maidstone Road right in the centre of the village and know first hand how fast the traffic travels most of the time through the village - so much so that yesterday my husband was hit by a car's wing mirror that was travelling at speed. I urge you not to reduce the number of spaces or parking in the village but to increase it. The houses on the main road are still allowed to have somewhere to park and with the proposed restrictions this will be pushed further up the road where the traffic is faster. We have now had x3 cars to date hit and written off when parked on the main road - likely these accidents will increase. Also residents will care less about not having bins on the pavement as entrances and drives will, at all times, need to be used for cars which will make the pavement impassable for prams and wheel chair users. With the increased housing being built and proposed it is vital that parking is considered rather than reduced. Your proposals go further than merely making junctions safe, it will push issues further up the Maidstone Road, cause more congestion and remove liberties for residents.</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
64	Online	Maidstone Road		1	<p>Looking at all the plans, it seems that you have missed the route cause of the problem for traffic in Hadlow. The problem area is between Court Lane , Through Alma Place and onwards as far as Great Elms. Cars parked along that stretch of road means it is down to single lane traffic in both directions. This proposal seems to be spending millions on double yellow line all around the village but ignoring the real core of the problem. I can see no double yellow lines planned for this area. So the problem will still remain.</p>	<p>The original proposals addressed issues in this area, but were removed following objections at the informal consultation stage.</p>
65	Email	Maidstone Road		1	<p>I object to this specific area of double yellow lines, circled in red, (west side of Maidstone Road, from Leeds House to Roselands) as it will result in the cars that currently park there going further</p>	<p>Displacement of parking further northwards could</p>

Annex 2 Hadlow Parking Review – Consultation responses

					along Maidstone Road to park in the direction of the arrow (northwards). On the occasion when cars are parked further along Maidstone Road, past Alma Place and outside the Vicarage, it is very difficult to see the oncoming traffic due to the slight curvature of the road. There is also a hazard opposite the Vicarage and The Oaks outside Ouseley House as the pavement drops well below the kerb. There might be a temptation for a driver travelling west towards Tonbridge to go onto the pavement at this point should they encounter a vehicle coming the other way which has pulled out to overtake parked cars. This will result in the vehicle being stranded on the kerb, a situation that happens from time to time, but potentially more frequently if cars are parked opposite this hazard.	affect visibility where parking does not already occur. The original proposals addressed this, but were removed following comments from residents during the informal consultation.
66	Post	Maidstone Road	1		No comments supplied	
67	Online	Maltings Close		1	If you put yellow lines in Dray Court or maltings close, this will cause extreme hardship to people visiting, as most of the residents are very elderly, and require help from family, also this will cause people to park in our car park to escape the yellow lines, there is no valid reason to place yellow lines here, you are simply creating more of a problem to residents, I presume it's a cash cow for you.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
68	Email	Maltings Close		1	I live in Maltings Close. I can't tell from the map the length of the double yellow lines, ie: how far they extend. I live at REDACTED Maltings Close. When you do the lines on the corner of Toby Gardens, can you ensure the lines continue to the edge of my drive. It looks on the map as though there will be a gap between the end of the lines and the start of my driveway. That will invite people to try and park there and block up my drive, which they already do. By the way, I'm against it but I know I can't stop it.	This is a request to extend the restrictions further on Maltings Close.
69	Email	Maltings Close		1	I am not in favour of the proposals especially to maltings close. There is absolutely no problem with parking in maltings close. People without a drive have no where to park.	This is not born-out by the other responses.
70	Email	Maltings Close		1	I am writing in regards to the proposed parking restrictions particularly in and around Maltings Close, Hadlow. I am not in	The proposals echo the requirements of

