



A G E N D A

JOINT TRANSPORTATION BOARD

Monday 19 October 2015 at 6.00 pm
Council Chamber, Town Hall, Royal Tunbridge Wells, TN1 1RS

Borough Members:	Councillors Bulman (Vice-Chairman), Backhouse, Neve, Scott, Stanyer and Woodward
County Members:	Councillors King (Chairman), Davies, Hoare, Holden, Oakford and Scholes
Parish Member	Councillor Mackonochie
Quorum:	4 Members (2 KCC members and 2 TWBC members)

- 1 Apologies**
Apologies for absence as reported at the meeting.
- 2 Declarations of Interest**
To receive any declarations of Interest by Members in items on the agenda. For any advice on declarations of interest, please contact the Monitoring Officer before the meeting.
- 3 Notification of Visiting Members Wishing to Speak**
Councillors should indicate which item(s) they wish to speak on and the nature of their comments no later than 4pm on the working day before the meeting.
(Pursuant to Cabinet Procedure Rule 28.4)
- 4 Minutes of the previous meeting dated 15 July 2015** (Pages 1 - 18)
The Chairman will move that the minutes be signed as a correct record. The only issue relating to the minutes that can be discussed is their accuracy.
- 5 Tunbridge Wells Tracker** (Pages 19 - 22)

Joint Reports of Kent County Council and Tunbridge Wells Borough Council

6 20's Plenty (Pages 23 - 28)

7 A26 and A264 Route Study Update (Pages 29 - 36)

Reports of Tunbridge Wells Borough Council

8 Norfolk Road (Pages 37 - 46)

9 Town Hall Service Roads (Pages 47 - 48)

10 Car Club Parking Bays (Pages 49 - 54)

Reports of Kent County Council

11 Street Lighting LED Project Update (Pages 55 - 56)

12 Highway Works Programme (Pages 57 - 80)

13 Topics for Future Meetings

There can not be any substantial debate/discussion or any decision on any reports raised, but the agreement of the Board that the topic may come forward to the Board as a report to the next or future meeting would be required. Prior notice of the topic should be sent to the Chairman and Committee Administrator.

14 Date of Next Meeting

The date of the next scheduled meeting is Monday 18 January 2016, at 6.00pm.

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Town Hall
ROYAL TUNBRIDGE WELLS
Kent TN1 1RS

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Notes on Procedure

- (1) A list of background papers appears at the end of each report, where appropriate, pursuant to the Local Government Act 1972, section 100D(i). Items marked * will be the subject of recommendations by Cabinet to full Council; in the case of other items, Cabinet may make the decision, subject to call-in (Overview and Scrutiny Procedure Rule 12).
- (2) Members seeking factual information about agenda items are requested to contact the appropriate Service Manager prior to the meeting.
- (3) Members of the public and other stakeholders are required to register with the Democratic Services Officer if they wish to speak on an agenda item at a meeting. Places are limited to a maximum of four speakers. The deadline for registering to speak is 4.00 pm the last working day before the meeting. Each speaker will be given a maximum of 3 minutes to address the Committee.
- (4) Please note that this meeting may be recorded or filmed by the Council for administrative purposes. Any other third party may also record or film meetings, unless exempt or confidential information is being considered, but are requested as a courtesy to others to give notice of this to the Democratic Services Officer before the meeting. The Council is not liable for any third party recordings.

Further details are available on the website (www.tunbridgewells.gov.uk) or from the Democratic Services Officer.

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◇ **Accessibility into and within the Town Hall - In response to the requirements of the Disability Discrimination Act 1995, the Council has provided the following features to overcome physical barriers to access.**

There is a wheelchair accessible lift by the main staircase, giving access to the first floor where the committee rooms are situated. There are a few steps leading to the Council Chamber itself but there is a platform chairlift in the foyer.

◇ **Hearing Loop System - The Council Chamber and all the Committee Rooms have been equipped with hearing induction loop systems. The Council Chamber also has a fully equipped audio-visual system.**

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JOINT TRANSPORTATION BOARD

MONDAY, 20 JULY 2015

MINUTES of the Joint Transportation Board held at the Council Chamber, Town Hall, Royal Tunbridge Wells, TN1 1RS on Monday, 20 July 2015

PRESENT: **Borough Councillors** Bulman (Vice-Chairman), Backhouse, Neve, Scott, Stanyer and Woodward
 County Councillors King (Chairman), Hoare and Oakford
 Parish Councillor Mackonochie

OTHER MEMBERS PRESENT: Councillors McDermott, Moore, Munn, Rankin and Tompsett

OFFICERS: Nick Baldwin (Senior Traffic Engineer), Hilary Smith (Economic Development Manager), Bartholomew Wren (Economic Development Officer), David Candlin (Head of Economic Development), Steven Noad (Traffic Engineer, Kent Highways & Transportation), Earl Bournier (District Manager for Tunbridge Wells, Kent Highways & Transportation), Vicki Hubert (Strategic Transport and Development Planner, Kent Highways & Transportation), Carol Valentine (Highway Manager (West), Kent Highways & Transportation) and Mark O'Callaghan (Democratic Services Officer)

CHAIRMAN OF THE MEETING

TB1/15 The Chairman, County Councillor King, had advised that his arrival would be delayed. The Vice-Chairman, Councillor Bulman, was in the chair.

APOLOGIES

TB2/15 Apologies for absence were received from County Councillors Davies, Holden and Scholes.

DECLARATIONS OF INTEREST

TB3/15 There were no declarations of interest.

NOTIFICATION OF VISITING MEMBERS WISHING TO SPEAK

TB4/15 Councillor Tracy Moore had registered to speak on minute TB6/15, TB7/15, TB8/15, TB9/15, TB10/15 and TB11/15. Councillor Bill Hills had registered to speak on minute TB8/15. Councillor Graham Munn had registered to speak on minute TB8/15. Councillor Catherine Rankin had registered to speak on minute TB11/15.

MINUTES OF THE PREVIOUS MEETING DATED 20 APRIL 2015

TB5/15 There were no amendments proposed.

RESOLVED – That the minutes of the previous meeting dated 20 April 2015 be approved as a correct record.

TUNBRIDGE WELLS TRACKER

TB6/15 The Board considered the Tunbridge Wells Tracker as at 20 July 2015. The following comments were made in respect of the Tracker Items as follows:

Tracker Item 1 – Crescent Road crossing: Steven Noad, Traffic Engineer, Kent County Council, advised the Board that further to the site visit there had been a round of Local Transport Plan bids where funding had been secured to progress to design stage on the proposed traffic refuge. Further progress reports would be made through the Tracker.

