

Appendix 1- JTB March 2021

1. CONSULTATION and POST-CONSULTATION STAGE (as of date of report)

1.1 Amendment 7, 2021 originally consulted upon in 2020).

1.1.1 Amendment Order was made by KCC on 20th January 2021. Lining, signs and post work have been arranged, but delayed due to weather. Once in place, new restrictions will be enforced.

1.1.2 Changes made in Amendment 7

1.1.3 Completed April 2021.

Street (ward)	Made changes	Status
Ball Lane (Kennington)	Formalise existing school entrance markings to allow civil enforcement Monday-Friday 8am-5pm Note. These changes will not entail any change to the markings as they appear on the ground	Completed
Barrow Hill Cottages (Victoria)	Extension of existing no waiting at any time restrictions (double yellow lines) to cover full extent of adopted highway on northern side, to prevent obstructive parking	“
Clover Court (Aylesford & East Stour)	Northern side- Formalise existing no waiting restrictions Single yellow lines- Monday to Saturday, 8am to 6pm. Note. These changes will not entail any change to the markings as they appear on the northern side of Clover Court	“

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	<p>Southern side- Amend existing single yellow lines to no waiting at any time restrictions (double yellow lines)</p> <p>Note. These changes will not entail any change to the extent of the markings as they appear on the southern side of Clover Court</p>	
<p>Highfield Road (Highfield)</p>	<p>Amendment of the written description to the existing school entrance markings, to reflect the restrictions as they appear on the ground</p> <p>Note. These changes will not entail any change to the markings as they appear on the ground</p>	
<p>Noakes Meadow (Beaver)</p>	<p>Amendment of the written description to the existing school entrance markings, to reflect the restrictions as they appear on the ground</p> <p>Note. This is an administrative amendment only- it will not entail any change to the markings as they appear on the ground</p>	
<p>Oak Tree Road (Beaver)</p>	<p>Formalise existing school entrance markings to allow civil enforcement</p> <p>Monday-Friday 8am-5pm</p> <p>Note. These changes will not entail any change to the markings as they appear on the ground</p>	
<p>Quantock Drive (Furley)</p>	<p>Introduction of double yellow lines (across entrance to area serving nos.199-217) to prevent obstructive parking</p>	
<p>Thompson Road (Bockhanger)</p>	<p>Extension of existing no waiting at any time restrictions (double yellow lines) to cover full extent on both sides to prevent obstructive parking</p>	

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Upper Vicarage Road (Kennington)	<p>a) Extend existing enforceable school markings (on junction with Ulley Road), to match the extent of the existing double yellow lines at the junction.</p> <p>b) Formalise existing school entrance markings to allow civil enforcement Monday-Friday 8am-5pm</p> <p>Note. Proposal (b) will not entail any changes to the markings as they appear on the ground</p>	
Wesley School Road (Singleton East)	<p>Introduction of additional school entrance markings (zig zags) to cover full length of island fronting the forecourt of the adjacent parking area</p> <p>Monday-Friday 8am-5pm</p>	

In the Village of Bethersden

Street (ward)	Proposed Changes	Status
School Road (Weald Central)	<p>Amendment of the written description to the existing school entrance markings, to reflect the restrictions as they appear on the ground</p> <p>Note. This is an administrative amendment only- it will not entail any change to the markings as they appear on the ground</p>	Completed

In the Village of Kingsnorth

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Street (ward)	Proposed Changes	Status
Church Hill (Kingsnorth Village & Bridgefield)	Amendment of the written description relating to the existing school entrance markings, to reflect the restrictions as they appear on the ground Note. This is an administrative amendment only- it will not entail any change to the markings as they appear on the ground	

1.2 AMENDMENT No.3 (Hinxhill)

1.2.1 This Amendment Order is being undertaken by Kent County Council.

1.2.2 Consultation period for the proposals ran between 15th January and 8th February 2021.

1.2.2 The effect of the proposed Order will be to introduce or amend existing waiting restrictions (DYL means double yellow lines “no waiting at any time” restrictions) in the following length of roads:-

- Hinxhill Road
- Honeysuckle Avenue

1.3 AMENDMENT No.8 (Gravel Walk)

1.3.1 This Amendment Order is being undertaken by Kent County Council.

1.3.2 Consultation period for the proposals ran between 11th December 2020 and 4th January 2021.

1.3.3 The effect of the proposed Order will be to introduce or amend existing waiting restrictions (DYL means double yellow lines “no waiting at any time” restrictions) in the following length of roads:-

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- Barrow Hill- including the provision of a loading bay close to the junction with New Street.
- Gravel Walk