Annex 2 Hadlow Parking Review – Consultation responses

					<p>favour of the proposal and having lived in the road for over 20 years, we have a very good understanding of the issues surrounding parking and the sometimes dangerous placements of cars. I do not believe that double yellow lines are the solution to the problem, what would be a much more viable option is to make this road free residents permit parking only. These permits can be limited to so many per household so that there is some control on how many are circulated. Due to the lack of parking that comes with any housing development, you can't avoid residents having to park on street and this is not a problem if it is just limited to these residents. What has caused the parking issues in Maltings Close and has got steadily worse over the years are the non-residents using the area as a free car park. We are particularly affected by school run traffic, attendees to the doctors, dentist, scouts club, bowls club, the dispersement of cars from other nearby roads as well as visitors to the village. On looking at the proposed plans for restrictions in Water Slippe, Carpenters Lane & Maidstone this will have a further impact on Maltings / Hailstone Close as it will cause further dispersement of the residents from these roads to park here. This in turn also leads to a higher movement of vehicles causing more congestion as they try to access out onto the main road. Changing the road to residents parking only would lighten the amount of cars accessing and parking in Maltings Close and therefore freeing up road space and making it a much safer cul de sac. I would also assume that this would be a much more cost effective option.</p>	<p>the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
71	Online	Maltings Close		1	<p>I think it is an excellent idea and will enhance safety when driving. For me personally it will make it so much easier to pull out of my driveway onto Maltings Close if there are double yellow lines opposite.</p>	<p>Though objection indicated, the comments support the proposals</p>
72	Email	Maltings Close		1	<p>Objection to proposal at the ebbelmouth to Maltings Close. As currently proposed the extent of No Waiting at Any Time extends in front of No. 37 but not in front of the garage of No.1 or No.8 Carpenters. By revising the plans as attached (Join up proposed DYL on Maltings Close between Carpenters Lane and Dray</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions</p>

Annex 2 Hadlow Parking Review – Consultation responses

					Court, reduce DYL on west side of Maltings Close from Carpenters Lane) it allows two cars to park outside no.37 without risk of blocking Maltings Close by a car parking on the right hand side outside No.1 as currently sometimes has happened in the past. This wouldbe an improvement to road safety and access.	or where it would cause an obstruction.
73	Post	Maltings Close	1		While I agree in principle to the addition of more yellow lines in Maltings Close, we are concerned that residents and friends will be aware that the only stretch of road without lines will become a car park between No.36 and no.29 - just before Toby Gardens. Hopefully sense will prevail but we shall contact you should the situation change when it begins operation.	Parking on the public highway (though not a right) can be tolerated where it does not cause an obstruction, and the restrictions are intended to prevent problem parking.
74	Post	Maltings Close	1		There is a great need for double yellow lines where indicated (opposite Dray Court, northwards to No.35) as depending on vehicle type parked it can become very difficult to see round the corner from either direction.	
75	Online	Maltings Close	1		Dangerous sreet parking on a blind corner of maltings close hadlow tonbridge kent	
76	Online	Monypenny Close		1	Because unfortunately it will push those who choose to park in Monypenny Close right out side of our Bungalow. Plus the will be a whole lot more parking in our close, because of the Double Yellows in Carpenters lane.	Not all of Monypenny Close is adopted, so we can only introduce restrictions on the adopted public highway. It would be for the manager of that area to consider any restrictions.
77	Email	Monypenny Close	1		Cannot come too soon. So dangerous on entrance to Monypenny Close and Highways lorry constantly parking on pavement and road.	
78	Email	Monypenny Close	1		I have spoken, emailed and used your online services to report the issue that we have at Monypenny Close on many occasions over the last 4 years. So, it is excellent news to hear that	Not all of Monypenny Close is adopted, so we can only introduce

Annex 2 Hadlow Parking Review – Consultation responses

					something is being done to help with these issues. The yellow lines that you are proposing to do on the left-hand side as you come into Monypenny Close do need to come further down. As you can see from my attached photos, residents from Carpenters Lane park their cars and vans day and night right up to the bend by the first bungalow on the left. The lines on this side would need to come right up to that bend to prevent this problem.	restrictions on the adopted public highway. It would be for the manager of that area to consider any restrictions.
79	Online	Monypenny Close	1		People park dangerously	
80	Online	Monypenny Close	1		I have tried for the last 4 years to get yellow lines at the beginning of Monypenny Close. Up to 6 vans and cars from residents of Carpenters Lane park here on a daily basis. It makes it very dangerous and sometimes impossible to use the pathways. The yellow lines proposed need to be further down the road on the left as you enter the Close. These vehicles park all the way up to the bend just before the first bungalow on the left side as you come in the close.	
81	Email	Smithers Close	1		I am in favour of the Borough Council's proposals for changes to the on-street parking arrangements in the Hadlow Parking Review.	
82	Post	Smithers Close	1		SAFETY - Extend yellow double lines into Smithers Close on single side (attached map indicates extending double yellow lines on south side of Smithers Close past opposite No.1) Andy Bracey, have you visited Smithers Close!!! Cars should park on one side only. I will happily meet you at location. Has happened weekly for last 2 years, whilst you were doing your review.	Yes, Smithers Close was visited as part of the assessment of the need for parking restrictions. This is not an objection to the proposals, but a request for additional parking restrictions.
83	Online	Smithers Close	1		Cars should not park across dropped kerb	
84	Online	Smithers Close	1		Please just get on with it & stop keeping asking. We all know it's needed.	
85	Online	Tainter Road &		1	I largely support the proposals but was surprised to see that the junction between Tainter Road and Twyford Road (1 Tainter	The proposals do not cover the junction of