Tracker Item 3 – Longfield Road and North Farm: Councillor Backhouse noted the positive feedback received from local residents regarding reduced congestion on Longfield Road and asked whether there was an expected completion date for the works. Mr Noad confirmed that the current estimated completion date was Autumn 2015. Councillor Neve added his satisfaction that the traffic appeared to be running much more smoothly as a result of the removal of the traffic lights.

Tracker Item 5 – King George V Hill verges: Country Councillor Hoare noted satisfaction that works were progressing. Councillor Neve added his pleasure that the work was finally being done and noted the incorrect spelling of Neve in the update column.

Tracker Item 7 – Grosvenor Bridge repairs: County Councillor Hoare referenced recent news paper reports of estimated delays of up to four months upon closure of the Grosvenor Bridge for repairs and asked what was being done to minimise disruption, suggested actions could include double shifts, Saturday working and possible night working if quiet. Earl Bournier, District Manager for Tunbridge Wells, Kent County Council, advised that available responses were likely to be limited by the unique circumstances and that the four month period was the worst case scenario. Concerns would be fed back to Tony Ambrose in the Structural Team and a full response returned to Members by email.

Councillor Backhouse added that whilst newspaper headlines about disruption might be inconvenient, the consequences of the bridge collapsing would be terrible. The Planning Committee had visited the site and the need for repairs was evident. Councillor Bulman agreed that repairs were undoubtedly needed and that all effort should be made to reduce the impact of the work.

Tracker Item 8 – Major York's Road and Langton Road crossings: Mr Noad updated the Board to confirm that funding from the Local Transport Plan had been approved for feasibility studies into pedestrian crossings on Major York's Road and on Langton Road near St. Paul's Church. Mr Noad added that proposals for widening the access to the proposed crossing on Langton Road to allow for a traffic refuge was being re-looked at following tentative agreement from Tunbridge Wells and Rusthall Commons Conservators.

Mr John Barber had registered to speak on behalf of the Friends of Tunbridge Wells and Rusthall Commons.

Mr Barber confirmed that he was grateful that the situation with regards to the funding for the crossings had been clarified and was pleased that both had

been successful. Mr Barber added that the crossing at Major York's Road was part of National Cycle Route 18 and asked that a toucan crossing be considered to demonstrate support for sustainable transport and the objectives of the Borough Transportation and Cycling Strategies currently under consideration. Mr Barber asked that both crossings be considered as a single project and suggested that negotiations with the Commons Conservators to release land for the Langton Road crossing might be more fruitful if both crossings were part of the same package.

Mr Noad thanked Mr Barber for his helpful comments and advised that initially the feasibility studies would need to be treated as separate projects but that Mr Barber's comment in respect of negotiations with the Commons Conservators was noted. Mr Noad suggested that early indications for a crossing on Major York's Road would suggest a zebra crossing as most likely but that the feasibility study would determine what options were available and financially possible. Updates would be provided at future meetings of the Joint Transportation Board.

RESOLVED –

1. That the Board requests an update from Tony Ambrose, Kent County Council, by email on what is being done to reduce disruption during works on Grosvenor Bridge.
2. That the Tunbridge Wells Tracker be noted.

REPORTS OF TUNBRIDGE WELLS BOROUGH COUNCIL

PROPOSED WAITING RESTRICTIONS

TB7/15 Mr Roy Thompson had registered to speak on behalf of Grove Bowling Club.

Mr Thompson reminded members that at a previous meeting the Board had agreed a proposal for a 13 metre no waiting restriction on the north-west side of Norfolk Road from the junction with Grove Hill Gardens and recommended to Kent County Council that it should be implemented accordingly. Kent County Council accepted the recommendation and on 19 September 2014 published the order for the restriction to be put in place. Subsequently only 7 metres of restrictions were installed. Mr Thompson advised that Grove Bowling Club had been actively pursuing said restrictions for over two years but were not informed or consulted on the reduction. In correspondence with Nick Baldwin, Senior Traffic Engineer, Tunbridge Wells Borough Council, Grove Bowling Club was informed that representations had been received from the householder at 31 Norfolk Road who did not wish the yellow lines to be extended across their driveway and the Council was empowered to make minor changes to parking orders. Mr Thompson considered that a reduction of 47 per cent was not minor and that the householder at 31 Norfolk Road had been allowed to effectively create a private parking space on the road. The reduction in the parking restrictions allowed the continued obstruction of access to the Bowling Club; the alleviation of which had been part of the original purpose of the restrictions. Mr Thompson made the further point that he saw little benefit in the democratic process if decisions can be significantly amended by individual officers, such behaviour undermined the principles of democracy and produced an unsatisfactory outcome.

Mr Baldwin advised the Board that the original proposal sought to extend the restriction on Norfolk Road to ensure access was maintained to the driveway, as a courtesy to the householder, as was routinely done where a driveway is close to an existing restriction. The householder subsequently advised that they did not want the extension. The complaint from Grove Bowling Club was regarding cars parked in such a way as they extend onto Grove Hill Gardens and not about parking further along Norfolk Road. The yellow lines as provided prevented parking on the junction and both the Borough and County Council were satisfied that the markings were appropriate for the circumstances. The purpose of including the restrictions in Norfolk Road in the report for this meeting was to ensure the defined length matched the situation on the ground.

Members reviewed diagrams showing the position of markings on Norfolk Road. Councillor Neve asked why double yellow lines were used when single white lines were more usual where there was a dropped kerb. Mr Baldwin confirmed that advisory lines were available and could be retrofitted where appropriate, however, where new yellow lines were being installed they were often extended across driveways to ensure access is kept clear. Mr Baldwin offered further explanation of the diagrams to show the situation before the new yellow lines were installed in which access to the driveway had been moved resulting in cars parking beyond the access point and extending into Grove Hill Gardens causing an obstruction. Mr Baldwin reiterated that the purpose of the restrictions was to prevent parking on the junction of Norfolk Road and Grove Hill Gardens which was achieved with the present markings.

County Councillor Hoare noted that Mr Thompson's current complaint revolves around the fact that an order was not implemented as agreed and asked why. Mr Baldwin advised that such orders are often adjusted to deal with situations on site. The lines, as painted, extended beyond the point necessary for road safety purposes and the Council was satisfied that the markings were appropriate, the lines were simply not extended further across the driveway in accordance with the householder's wishes.

Councillor Bulman sought to clarify that an objection to the restrictions had been raised by the householder and there had been an amendment in response to that objection. Mr Baldwin confirmed that this was the case and acknowledged that the objection had been received as part of a wider consultation but had not been specifically associated with the particular circumstances. Had the objection been realised earlier in the process the original order would not have extended across the driveway in the first place. This new order sought to rectify the situation.

County Councillor Oakford noted that he understood that yellow lines were often objected to where they cross driveways and commented that the impact on the Grove Bowling Club was not apparent.