1.4 AMENDMENT No.10 (Hilton Road, Cobbs Wood)

1.4.1 This Amendment Order is being undertaken by Kent County Council.

1.4.2 Consultation period for the proposals ran between 15th January and 8th February 2021.

1.4.3 The effect of the proposed Order will be to introduce or amend existing waiting restrictions (DYL means double yellow lines “no waiting at any time” restrictions) in the following length of roads:-

- Brunswick Road
- Hilton Road

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2. PLANNED AMENDMENTS

2.1 (UPDATED)

Location	Description of scheme	Date at JTB	Current Status
Cycle lanes, borough of Ashford Various wards	Proposal: Cycle lanes to be defined within the Parking and Waiting traffic order to allow for civil enforcement for parking contraventions.	N/A (not to progress)	<ul style="list-style-type: none">• This project has been abandoned, in light of advice from Kent County Council.• Advice- <i>“DfT/Government are keen to release Part 6 powers at the earliest opportunity and I would expect this within the next 12 months”.</i>• Meaning- cycle lanes will shortly already become enforceable as a moving traffic offence through proposed changes to Traffic Management Act 2004 (Part 6)• Outcome- Await planned DfT changes and update from KCC.

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2.3

Location	Description of scheme	Date at JTB	Current Status
Existing Controlled Parking Zones Various wards	Review of existing rules within the Traffic Regulation Order which relate to the provision of Visitor Parking Permits to residents of existing Controlled Parking Zones (CPZs)	Jun 2021	<ul style="list-style-type: none">• In discussion internally to ensure proposed changes are robust. When completed, amendment will go out to normal three-week consultation period.• Formal consultation will proceed as normal to facilitate such changes.

2.4

Location	Description of scheme	Date at JTB	Current Status
Existing Controlled Parking Zones Various wards	Review of existing rules within the Traffic Regulation Order which relate to Controlled Parking Zones (CPZs)	Jun 2021	<ul style="list-style-type: none">• Amend written descriptions to account for new use of virtual permit options• To be combined with 2.3

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2.5

Location	Description of scheme	Date at JTB	Current Status
<p>Kings Prospect, South Willesborough, Ashford</p> <p>Aylesford & East Stour</p>	<p>Introduce or amend existing waiting restrictions (DYL means double yellow lines “no waiting at any time” restrictions)</p> <ul style="list-style-type: none"> • Small introduction of yellow lines on neck of access to turning head at northern end of Kings Prospect. • Lining around roundabout located in turning head, to both dissuade displaced parking and to prevent parking on central island verge. 	<p>Jun 2021</p>	<ul style="list-style-type: none"> • Raised by streetscene and residents. • This location experiences the most common access problems for refuse collection vehicle. Obstructions reported to Kent Police. • Limited proposals approved at most recent meeting with KCC Parking & Enforcement Manager (Feb 2021) • Will likely form joint amendment with items 2.6 to 2.8

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2.6

Location	Description of scheme	Date at JTB	Current Status
<p>Bank Street, Ashford</p> <p>Victoria</p>	<p>Introduce shared use of existing loading bays marked along Bank Street (south of Pedestrian Zone) so that use may be diversified outside of working day</p> <ul style="list-style-type: none"> • Limited introduction of yellow lines on neck of access to turning head at northern end of Kings Prospect. • Lining around roundabout located in turning head, to both dissuade displaced parking and to prevent parking on central island verge. 	<p>Jun 2021</p>	<ul style="list-style-type: none"> • Raised by local businesses. • Proposals approved at most recent meeting with KCC Parking & Enforcement Manager (Feb 2021) • Within the shared space on Bank Street, a waiting ban is in place at all times, with a loading ban in all places 7am to 7pm, except in bays marked on Bank Street. • Loading bays kept available for use as loading bays during working day, to ensure no conflict with other regular users of Bank Street i.e. bus route and the primary role for moving traffic in general. • Outside of working day (after 7pm), use of loading bays to be diversified as parking bays with 'maximum stay', to allow for use by customers of nearby businesses.

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Location	Description of scheme	Date at JTB	Current Status
<p>Shrubcote, Tenterden</p> <p>Tenterden South</p>	<p>Introduce or amend existing waiting restrictions (DYL means double yellow lines “no waiting at any time” restrictions)</p> <p>a) Junction of Appledore Road and part of Shrubcote leading to nos. 4-11</p> <p>b) Western side, between junction with Priory Way and Appledore Road</p>	<p>Jun 2021</p>	<ul style="list-style-type: none"> • Raised by streetscene, councillor and residents. • Limited proposals approved at most recent meeting with KCC Parking & Enforcement Manager (Feb 2021) <p style="text-align: center;">a)</p> <ul style="list-style-type: none"> • RCVs frustrated in attempted deliveries. • Proposals restricted to junction protection only (KCC highway extent) <p style="text-align: center;">b)</p> <ul style="list-style-type: none"> • Moving traffic and buses frustrated on this section. • Existing junction protection on junctions on both ends of this part of Shrubcote, with proposed restrictions on the side of the road, which houses the bus stop.