Annex 2 Hadlow Parking Review – Consultation responses

		Twyford Road			Road end) has not been included. There are often vehicles parked there which makes visibility quite difficult. I would also like to see double yellow lines on Carpenters Lane, opposite the junction of Money Penny Close. Visibility along Carpenters Lane is poor as the vehicles are parked on a bend. This is likely to get worse as vehicles are moved from nearby areas. Some vehicles drive too fast on that stretch of road and I think an accident will happen there.	Tainter Road and Twyford Road
86		Tainter Road & Twyford Road	1		Twyford Road also needs more lines especially on the turning into Tainter Road where people park on the blind corner. Thanks	The proposals do not cover the junction of Tainter Road and Twyford Road
87	Online	The Cherry Orchard		1	There is already parking issues on The Cherry Orchard. People parking on pavements and often obstructing the road. The addition of the yellow lines would reduce the number of spaces. In turn this would cause more obstructive parking and parking on footpaths.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
88	Online	The Cherry Orchard		1	Placing double yellow lines everywhere will just push the cars into new places to park. I live in Cherry Orchard (tn110HU) - already the church goes park in Great Elms, (often quite poorly, blocking junctions and causing us to weave through), they will just park further up in Great Elms and Cherry Orchard. Also, who (and when) is enforcing parking? I agree that adding lines adjacent to junctions in Cherry Orchard and Great Elms are a good idea, cars always seem to park over these junctions and block the view of vehicle turning in / out. Please consider what this will achieve vs cost of putting them in and the cost of parking attendants that will have to regularly monitor.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
89	Online	The Cherry Orchard		1	Most people park sensibly here anyway, and increasing the restrictions in Great Elms and elsewhere in Hadlow will just push people into parking in the unrestricted areas, causing more problems and crowding there. The parking along the main road in the village acts as a natural traffic calming measure, keeping the village safer for pedestrians and cars alike. The only parking	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

Annex 2 Hadlow Parking Review – Consultation responses

					issues we have in Great Elms and The Cherry Orchard is on Sundays, when the Catholic churchgoers park here and it gets very busy. The restrictions will make that even worse. This seems like a very unnecessary waste of money.	
90	Online	The Cherry Orchard		1	The proposals will move the problem to areas of Hadlow which are already pressured for parking. The proposed double yellow lines at the entrance to Great Elms are excessive. If anything, we need to have residents parking permits as this would alleviate the parking pressure in the area.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
91	Post	The Cherry Orchard	1		I am particularly in favour of the double yellow lines at the junction of The Cherry Orchard off Great Elms, as residents and visitors to 57 & 59 Cherry Orchard park opposite my garages, making it difficult to access them. I am in favour of any way to making parking in The Square easier so unsure if all your plans do this.	
92	Online	The Cherry Orchard	1		No comments supplied	
93	Online	The Cherry Orchard	1		To reduce parking which is inconsiderate and dangerous	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
94	Post	The Freehold	1		No comments supplied	
95	Post	The Square		1	I notice that there are no red bus stop marks at the village square. I think it would be detrimental to remove them for young families and the elderly who wish to visit the Doctor, library, shops or school. Also the traffic lights make it a safe place to cross.	There is no proposal to alter the bus stops in The Square. In accordance with KCC's requirements, existing restrictions that are not changing as part of the proposals are not