At the Vice-Chairman's discretion Mr Thompson responded to explain that vehicles exiting the Bowling Club car park intending to turn along Norfolk Road find a tight turn obstructed by vehicles parked along the east side of Norfolk Road. Mr Thompson added that during the consultation prior to the original order, restrictions had been proposed for both sides of Norfolk Road and the Bowling Club had agreed not to object to dropping the restrictions on the east side in return for assurances that restrictions would extend for 13 metres on the west side.

Councillor Neve commented that the householder would have paid a significant amount and obtained due permission to drop the kerb to maintain access to their property and was therefore entitled to object to the yellow lines across their driveway. Mr Baldwin confirmed that should someone park their vehicle on a single white line no enforcement action could be taken except where an obstruction had occurred which would be a Police matter. Yellow lines would mean the Council could enforce restrictions and was intended to simplify the situation; but unfortunately changing the markings in response to the householder's legitimate request had unintentionally complicated the matter.

The Vice-Chairman, Councillor Bulman, drew the debate to a conclusion and summarised the options. Councillor Stanyer commented that there were clearly issues with the decision which warranted further consideration and proposed that the recommendations be agreed with the exception of Norfolk Road to allow a review. A separate report to be brought to the next meeting of the Joint Transportation Board.

Councillor Tracy Moore, a Borough Member for Park ward, had registered to speak.

Councillor Moore commented that while canvassing for election she had passed concerns relating to cars parked on the blind corner of Ferndale around the junction with Rossdale to the relevant County Councillor which had ultimately resulted in the proposed double yellow lines. Since being elected and the publication of the Traffic Regulation Order many more comments had been received opposed to the restrictions. While it was still thought that double yellow lines were appropriate there were concerns of unintended consequences, specifically that removing the parked cars might actually speed up traffic on the blind bend. Councillor Moore felt that safety was of paramount importance and recommended to the Joint Transportation Board that if parking restrictions on Ferndale were agreed there should also be traffic calming measures. Councillor Moore added that having attended the public meeting at Skinners' School recently, a 20mph speed limit should be considered for the whole of Ferndale, not just the areas around the school, as many children attending St. James' School walk the length of Ferndale. Double yellow lines, a 20mph speed limit and traffic calming measures would ensure safety on a busy residential road which was a very fast rat-run.

Mr Baldwin advised that the proposal had arisen as a result of several complaints but since the publication of the consultation only one comment had been received in support of the proposal which also stated reservations and there had been four strong objections. Mr Baldwin reported that during the consultation he had inspected the site and observed only light parking which contributed to doubt over the necessity and extent of the proposed restrictions. The restrictions were longer than originally intended due to difficulties locating the end points where cars would inevitably park. Mr Baldwin suggested deferring a decision on Ferndale pending a review.

Councillor Neve suggested a much shorter yellow line located right on the corner could allow cars to pass safely on the blind corner but not encourage cars to speed past by removing all the parking. An example on St James' Park was noted where a two metre double yellow line had been successful.

Councillor Backhouse was pleased to note that the previous hesitation to deviating from the traditional 30mph or 50mph limits appeared to be

weakening, possibly in light of the Twenty's Plenty campaign. Ferndale, as an entirely residential area with lots of children, would be ideal for a 20mph zone throughout. Councillor Backhouse supported deferring a decision on Ferndale if the review would be conducted considering a 20mph zone.

Councillor Bulman asked what the legal implications of a 20mph zone would be. Steven Noad, Traffic Engineer, Kent County Council, confirmed that there was greater flexibility in considering 20mph zones but warned that implementation was expensive and funding was lacking. A Traffic Order would be required but just changing a few signs to show 20mph would have a very limited effect on the behaviour of drivers. The usual traffic calming measures such as speed humps were less favoured now as they cause problems for emergency vehicles and conscientious drivers whereas they can be negated by inconsiderate drivers who would continue to be inconsiderate.

County Councillor Oakford made the point that where parking is removed it usually had the effect of speeding up the traffic as there were less natural obstacles. Councillor Neve suggested that the residents of Ferndale, Rossdale and Humboldt Court be given the options, spelling out the pros and cons of a) retaining the parking, b) installing double yellow lines and c) installing short yellow lines on just the corners. By including the residents the Council would be seen as proactive rather than reactionary, similar to what had been done on King George V Hill.

Councillor Scott commented that attitudes to 20mph were changing but would take time. Campaigns around safety belts and drink-driving took effort to start and time to take effect but have largely been proven successful in changing behaviour. If the Council made the change to 20mph then behaviours would change in time with only light enforcement. Councillor Bulman suggested that some people would always exceed the speed limit but if the limit was 20mph they were more likely to be going slower than if the limit was 30mph. Councillor Woodward questioned whether there was an underlying priority guiding decisions of this nature. If not then that priority should be safety and any decision should be around making things safer. Councillor Bulman noted that he hoped that safety was always the highest priority but that any decision would be a balance, any action in one area could unintentionally affect another. By making parking more difficult it was hoped that it made the area safer, but if that was not the case then a different decision should be made.

Mr Baldwin commented briefly on each of the proposed restrictions in the report and noted generally favourable responses. None of the proposals had received the five objections required to trigger any formal action by the Joint Transportation Board.

County Councillor Oakford commented, in respect of Birchwood Avenue/Bounds Oak Way/London Road proposal, that much of the problem appeared to be caused by cars parking around a commuter bus stop at the end of the road on Mondays to Fridays. Could it be considered that the restrictions only apply on weekdays; freeing up the spaces for residents and visitors at weekends. Mr Baldwin commented that the proposal had been made based on a number of complaints about both the parking for the commuter coach and the care home on London Road. Staff and visitors to the care home presumably used the spaces at weekends but this hadn't been specifically tested during the consultation. Mr Baldwin warned that the site in question had been subject to a recent crash and a number of complaints, deferring the matter would delay the order by at least three months. The

Board agreed with a suggestion that County Councillor Oakford and Mr Baldwin review the situation on the road at the weekend and make an appropriate order to their mutual satisfaction which could be agreed outside the meeting.

The Vice-Chairman, Councillor Bulman, summarised the amendments that had been discussed during the debate and asked whether Members supported the recommendations.

RESOLVED –

1. That the Board requests a review of restrictions on a) Norfolk Road and b) Ferndale/Rossdale and a report on the final decision for the meeting in October 2015.
2. That the Board requests a review of parking conditions on Birchwood Avenue/Bounds Oak Way/London Road at the weekend and for Nick Baldwin, Senior Traffic Engineer, Tunbridge Wells Borough Council in consultation with County Councillor Oakford to issue an appropriate order.
3. That the proposed waiting restrictions as outlined in the report, with the above exceptions, be supported.

REPORTS OF KENT COUNTY COUNCIL

BOROUGH TRANSPORT STRATEGY

TB8/15 Mr Howard Mackenzie had registered to speak on behalf of Friends of Cornford Lane.