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Location	Description of scheme	Date at JTB	Current Status
<p>Caroland Close, Smeeth</p> <p>Bircholt</p>	<p>Introduce enforceable school entrance markings at one or two locations to prevent parking by parents at peak times (Smeeth Community Primary School)</p> <p>Proposed restrictions to follow standard prescription by KCC</p> <p>Mon-Fri, 8am to 5pm</p> <p>This standard restriction offers protection at school entrance at main peak times and at other times around the school day likely to require such protection.</p>	<p>Jun 2021</p>	<ul style="list-style-type: none">• Raised by CEOs and in conversation with school.• Approved, in principle, by KCC as an extension of their role in providing advisory markings at schools within the borough.

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2.9

Location	Description of scheme	Date at JTB	Current Status
<p>Wye</p> <p>Wye with Hinxhill</p>	<p>Variety of changes to parking and waiting restrictions in the village of Wye that arise from the Highway Improvement Plan (HIP) being agreed between KCC and Wye Parish Council.</p> <p>Introduce or amend existing waiting restrictions (DYL means double yellow lines “no waiting at any time” restrictions) and</p> <p>introduce or amend existing limited waiting parking bays</p> <ul style="list-style-type: none"> • Yellow lines (extensions and reductions) • Parking bays (extensions and reductions) <p>The overall proposals are intended to have a neutral impact on the village, but improving parking and waiting issues in certain key areas.</p>	<p>2021</p>	<ul style="list-style-type: none"> • As part of a wider HIP process between the highway authority and the parish council, a number of small changes to existing parking and waiting changes have been highlighted. • KCC officers indicated that borough council could undertake P&W changes, with other highway matters retained by KCC. • Role of ABC yet to be determined, but it would be envisaged that all P&W changes could be incorporated into a single TRO amendment. • Use of HIP as a tool for parishes to outline and define major highway issues in the area is noteworthy and should be encouraged

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2.10

Location	Description of scheme	Date at JTB	Current Status
Jemmett Road Ashford Victoria	<p>Introduce or amend existing waiting restrictions (DYL means double yellow lines “no waiting at any time” restrictions)</p> <ul style="list-style-type: none">• Junction protection of proposed expanded car park area serving Victoria Park. Junction protection of both sides of Jemmett Road to serve both as safety feature- also to provide ‘passing space’ for vehicles moving along this road.• Currently, there is a simple set of advisory markings (dog bones) at this point.• Possible expansion of limited waiting bays in the area around Victoria Park, extending southwards from existing bays, to mitigate effects of short-term visitor parking	2021	<ul style="list-style-type: none">• Derived from proposals to expand Victoria Park car park (Victoria park HLF project)• Proposals for additional limited waiting bays will go to informal consultation for local residents before final proposals are made.

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Location	Description of scheme	Date at JTB	Current Status
<p>Various locations Ashford</p> <p>Various</p>	<p>'PIP' improvements to facilitate bus services in Ashford</p> <p>Introduce or amend existing waiting restrictions (DYL means double yellow lines "no waiting at any time" restrictions)</p> <p>Locations depend on areas agreed by highway authority.</p>	<p>2021</p>	<ul style="list-style-type: none"> • Raised by local bus services in discussion with KCC as part of the PIP process (Performance Improvement) • ABC have been involved in discussing those areas listed un PIP as causing significant delays to bus services (and by extension, other large vehicles) • KCC to provide design work to underline the changes; ABC to undertake the TRO amendment work once this has been provided. • Changes designed to provide 'quick wins' to reduce strains on bus services in key pinch points.

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2.12

Location	Description of scheme	Date at JTB	Current Status
Existing Traffic Regulation Order and amendments Various	Annual review of existing Consolidated Order (made Jan 2020) & any subsequent amendments, compiling them into one order.	Sep 2021	<ul style="list-style-type: none">• Standard procedure to keep outstanding amendments in order.• Depending on the outcome of other amendments mentioned above, it is hoped that the amendments mentioned above will be consolidated at the same time.• The act of consolidation requires no change of significance to existing restrictions, so does not require a formal consultation period.