Annex 2 Hadlow Parking Review – Consultation responses

						specifically shown on the plans.
96	Email	The Square		1	Some of these are quite plain and the same as before. The loss of spaces in the Square is in reprehensible as it means less for residents and there have never been any incidents connected to the referred area.	
97	Online	The Square		1	Parking proposals in the Square are unnecessary as everyone knows how to park there and there have been no incidents.	The introduction of limited waiting would assist in parking turnover for local businesses and echoes other restrictions in The Square.
98	Post	The Square	1		On no account should the bus stop in the centre of Hadlow be removed as there are too many older people who rely upon it. This will not impact any traffic flow as the bus only stops for a few minutes to pick people up or drop off.	There is no proposal to alter the bus stops in The Square. In accordance with KCC's requirements, existing restrictions that are not changing as part of the proposals are not specifically shown on the plans.
99	Email	The Square	1		I am in favour of the of the Borough Council's proposal but would just like to make the following points: 1. I noticed on drawing HPR-03 - the bus stop by the square is not marked. People frequently park in the bus stop heading towards Tonbridge - so it might be better to have a camera and fine people who do that? 2. Can it be noted - I live in REDACTED and there are also the following problems: People often block the entrance to Church Street by parking inconsiderately outside of the barbers or literally in front of the entrance to the street. They will just dump their cars and go to the shops, the residents often have to go and	

Annex 2 Hadlow Parking Review – Consultation responses

					find them. 3. Also in the square people double park in the middle section. There are two existing spaces in the middle but they think that they can park another car in front of those 2 spaces so there are sometimes 3 cars parked in the middle which also causes problems when exiting the square as they take up too much space. 4. The space in the middle that sits by the road is also a problem as if a van or 4x4 parks there then you cannot see to exit the car park from the left side. It would be better not to have that space and put something else there. 5. Can there be arrows to show the direction of entry and exit from the car park?	
100	Post	Three Elm Lane		1	I strongly object to the proposed installation of double yellow lines in Golden Green, particularly outside my property on the corner of Victoria Road and Three Elm Lane. In the two years I have lived at the property, there have been no accidents at this junction. In fact, I would argue the current parking arrangements actually help slow traffic turning into Three Elm Lane from Victoria Road. Removing parked cars from this area risks encouraging vehicles to take the corner at greater speed, which is particularly concerning given the nearby bus stop and presence of pedestrians. I fully appreciate that there are occasionally a small number of vehicles that do not park considerately. However, it would be unfair to penalise the entire neighbourhood because of the actions of a few individuals. A more proportionate solution would be the introduction of marked parking bays to encourage sensible and consistent parking rather than imposing blanket parking restrictions. This section of Three Elm Lane is one of the widest parts of the road. Introducing double yellow lines here would simply force residents, visitors, and churchgoers attending St Mary's Mission Church further down Three Elm Lane, where the road narrows significantly and parking causes greater obstruction. For those houses with more than 2 vehicles and visiting guests it will make day to day life very challenging if they can't park outside of their home. Parking pressure within the village is already considerable, particularly	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

Annex 2 Hadlow Parking Review – Consultation responses

					<p>around Victoria Road and the nearby terraced houses. There is no realistic provision for overflow parking within the village. The small area near the playground is entirely inadequate, both because the road surface is in poor condition and because the space itself is far too limited to accommodate displaced vehicles. Recent gas works demonstrated how fragile parking capacity already is within the village. During these works, many residents were unable to park anywhere near their homes if further restrictions are introduced, this situation will become a regular occurrence. Residents simply have nowhere else to park. In my opinion, the far greater safety concern within Three Elm Lane is the blind junction with Hartlake Road, together with the speed at which vehicles travel along the lane. These issues should be prioritised ahead of introducing restrictions that will significantly inconvenience existing residents without addressing the real traffic concerns in the area. I would respectfully ask that the proposed restrictions are reconsidered and that alternative solutions are explored which better balance road safety with the practical parking needs of residents and visitors.</p>	
101	Online	Three Elm Lane		1	<p>I object to the Three Elm Lane and Victoria Road new yellow lines. I have lived in the area for nearly 15 years. There has never been any issue with the parking in the areas highlighted by the proposal. Parking in the village is limited, with the public car park near the recreation ground regularly ill maintained and recently taken over by the Gas company for their road works. Despite this, I have never seen any issues with dangerous parking. I have travelled up and down these roads at all times of day, every day of the week, and not once had any near miss, accident, or witnessed anything close to one. The roads are slow moving and people are careful. We regularly have agricultural and commercial vehicles use the roads and equally never have had a single issue raised. Introducing these lines will force people to park in more dangerous positions, such as along the main Three Elm Lane or within the laybys that aren't wide enough for modern cars. They will introduce frustration and</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>