Mr Mackenzie reminded Members that at a previous meeting the Joint Transportation Board was advised that no further work was to be undertaken on Cornford Lane pending the Transport Strategy which was under consultation at the time. Now that the Transport Strategy had arrived Mr Mackenzie was pleased to note that problems on Cornford Road were recognised within the document but disappointed that there was no remedial action likely within the foreseeable future. Had the original plan been carried out, as per the majority of those consulted had indicated, a trial closure of Cornford Road would be half-way through by now and everyone would be much further along in seeing whether the scheme was viable. The cost would have been negligible compared to the cost of the accidents, personal injuries, emergency services responses and degradation of the road surface which had accrued in the intervening time. Mr Mackenzie suggested that the cost of a trial need not be excessive and noted the success of reduced congestion on North Farm as a result of simply using cones. While appreciative of the recognition, the Friends of Cornford Lane could not abide the long timescales proposed in formulating a plan and asked that the matter be kept open and separate to consideration of the Transport Strategy.

Mr Mackenzie asked that a letter previously submitted to Members of the Joint Transportation Board, but so far unanswered, be answered and a further copy of that letter would be provided.

Vicky Hubert, Strategic Transport and Development Planner, Kent County Council, advised the Board that she had met with members of the Friends of Cornford Lane to discuss the issues. Traffic surveys on Pembury Road which formed part of the overall scheme to reduce congestion in the town were underway. Results, including any impacts on Cornford Lane, would be considered within the next few months.

County Councillor Hoare noted that many of his constituents in Tunbridge Wells East used Cornford Lane for essential local travel and he therefore opposed closure of the lane.

In response to a question from the Chairman, Mr Mackenzie clarified that the Friends of Cornford Lane would like to know how the option to do nothing can be justified considering that Cornford Lane was a designated single track lane being used as a relief road for a major A-Road. Furthermore, that a letter which had been submitted last year be responded to. Mr Mackenzie noted that the Friends of Cornford Lane had been patient in chasing the letter and progress on Cornford Lane since the matter was put in abeyance pending the Borough Transport Strategy but now they were not confident that the Strategy would address the problems in an acceptable timescale. Ms Hubert reiterated that Pembury Road was being looked at and any impacts on Cornford Lane would be considered.

Councillor Bulman summarised to confirm that the strength of opinion and a number of on-site visits had clearly identified a problem but that a mutually agreeable resolution was not so clear. Councillor Bulman stated that he hoped the Friends of Cornford Lane would at least get some confidence that the problem would be addressed in a relatively shorter time frame than might have been expected.

Mr Adrian Berendt had registered to speak on behalf of Tunbridge Wells Bicycle Users Group and the Twenty's Plenty campaign.

Mr Berendt noted that he was also speaking on behalf of the 180 people who had attended the public meeting at Skinners' School the previous week and who had supported the Borough Transport Strategy and Borough Cycling Strategy. Tunbridge Wells Bicycle Users Group felt that the Cycling Strategy was the only way to achieve the Council's objectives on congestion, parking, sustainable travel and road safety. Given the demographics and relative compactness of the borough, Tunbridge Wells could become a beacon, transforming the town from one of the worst performers in terms of utility cycling into one of the best. The public meeting had wide support for a network of high quality, segregated cycle lanes and a default 20mph speed limit. Mr Berendt was relieved that many of the suggestions of the cycling lobby had been included within the strategy documents but warned of the disappointment that would result if the plans were not to come to fruition. Examples of poor cycling infrastructure were given on Pembury Road, St. John's, North Farm and the non-motorised route of the A21 .

Mr Berendt advised that the public meeting had supported five 'quick wins' and commended them to the Board as follows:

1. That 20mph be the default speed limit on residential roads throughout the Borough;
2. To implement a high quality cycle route along the A26;
3. To complete the 21st Century Way cycle link;
4. To finish the Pembury Road cycle path into town; and

5. To learn from best practice in implementation to include trial closures and infrastructure.

Concern was noted that if trans-borough cycle paths were not to link up with each other and pedestrian access in the centre of town, the traffic reduction on arterial roads would be limited. Secondly, that the existing policy of 20mph zones only around schools was outdated as only 20 per cent of child road accidents occurred en route to and from school. Finally, that the Strategy would be enhanced by the inclusion of specific measurable targets. Overall, the Tunbridge Wells Bicycle Users Group supported both Strategies and believed that they enjoyed widespread public support.

Hilary Smith, Economic Development Manager, Tunbridge Wells Borough Council, confirmed that the public realm area around Fiveways in the town centre already had 20mph restrictions and it was desired that the public realm be extended. Any extension would also include the link up cycle routes with pedestrian areas of the town centre. Mrs Smith noted that the Implementation Plan included some milestones and that the Council was in discussion with partners to provide the necessary resources to monitor progress regularly.

Councillor Scott gave his support to the comments made by Mr Berendt and stated that he hoped the Strategy would be instrumental in improving safety and reducing speed.

Mr Peter Perry had registered to speak on behalf of Royal Tunbridge Wells Town Forum.

Mr Perry welcomed the inclusion of a relief road for Tunbridge Wells in the strategy, albeit not in the immediate future. Anomalies in the population statistics were questioned, the draft strategy had showed estimated population in 2026 as 110,000 which had increased to 129,000 in the final document. Mr Perry noted the traffic flow studies currently underway on A26 St. John's/London Road, A264 Pembury Road and at Carrs Corner and advised that the booming population needed to be taken into account. Tinkering with a few road junctions was unlikely to have a significant enough effect on congestion and so a relief road should be a priority now rather than left for the future. The Town Forum believed that chronic congestion was threatening the economic prosperity of the town therefore 'congestion busting' should be the core of any strategy. Park and Ride schemes were mentioned in the strategy but an alternative needed to be found to the bus based systems which have been rejected as impractical. Mr Perry suggested that innovative solutions could be found by utilising the frequent train services to the town, either from Tonbridge or High Brooms stations or mini-buses based at the new Tunbridge Wells Hospital, Pembury. In concluding Mr Perry offered the Town Forum Transport Group as a resource willing and able to assist in improving transport in Tunbridge Wells.

Ms Hubert advised the Board that the Strategy made references to innovative transport solutions, relief road and improvements to the alternatives to the car. The studies that were underway coupled with the investigation that would be coming in the next year when the Local Plan is reviewed would result in some practical proposals that would be brought back to the Board.

Councillor Scott noted that he supported the Transport Strategy but that various aspects regarding safety and innovative solutions needed to be emphasised.