Annex 2 Hadlow Parking Review – Consultation responses

					difficulty for local residents. They will impact business at The Bell which has regularly struggled as a local public house, and the Council should be seeking to support this.	
102	Online	Three Elm Lane		1	<p>1. Lack of Evidence of Any Safety Issue Under the Road Traffic Regulation Act 1984, restrictions such as yellow lines must be justified by demonstrable need—typically: - A history of collisions - Documented near-misses - Obstruction of emergency vehicles - Persistent congestion - Proven danger to pedestrians or road users In the 15 years I have lived here, there has not been a single accident, near-miss, complaint, or safety concern relating to parking at the proposed location. The council has not provided any collision data, risk assessment, or evidence of obstruction to justify the restriction. Without such evidence, the proposal fails the statutory requirement of being “expedient for avoiding danger” or “necessary for facilitating traffic flow”. --- 2. Failure to Demonstrate Proportionality Any TRO must be the least restrictive measure capable of addressing a proven problem. Here: - No problem has been evidenced. - No alternative measures (e.g., advisory markings, community engagement, monitoring) have been explored. - No proportionality assessment has been published. Introducing permanent yellow lines in a rural village with no history of issues is disproportionate and risks creating new problems (loss of resident parking, displacement, increased speed due to wider carriageway). --- 3. Absence of Community Consultation and Local Support Golden Green is a small village with a stable, long-standing community. To my knowledge: - No complaints have been raised by residents. - No consultation has been carried out with those directly affected. - No explanation has been provided as to why this proposal has arisen now, after decades without issue. A TRO that materially affects residents must be supported by transparent consultation and a clear statement of reasons. Neither has been provided. --- 4. Procedural Concerns Under the Local Authorities’ Traffic Orders (Procedure) Regulations 1996 The council is required to: -</p>	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

Annex 2 Hadlow Parking Review – Consultation responses

					<p>Publish a clear statement of reasons - Provide evidence supporting the need for the restriction - Demonstrate that alternatives were considered - Consult affected residents meaningfully The published material does not appear to meet these requirements. If the council cannot provide the evidence base and reasoning required by law, the TRO would be procedurally unsound. --- 5. Negative Impact on Residents and Village Character The proposed yellow lines would: - Remove essential parking for residents and visitors - Urbanise a rural village setting - Create unnecessary enforcement activity - Potentially increase vehicle speeds due to a visually “wider” road These impacts are real and immediate, unlike the hypothetical risks the council has not evidenced. Conclusion For the reasons above, I formally object to the proposed yellow lines. The proposal is unsupported by evidence, disproportionate, procedurally flawed, and contrary to the needs and wishes of the local community. I request confirmation that this objection has been recorded and that the council provides the evidence base for the proposal before proceeding further.</p>	
103	Online	Three Elm Lane		1	<p>If you take parking places than provide more, speed is the issue, put speed cameras and speed bumps in place</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
104	Online	Three Elm Lane		1	<p>If you take parking places than provide more, speed is the issue, put speed cameras and speed bumps in place</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
105	Online	Three Elm Lane		1	<p>I strongly object to the proposed installation of double yellow lines in Golden Green, particularly outside my property on the corner of Victoria Road and Three Elm Lane. In the two years I have lived at the property, there have been no accidents at this</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions</p>