Councillor Neve commented that he supported the Transport Strategy but felt that it lacked clearly identified tasks which could be checked off as progress was made. Goals for the short, medium and long terms would be helpful in demonstrating progress to the average resident who may not be inclined to read the full document. Specific actions such as the Cornford Lane issue should be short term over the next five years, other issues could be medium term or five to ten years, long term issues over more than ten years. This would give people clear expectations of the timescales and avoid issues being kicked into the long grass.

Mrs Smith advised that the Implementation Plan which formed part of the Strategy gave an indication of short, medium and long term goals and suggested that regular reporting would assist in understanding those goals.

Councillor Stanyer was supportive of the strategy but warned of a lack of resources which appeared to be as a result of Tunbridge Wells only receiving a tiny proportion of the available infrastructure funding. This was compounded by no funding at all from the Growth without Gridlock budget which would normally be expected to make up 45 per cent of the budget. Ms Hubert commented that the Strategy would enhance the Council's ability to bid for funding when the opportunity arose.

Councillor Bulman suggested that West Kent received less funding as it was perceived as affluent and therefore had less of a need. Mrs Smith reassured the Board that officers were aware of the perception of imbalance and that officers were working to ensure fund holders were aware that as an area of growth, infrastructure investment in West Kent would be needed if growth was to continue. Councillor Backhouse added that the Leader of the Council had been disappointed when funding was allocated to East Kent despite him being told that the Tunbridge Wells bid had been well founded and supported.

County Councillor Hoare suggested that Brighton Mainline Two should be higher on the agenda as a project which enjoyed the support of the Government and could be beneficial to the area. County Councillor Hoare added that funding allocation was constrained by the current arrangements with the South East Local Enterprise Partnership whereby a significant source of funding was distributed throughout Kent, East Sussex and Essex. Plans were underway to form a new Partnership for Kent and Medway which will give Kent County Council a far greater ability to allocate funding. Stephen Noad, Traffic Engineer, Kent County Council, commented that works on Pembury Road had been supported by funding from the Local Enterprise Partnership but that the size of the current Partnership meant that funding decisions were made covering a unwieldy area. If plans for a new Partnership for Kent and Medway were to come to fruition Kent would have greater say. Mr Noad added that he often hears complaints from East Kent and a lack of resources was a common experience.

Councillor Scott noted that congestion was the top concern and that the Transport Strategy had much to be commended. A number of amendments designed to strengthen the Council's resolve in terms of tackling congestion and considering sustainable transport into the future had been distributed beforehand and were proposed and summarised as follows:

- New and innovative transport modes should play a part of the strategy into the future.

- Safety should be explicitly stated as the number one priority and a proactive concern rather than responsive.
- There needed to be specific measurements on congestion and accidents which are monitored at least annually.

Councillor Tracy Moore, a Borough Member for Park ward, had registered to speak.

Councillor Moore noted that while she felt the Strategy document was imperfect it was very much better than not having a strategy. It was felt that the Strategy did not go far enough in tackling congestion which included encouraging growth, enabling accessibility, managing air quality and reducing accidents. A number of recommendations were made which included the following suggestions:

- Should be bolder.
- A bypass for Royal Tunbridge Wells should be high on the agenda.
- Main arterial roads should be red-routes.
- Where there was to be more pedestrianisation in the town centre there needed to be more parking on the edges of town to facilitate park-and-walk.
- Highest quality and segregated cycle routes are essential, particularly to encourage school children to use them.
- Needed traffic data to inform decisions and act as a comparison for the future.

Ms Hubert confirmed that traffic surveys were underway to understand the specific circumstances in Tunbridge Wells which would inform proposals to improve capacity and congestion but that the statistics were not yet available.

Councillor Graham Munn, a Borough Member for Southborough and High Brooms ward, had registered to speak.

Councillor Munn reminded Members that transport infrastructure had developed in Kent over a significant length of time and was not designed to cope with motorised transport. Until recently homes were local to jobs. Councillor Munn suggested that the Kent Test used to determine the placing of children in schools was contributing to children needing to travel greater distances to school. Removing the Kent Test and challenging some of the other factors in school choice would enable children to attend more local schools where the need to travel by vehicle would be far less. While it was appreciated that some of the issues over choice are considered sacred by some it was inevitable that such issues would need to be addressed at some point. It was recommended that authorities take a holistic, bold and long term approach to transport issues.

Councillor Woodward commented that he felt the Strategy lacked precision in terms of the objectives and some of the statistics quoted. Some statistics appeared to show a significant jump in traffic and accident incidents but gave only a vague indication of trend or longer term changes. Several examples were picked out to demonstrate. The Vice-Chairman, Councillor Bulman, suggested Members limit their comments to points of clarification, to enable them to make a decision on whether to support the document, rather than a general critique.

Bartholomew Wren, Economic Development Officer, Tunbridge Wells Borough Council, noted that some of the accident statistics within the report which appeared to show significant movement were as a result of peaks due to severe weather events rather than a significantly worsening general situation.

County Councillor Hoare noted the importance of developer contributions to infrastructure funding and commented that it was essential that all due contributions should be collected. Councillor Bulman agreed that Section 106 money was important and noted that the public were consulted over how such money was spent. He hoped that while local amenities and open spaces tended to be supported, the public could increasingly consider transportation as a high priority. Mrs Smith advised that officers worked closely to ensure Section 106 money went to appropriate schemes.

Councillor Scott asked whether innovative alternatives to the park and ride scheme, which could include driverless vehicles, had been considered and whether suggestions for a bus exchange on Grosvenor Road were included. Ms Hubert advised that Kent County Council had been in discussion with Councillor Scott regarding innovative transport solutions. While the costs were believed to be prohibitively expensive it had been agreed to consider a detailed report from Councillor Scott. Mrs Smith commented that bus routing would be looked at as part of phase two of the public realm improvements and that the wording of the relevant section of the report could make this more clear. Councillor Scott added that there were other parts of the country that were investigating innovative solutions which are also under the same financial restraints. In the medium to long term, innovative transport solutions were considerably cheaper than traditional solutions and the sooner innovative solutions are implemented the cheaper and more effective they would be.

Councillor Neve reiterated his desire for a simplified check list style list of objectives, to include basic timescale targets and costings that would clearly demonstrate to the average resident the intentions and proactive approach of the Council. Councillor Bulman noted that many of the projects included in the report were aspirational and dependant on funding which was outside the control of Tunbridge Wells Borough Council. Mrs Smith confirmed that some projects were subject to bidding for funding and so it would be difficult to say at this stage what would and would not go ahead. Mrs Smith added that the table in the implementation plan could be made simpler. Ms Hubert noted the survey work that was already underway and suggested that by the end of the year there would be a clearer idea of which schemes were more likely to go forward for bidding for funding. The strategy document would form the starting point for identifying those schemes and regular updates would be provided.

Mr Wren commented in relation to County Councillor Hoare's earlier comments on Brighton Mainline Two to confirm that the Uckfield Line Working Group had been established to coordinate District Councils and East Sussex County Council ahead of the feasibility study to commence later this year.