				<p>junction. In fact, I would argue the current parking arrangements actually help slow traffic turning into Three Elm Lane from Victoria Road. Removing parked cars from this area risks encouraging vehicles to take the corner at greater speed, which is particularly concerning given the nearby bus stop and presence of pedestrians. I fully appreciate that there are occasionally a small number of vehicles that do not park considerately. However, it would be unfair to penalise the entire neighbourhood because of the actions of a few individuals. A more proportionate solution would be the introduction of marked parking bays to encourage sensible and consistent parking rather than imposing blanket parking restrictions. This section of Three Elm Lane is one of the widest parts of the road. Introducing double yellow lines here would simply force residents, visitors, and churchgoers attending St Mary’s Mission Church further down Three Elm Lane, where the road narrows significantly and parking causes greater obstruction. For those houses with more than 2 vehicles and visiting guests it will make day to day life very challenging if they can’t park outside of their home. Parking pressure within the village is already considerable, particularly around Victoria Road and the nearby terraced houses. There is no realistic provision for overflow parking within the village. The small area near the playground is entirely inadequate, both because the road surface is in poor condition and because the space itself is far too limited to accommodate displaced vehicles. Recent gas works demonstrated how fragile parking capacity already is within the village. During these works, many residents were unable to park anywhere near their homes. If further restrictions are introduced, this situation will become a regular occurrence. Residents simply have nowhere else to park. In my opinion, the far greater safety concern within Three Elm Lane is the blind junction with Hartlake Road, together with the speed at which vehicles travel along the lane. These issues should be prioritised ahead of introducing restrictions that will significantly inconvenience existing residents</p>	<p>or where it would cause an obstruction.</p>
--	--	--	--	---	--

Annex 2 Hadlow Parking Review – Consultation responses

					without addressing the real traffic concerns in the area. I would respectfully ask that the proposed restrictions are reconsidered and that alternative solutions are explored which better balance road safety with the practical parking needs of residents and visitors.	
106	Online	Three Elm Lane	1		Find it difficult to turn in and out of Victoria Road due to parking by others on the corner	
107	Online	Three Elm Lane	1		The junctions at the cul de sac and Three Elm Lane have become very dangerous and the line of sight to oncoming traffic is severely impaired. Please implement ASAP	
108	Online	Three Elm Lane	1		For safety reasons. Currently vehicles park very close to the junctions and obscure view of vehicles trying to pulling out	
109	Online	Three Elm Lane	1		The parking on the splayed corner of victoria road and three elm lane is very dangerous, and parking there should be stopped	
110	Online	Three Elm Lane	1		The corner of Three Elm Lane and Victoria Road is dangerous with people parking directly on the corner and ignoring the rules of the highway code. It is hard to see when turning out of Victoria Road. Also, people speed along Three Elm Lane	
111	Online	Three Elm Lane	1		I drive down Victoria road very regularly and with people parking on the corner it makes me very unsafe to turn out the road as it reduces visibility	
112	Online	Three Elm Lane	1		It's a dangerous situation when trying to pull out of the junction with all the cars there, these double yellows would make it a much safer space	
113	Post	Toby Gardens		1	The location we are objecting to is Toby Gardens, Hadlow! The changes that you propose are not necessary for Toby Gardens as there is little parking space already and your rules would be very inconvenient for elderly residents being visited by family. Also we need allowance for parking of trade vehicles. The tendency of your new rules would be to encourage visitors to park on the grass verge and churn it up.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
114	Online	Toby Gardens		1	Hadlow Square	No specific comments were made.
115	Online	Twyford Road	1		Twyford Road also needs more lines especially on the turning into Tainter Road where people park on the blind corner. Thanks	

Annex 2 Hadlow Parking Review – Consultation responses

116	Online	Victoria Road		1	There is currently very little parking in the centre of Golden Green. This will reduce existing parking spaces for residents. Currently many people park in Golden Green who do not live in Golden Green who both use the Village Hall which has no parking and people from out side the village who go walking . The council putting yellow lines in the village will create a greater parking problem for local residents. Maybe the council will supply off road parking for the residents of both Victoria Road and Three elm Lane if the go ahead with this proposal .	
117	Online	Victoria Road		1	We are very concerned about the Borough Councils proposals for changes to the on street parking arrangements in Golden Green. Residents of Golden Green that park in Victoria Road and Three Elm Lane have nowhere else to park. Surely the council cannot restrict parking for residents without providing alternative suitable parking. The Road near the junction of Victoria Road and Three Elm Lane is actually quite wide and parked cars do not block the visibility of traffic turning into and out of Victoria Road. if this restriction goes ahead it will force drivers to park further along Three Elm Lane which is narrower and more dangerous because of the volume and speed of traffic through Golden Green. It seems ludicrous to restrict parking at the widest part of the road to force drivers to park in the narrowest part of the road. There is much less traffic using Victoria Road than Three Elm Lane. We are not aware of any accidents near the junction of Victoria Road and Three Elm Lane caused by parked cars but we are aware of vehicles parked in Three Elm Lane being damaged by speeding vehicles through the village. Please give this matter your utmost consideration for residents in the immediate area of the proposed changes that have nowhere else to park. Objection to proposed yellow lines in Victoria Road and Three Elm Lane.	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.
118	Online	Victoria Road		1	Golden Green. Marking of an Eastbound bus stop is inappropriate because the bus does not stop here. It stops in front of The Bell Inn where it does not obstruct the flow of traffic. Marking a bus stop in the proposed position would mean the loss	The bus stop sign is located alongside No.1, and the proposed bus stop