The Vice-Chairman, Councillor Bulman brought the debate to a close and asked Members whether Councillor Scott's amendments were supported and subject to those amendments whether the recommendation was supported.

RESOLVED –

1. That the Board recommends the following amendments:
 - a. Addition before paragraph 1.6 of the Strategy – “To substantially improved congestion and relieve its impact on the economic, health and general well-being of all residents and visitors to the Borough it is recognised that bold and radical solutions must be found and implemented. During the course of this strategy alternatives, including new technology developments, will be considered for early implementation to achieve the vision set out above.”
 - b. Addition after paragraph 1.6 of the Strategy – “Safety of our residents, visitors and other travellers is considered paramount. We also recognise that pro-active action must be taken rather than purely responsive to accidents. Safety is therefore recognised as the number one objective of this strategy.
 - c. Addition after paragraph 1.8 of the Strategy – “Base line statistics of congestion and accidents will be determined and monitored at least annually to determine the success or otherwise of this Strategy and action taken to ensure its success.”
2. Noting the above recommended amendments, the Board supports the Transport Strategy on the basis that further work is undertaken to identify the costs of schemes and potential funding sources for them, through the Infrastructure Delivery Plan.

DRAFT BOROUGH CYCLING STRATEGY

TB9/15

Bartholomew Wren, Economic Development Officer, Tunbridge Wells Borough Council, introduced the report which included the following comments:

- The Draft Cycling Strategy had been prepared in partnership with Kent County Council with feedback and support from Tunbridge Wells Cycling Forum.
- The Cycling Strategy although separate from the Transport Strategy was an important tool in the delivery of the Transport Strategy objectives.
- The purpose of the Cycling Strategy was to make cycling a normal part of everyday life in Tunbridge Wells by providing a safe and welcoming environment for cyclists of all ages and abilities.
- The Strategy identified the benefits of cycling and related actions including the provision of a network of key routes, additional cycle parking, cycle training and other road safety initiatives.
- Encouraging utility cycling was critical to the success of the Strategy objectives of reducing congestion and improving air quality.
- Included in the Strategy were a number of route assessments for new and existing cycle routes.
- Implementation of the actions identified in the Strategy had the potential to improve the quality of life for local people.
- Agreement was now being sought to publish the document for six weeks public consultation to commence in September 2015 to include feedback from Town Councils, land owners, schools and Tunbridge Wells Access Group.

Councillor Tracy Moore, a Borough Member for Park ward, had registered to speak.

Councillor Moore noted that the planned consultation which would include schools was due to occur during school holidays. Encouraging children to cycle to school would be key to the success of both the Cycling and Transport Strategies so this was an important group to include. Hilary Smith, Economic Development Manager, Tunbridge Wells Borough Council, confirmed that the consultation would be timed to allow schools to participate.

Councillor Woodward commended the report, particularly noting the route assessments, and asked what specifically was meant by 'high quality cycle routes' and whether these would be finished within the life of the strategy. Councillor Woodward added that there was a need to change attitudes of both cyclist and driver. Furthermore, the picture used to illustrate the strategy document gave the impression that it focussed on the seasoned cyclist whereas it would be important to target all, especially the casual cyclist.

Councillor Scott noted that it was important to ensure these strategy documents have a strong emphasis on safety and that transportation strategies included pedestrians. It was felt that the element of choice had been lost by the overwhelming influence of cars. There needed to be a mix of transport methods available, to include cars, bicycles, walking, public transport and innovative sustainable modes to enable a person to have choice over the most appropriate form of transport.

County Councillor Hoare supported the report but suggested it could be bolder. The example of the route along London/St John's Road (Route 1) was used to highlight that there was a great number of schools in the area but that St. John's Road was one of the busiest and most polluted roads in the Borough, expecting children to cycle along it was unreasonable. All efforts should be made to separate cycle paths from roads by opening parks and open spaces.

Mr Wren confirmed that high quality cycle routes would be fit for purpose and meet a range of objectives, providing routes that are safe, direct, coherent, comfortable and attractive. Route 1, although busy, was also a direct route to several key destinations. In response to a point of clarification from Councillor Woodward, Mr Wren confirmed that they would be the highest quality possible rather than a set standard. Delivery of the routes within the life of the strategy would be challenging and dependant on many factors. Mrs Smith advised that much of the infrastructure was dependant on a variety of factors and having a strategy document offered the best opportunity in overcoming barriers.

Councillor Woodward asked whether the objectives were over aspirational and the outcomes were likely to be less. Mr Wren felt that significant progress would be made and many schemes were already underway. With regards to changing attitudes Mr Wren noted the public support which had already been shown for cycling and pointed out the Department of Transport's 'Think Bike' and the AA's 'Think Cyclist' campaigns. The sharing of road space would be inevitable in some places and Tunbridge Wells Borough Council would work with Kent County Council to promote the public safety campaigns. Mr Wren

noted the comments about the image of a cyclist on the strategy document and advised that it was a bit of cross-promotion as it was taken at the Great Tunbridge Wells Bike Ride but that it would be reconsidered.

Councillor Stanyer advised that Essex County Council was in receipt of a £1million grant from the EU for cycling initiatives and wondered whether Kent County Council had applied. It was noted that every opportunity for resources should be taken. County Councillor Hoare noted that cycling infrastructure was considerably cheaper than other methods of combatting congestion and all opportunities must be grasped.

In response to a question, David Candlin, Head of Economic Development, Tunbridge Wells Borough Council, suggested that the results of the consultation were unlikely to be ready for the October Meeting of the Joint Transportation Board so an update would be provided for the January meeting.

The Vice-Chairman, Councillor Bulman, invited further questions and comments. There being none, Members were asked whether the recommendation was supported.

RESOLVED – That the Board supports the strategy being approved for consultation.

TUNBRIDGE WELLS HIGHWAY WORKS PROGRAMME

TB10/15 Earl Bournier, District Manager for Tunbridge Wells, Kent County Council, introduced the report which was for Members' information and invited questions and comments.

Mr Martin Dawes, a resident of Park Road, Royal Tunbridge Wells, had registered to speak.

Mr Dawes noted that while the issues of Park Road may be considered minor in comparison to the strategic issues already debated they benefitted from being easily resolved in a low cost and timely way. Park Road had become a rat run and problems had been made worse by the parking on both sides of the road which created a narrow lane through which the traffic is often observed speeding. The condition of the painted yellow and white lines have become so faded they are irrelevant, cars are routinely parked on the double yellow lines even on the junctions. White lines outside communal access to apartments and private driveways were disregarded. Mr Dawes advised that the residents of Park Road were calling for the reinstatement of the yellow and white lines and the consideration of restricted residents parking which the road currently lacked.