Annex 2 Hadlow Parking Review – Consultation responses

					<p>of two legitimate on road parking spaces and would block the drop kerb driveway to 1 Bell Cottages. What is needed here is a white line marking that driveway, preferably extended to the corner of the access to the Bell Inn parking and access to Bourne Park, allowing space so that the bus does not obstruct the flow of traffic. Marking of a bus stop outside the Bell Inn is unnecessary, as is the marking of a Westbound bus stop outside the Village Hall [labelled as St.Mary's Mission Church] as the Hall has extremely limited and difficult on-site parking. We also object to the double yellow lines around the Carrickstarne corner. Having been residents here since 1986 and caretakers of the Hall for many years we have seen little or no problems with the existing arrangements around this area. Removing legitimate on road parking would only serve to cause considerable inconvenience and would enable vehicles to travel faster than they do at present through this junction. The proposed markings would not protect the junction; what would be an improvement is markings to 'square off' the sweep around the Bell Inn which encourages vehicles to enter Victoria Road too fast for the available sight lines.</p>	<p>clearway would protect the access as all times, except the brief moments when the bus is actually using the stop. The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
119	Online	Victoria Road		1	<p>There does not appear to be an issue with obstructive parking in Golden Green; HGVs and tractor manage to pass by with no issue. There is already limited parking for residents who do not have off street parking; adding double yellow lines will further reduce available parking. The issue is non residents parking on the road. I would like to see the introduction of residents only parking (many of the houses on Victoria Road do not have off street parking) I would be happy to pay for an annual residents permit. If the double yellow lines are introduced I think it is imperative that the remainder of parking is for residents only.</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.</p>
120	Online	Victoria Road		1	<p>While supporting the proposal to protect the east and west side of Victoria Road close to the junction with Three Elm Lane, I feel that the more northerly restrictions are unnecessary and will only cause more dangerous parking elsewhere in the hamlet. There is absolutely NO reason to extend the western yellow lines into</p>	<p>The proposals echo the requirements of the Highway Code, not to park at junctions</p>

Annex 2 Hadlow Parking Review – Consultation responses

					the layby as this will lose a potential parking space which could be used as a second space by the current of future residents of No. 1 Victoria Road. That space is already "protected" by a drop curb.	or where it would cause an obstruction.
121	Online	Victoria Road		1	<p>The introduction of the proposed parking restrictions would significantly reduce available parking for residents and visitors. There are several properties that do not have access to off-street parking. The available parking spaces are already utilised by patrons of The Bell Inn and the village hall, which can already result in residents having to park further afield. Reducing availability further with double yellow lines will result in people having to park further along Three Elm Lane or Victoria Road, where it is not safe due to narrower access, a lack of pavements and higher speed limits. I have a young child, as do several of my neighbours who rely on on-street parking. I do not feel it would be safe to have to park my vehicle down Victoria Road or Three Elm Lane and then walk back to my property with my child, particularly in winter where it is dark early. During working hours there are usually minimal vehicles parked, and therefore restrictions are unnecessary. There are usually vehicles parked in the evening and overnight (due to residents returning home) where traffic movement is reduced. Double yellow lines impose continuous 24-hour restriction which is excessive given parking conditions on the road. Parked vehicles have not caused a safety issue in normal traffic movement, and has also not caused delays or interruptions to the flow of traffic. There have been no accidents to indicate a safety concern, and no disruptions to the flow of traffic indicating a traffic concern. There have been no issues for emergency vehicle access. In addition, speed appears to be a more significant issue within the community with several residents having raised this to the council previously. Parked vehicles act as a natural speed calming measure, forcing vehicles to stop at the junction and check properly to see if it is clear. Shifting this on to residents who require the on-street parking does not feel justified, for the</p>	The proposals echo the requirements of the Highway Code, not to park at junctions or where it would cause an obstruction.