Mr Bournier advised that the reinstatement of the lines would be looked at. Steven Noad, Traffic Engineer, Kent County Council, added that he was not currently aware of parking restrictions for Park Road but that it could be looked at in cooperation with Borough colleagues.

Councillor Tracy Moore, a Borough Member for Park ward, had registered to speak.

Councillor Moore referred to page 131 of the agenda pack on which the table showed surface dressing works on Prospect Road as complete and advised

that the work had only been completed around parked cars. This had caused a seam which not only would be a point of weakness requiring future attention but also caused a hazard for cyclists. The works were unsatisfactory and should be redressed. In respect of the Member Fund works outlined on pages 152 and 153, Councillor Moore asked why one scheme for a 20mph zone was £10,220 whilst another was listed as £4,500.

County Councillor Oakford advised that the more expensive scheme on Powder Mill Lane included additional safety works such as flashing electronic signs and bollards.

Councillor Woodward noted that at the public realm works following heavy rain, water was seen pooling rather than draining away and this would need rectifying. Councillor Scott added that the quality of the initial work had been very poor but that the second contractor had done a superior job. There had been assurances that the outstanding work would be completed. Mr Bournier advised that he, along with County and Borough colleagues had inspected the site recently and identified a long list of snagging issues which would be rectified. After Kent County Council were satisfied it would assume responsibility for maintenance. Mr Bournier added, in respect of the surface dressing works identified by Councillor Moore, that Kent County Council had done all the usual public information drops but some residents had failed to move the vehicles. The road has subsequently been marked for micro-dressing which should fix the problems and is due for completion in the near future.

The Vice-Chairman, Councillor Bulman, invited further questions and comments. There being none, Members were asked to note the report.

RESOLVED – That the report be noted.

CARRS CORNER

TB11/15 Mr Peter Perry had registered to speak on behalf of Royal Tunbridge Wells Town Forum.

Mr Perry thanked Steven Noad, Traffic Engineer, Kent County Council, for his response to his proposals following the previous meeting. Mr Perry advised that the Town Forum would prefer Exclamation Mark warning triangles with appropriate sub-plates, as apposed to the Elderly Persons warning triangles. In any case, there should be 'SLOW' warnings painted on the road. Any signs should be as large as the regulations permit to have the maximum effect on the motorists. Mr Perry explained that his original proposals had advocated introducing signs on only the eastern end of Calverley Road as this was the area where it was most likely that vehicles would be approaching at speed and so additional signs would be unnecessary elsewhere. The best effect would be achieved by the combination of electronic speed signs and a 20mph zone. It was noted that 20mph zones were gaining support in various forums. The Town Forum feels that any improved signage should only be an interim solution as there being a major trunk route crossing through the centre of town was ultimately unacceptable. Accepting that the built environment makes pedestrian crossings impractical the next logical step is that an alternative route must be found for the A264. Traffic on Carrs Corner and the town centre needs to be removed and a relief road is necessary in achieving this. Finally, the state of the planting on the Carrs Corner roundabout was unsatisfactory and demonstrated a lack of pride.

Mr Noad responded by thanking Mr Perry for the feedback on the proposals and advised that Exclamation Mark warning triangles were usually only used where no other sign was appropriate, as such there was often a lack of understanding by motorists of their meaning. Signs showing a person using a dotted line path should only be used where there is a designated crossing point and would not be applicable at Carrs Corner. The staking of the tree on the roundabout was only a temporary measure and the tree would be replanted in November and maintained annually thereafter.

Councillor Catherine Rankin, a Borough Member for Park ward, had registered to speak.

Councillor Rankin was pleased that the roundabout had been fixed since the last meeting but suggested that annual maintenance would not be sufficient. The adjacent water trough which was maintained by Tunbridge Wells Borough Council was given as an example of the standard expected for the roundabout planting. The proposal for 20mph zones was strongly endorsed not only for residential streets, many people living in town along the arterial roads had the same rights as those in residential areas. Furthermore, disappointment was expressed there was a lack of timeframes in the report so that there was no confidence that anything would happen. Councillor Rankin agreed with the comments of the Town Forum in that a relief road should be on the agenda but that in the interim the present efforts failed to address the issues faced by pedestrians using the junction.

Mr Noad commented that previous surveys of the area had shown that pedestrian crossing were not feasible at Carrs Corner and that the wider picture was being looked into as part of the route assessments of the A26 and A264. It was noted that there were no reported accidents at Carrs Corner. Mr Noad felt it was unlikely that further works beyond the agreed signs and road markings would be funded prior to the completion of the ongoing studies.

In response to a question of clarification from Councillor Bulman, Mr Noad confirmed that a 20mph zone would not be realistic unless as part of a Borough-wide project. He added that the Police had confirmed to him that they would not actively enforce the 20mph zones. Hilary Smith, Economic Development Manager, Tunbridge Wells Borough Council, commented that a commitment to explore 20mph zones throughout the town centre was included in the Transport Strategy and the zones were something that the Borough Council was very keen for. Vicky Hubert, Strategic Transport and Development Planner, Kent County Council, added that 20mph zones were something that would need County buy-in and proposed that a report on the matter be brought to a future meeting

The Vice-Chairman, Councillor Bulman, summarised the discussions and suggested several motions.

RESOLVED –

1. That the Board supports the expedited implementation of the quick fixes for Carrs Corner.
2. That the Board requests a full report on 20mph speed restriction options for Tunbridge Wells.
3. That the report be noted.

YEW TREE ROAD

- TB12/15 Vicky Hubert, Strategic Transport and Development Planner, Kent County Council, introduced the report which included the following comments:
- Since the last meeting of the Joint Transportation Board several representations had been received against the removal of five trees to make way for enhanced pedestrian crossings on Yew Tree Road
 - Two alternatives had been investigated:
 - Leave Yew Tree Road as is without a pedestrian splitter island
 - Remove two trees allowing a splitter island but reducing the number of approach lanes to one
 - On further investigation it is believed that the time required to allow crossing of Yew Tree Road in one go can be accommodated within the revised phasing of the lights with no detrimental effect on the flow of traffic along the A26, London/St. John's Road.

Councillor Woodward referred to comments made at the recent public meeting at Skinners' School which included the voicing of concerns that the situation for pedestrians was worse and asked whether there had been any further consultation on these proposed changes. Ms Hubert confirmed that the speaker at the public meeting was now satisfied.

In response to a question from Councillor Scott, Ms Hubert confirmed that monitoring traffic statistics after the works was part of the funding requirement.

The Vice-Chairman, Councillor Bulman, invited further questions and comments. There being none, Members were asked whether the recommendation was supported.

RESOLVED – That the report be noted and the Board supports the continuation of the detail design and implementation stage.