Annex 2 Hadlow Parking Review – Consultation responses

					drivers who use Court Lane – Victoria Road – Hartlake Lane as an alternative into Tonbridge. The number of vehicles will not be reduced in the area, and there is no alternative parking being proposed. Therefore, the proposal risks shifting parking pressure onto neighbouring roads, potentially creating wider parking and access problems elsewhere in the area rather than solving any genuine issue. If double yellow lines are chosen to be introduced, then further parking options need to be introduced for residents first. For example, resident only bays and off-street parking for patrons of the village hall. The reality is residents will be forced to park down a national speed limit road or along a lane with no pavement and speeds often in excess of 40mph. This will result in an increase in parked vehicles being hit and increased risk to pedestrians. Whilst I appreciate that restrictions may be in accordance with the highway code, the council needs to consider the real life impact and therefore provide sufficient alternatives.	
122	Post	Victoria Road	1		No comments supplied	
123	Post	Victoria Road	1		I am in favour of these yellow lines for a good reason. Please do my yellow lines to give me some peace. My disabilities are plenty and I am constantly in and out of hospital, day and night. I am in favour of yellow lines outside my drive as I am disabled and have a dropped kerb, but people keep parking outside my house to use the public house and it has to be kept clear for ambulances due to my disabilities. It was ut there for that whole reason. People keep also breaking off the signs when they park - they think their entitled to, silly yobos. I have to have ambulances due to my disabilities. I live REDACTED and it's a nightmare for parking for people using in front of my drive to use the Bell Inn pub.	
124	Email	Victoria Road	1		No comments supplied	
125	Online	Victoria Road	1		The road junctions in Victoria Road and Three Elm Lane are currently very dangerous and there is no clear line of sight owing	

Annex 2 Hadlow Parking Review – Consultation responses

					to badly parked cars in contravention of the Highway Code. Hopefully this will be periodically monitored by enforcement officers.	
126	Online	Warren Gardens	1		I support the proposal, as restricting parking at the entrance of Warren Gardens will prevent a constant problem of bin lorries access, no to mention emergency vehicles.	
127	Online	Waterslippe		1	I understand double yellows on junctions and bends, but doing them down individual roads such as Waterslippe is pointless. This has 0 positive impact on the traffic in the area	This has been specifically requested by residents to prevent obstructive parking.
128	Online	Waterslippe		1	The plans don't positive affect the traffic on Waterslippe.	This has been specifically requested by residents to prevent obstructive parking.
129	Online	Waterslippe		1	Whilst I support the yellow lining of the junctions and for the lines as proposed in Waterslippe I feel that the lines should end at the first drive - number 18 - and not continue beyond that drive which would remove 2 parking spaces which are desperately need and used.	This has been specifically requested by residents to prevent obstructive parking.
130	Online	Waterslippe	1		I especially support the lines outside our house, over the dropped kerb, and on the corner outside our house, so we can turn up the road safely, we have had years of our driveway being blocked, or obscured, we can provide many photos and police numbers	
131	Online	Waterslippe	1		I run a landscaping and gardening business, I use trailers for my work, I support the lines that cover my dropped kerb and the corner in front of my driveway, so I can get my trailers around the corner, unfortunately we have had years of illegal parking there, it's a blind bend, in front of a driveway and usually a wheel or two on the pavement, if you would like evidence photos police numbers please contact me	
132	Online	Waterslippe	1		No comments supplied	

Annex 2 Hadlow Parking Review – Consultation responses

133	Online	Waterslippe	1	<p>It's a job to see getting out of my road, Carpenters lane is bad to see round cars,it needs to be 20 m p h bad getting out of lane onto main road.20 m p h would be good though the Hadlow. Parked cars are not the only way of slowing down traffic but that junction at Court Lane is extremely hazardous (two lorries have cut the corner and nearly killed me) and with these changes you will make entering Hadlow from that end of the village even more dangerous even to access the bus stop at that end. In the evenings I also feel that there are people who live in the High Street (many elderly or working) who rely on their cars and will now have nowhere to park at the end of the day.</p>	
-----	--------	-------------	---	---	--