TOPICS FOR FUTURE MEETINGS

- TB13/15 The following topics had been raised for consideration at a future meeting:
- Traffic calming measures Cambrian Road
 - Traffic calming measures Upper Grosvenor Road

DATE OF NEXT MEETING

- TB14/15 The next meeting of the Joint Transportation Board will be on Monday 19 October 2015 commencing at 6pm.

NOTE: The meeting concluded at 8.30 pm.

TUNBRIDGE WELLS JOINT TRANSPORTATION BOARD TRACKER
Updated for 19 October 2015 Meeting

	Location/Subject	Issues/Proposals	Latest position	Officer
1	Crescent Road - Central crossing refuge	Feasibility of refuge provision investigation	<p>Funding has been secured from KCC's LTP Integrated Transport Programme to design this to consultation stage. As per the previous tracker there remain some technical difficulties exist such as the relocation of the active car park sign and some minor kerbing works.</p> <p>Design works should commence in the next financial year (2016/17). Construction will be dependent on many factors and may run into the following year.</p>	Steven Noad
2	St. John's Road Proposal changed from: extension of southbound bus lane and northbound cycleway to: Improvements to the footway and the northbound bus stop and cycle lane alongside the recent developments opposite the bus garage and St John's Church	Design work progressed, supporting developer S106 funding	<p>As a result of work starting on the North Farm scheme and a commitment to minimise impact on the road network, KCC Lane Rental team placed an embargo on road works on strategic routes through Tunbridge Wells including the A26 until the summer of 2015.</p> <p>Since plans to construct this scheme during the summer holidays were finalised, the A26 capacity improvement works funded by the Local Growth Fund have resulted in a study currently being undertaken to understand the existing traffic demands and consider options for improvement schemes. Therefore this proposal has been put on hold in order to explore whole-route plans for cycling, walking and highway improvements that may achieve more than this scheme does in isolation. Postponing the scheme will remove the possibility of an improvement being undertaken now that could be superseded in a year's time. KCC and TWBC are liaising with TWBUG and other key stakeholders, and the results of the study work will be brought to a future JTB meeting for discussion. The S106 funding for this scheme will be used in this location as part of the whole-route scheme improvements.</p> <p>This study work will result in schemes being implemented during the next financial year (2016-17).</p>	Vicki Hubert

TUNBRIDGE WELLS JOINT TRANSPORTATION BOARD TRACKER
Updated for 19 October 2015 Meeting

	Location/Subject	Issues/Proposals	Latest position	Officer
3	Longfield Road & North Farm Industrial/Retail Park	Ongoing issues related to congestion and recent developments	<p>The main construction of the new gyratory system at Great Lodge is almost complete with kerbing installed and work has started on the installation of the new pedestrian crossing. The retaining wall is constructed and high level kerbs installed outside BMW plus the installation of the new central island from Great Lodge to Dowding Way. Three separate visits are being undertaken during September to carry out night time surfacing works between Dowding Way and the A21. CCTV infrastructure will be available for Chroma Vision from 28th September.</p> <p>Morning and evening peak congestion is still present (mainly on the approach to the A21). The A21 project has installed a heavy plant crossing near the Longfield roundabout to enable to the relocation of earth across their site. No impacts have been reported as yet.</p> <p>A public exhibition was held on 7th July which attracted a few people but weather conditions weren't ideal and possibly had an effect on numbers.</p> <p>Liaison with residents and stakeholders remains positive with very few complaints and also a number of compliments being received. Ongoing liaison between the Project Team and the A21 team is continuing and information shared accordingly.</p> <p>Whilst there is still a lot of ancillary work to do, we are aiming to have the scheme substantially completed by the end of September. Work in October will generally be of a minor nature apart from some finishing works to the Knights Park roundabout surfacing. This will require an additional visit by the night time surfacing team in early October.</p>	Andy Moreton

TUNBRIDGE WELLS JOINT TRANSPORTATION BOARD TRACKER
Updated for 19 October 2015 Meeting

	Location/Subject	Issues/Proposals	Latest position	Officer
4	Borough Transportation Strategy	Progress on Borough Transportation Strategy	KCC is undertaking further technical work to support the Transport Strategy and future bids for Local Growth Funding for the A26 and A264. Following completion of this work in December 2015, the Strategy will be taken to KCC Cabinet Committee in April 2016.	David Candlin
5	Grass verges on King George V Hill	Verge damage due to cars parking on the verges	A joint scheme by KCC and Tunbridge Wells, works commenced 28th September 2015.	KCC
6	Street Lighting Review	A review of the street column switch off	Full review underway of the switch off sites within the districts. A report detailing the proposals will be presented at the next JTB.	KCC
7	Street Light LED Conversion Project	Progress on the project	Report on agenda An update report will be presented at the next JTB which will provide further detail on the progress of each work stream.	Robert Clark
8	Grosvenor Bridge Repairs	Schedule of repairs for Grosvenor Bridge, Tunbridge Wells	Grosvenor Bridge adjacent to Quarry Road, Tunbridge Wells requires the reconstruction of two piers. The work is scheduled to commence on 4th Jan 2016 and will necessitate the closure of Grosvenor Bridge for up to 4 months. Some advance works underneath the bridge may start in December 2015. See: 'Highway Works Programme – Appendix F – Bridge Works' for further details.	Tony Ambrose

TUNBRIDGE WELLS JOINT TRANSPORTATION BOARD TRACKER
Updated for 19 October 2015 Meeting

	Location/Subject	Issues/Proposals	Latest position	Officer
9	Petition to install pedestrian crossings in Major York's Road and Langton Road	A petition was submitted to KCC, via the JTB, requesting the installation of pedestrian crossings on Major York's Road and Langton Road.	<p>Funding has been secured from KCC's LTP Integrated Transport Programme to design this to consultation stage. As per the previous tracker there remain some technical difficulties exist such as the relocation of the active car park sign and some minor kerbing works.</p> <p>Initial work will be to ascertain if Targetfollow & The Tunbridge Wells Commons Conservators are prepared to release land for the road widening on Langton Road and for construction of footway links on Major York's Road.</p>	Steven Noad
10	Carr's Corner (junc. Crescent Rd/Calverley Road/Lansdowne Road)	The Town Forum has asked that it be able to provide its views to KCC.	Based upon the views of the Town Forum a revised signage and lining plan will be prepared and works ordered.	Steven Noad
11	A26 London Road junction Yew Tree Road Southborough	LGF funded scheme to reduce congestion on the A26 corridor	<p>Funding has been secured from The Local Growth Fund to identify and address peak time delays on the A26. The scheme is being carried out in two phases. Phase 1 involved detailed analysis of peak time congestion at the Yew Tree Road and Speldhurst Road junctions with the A26 in Southborough. Detail design work is currently ongoing to provided upgraded traffic signal equipment at both junctions with an expected construction start date in January 2016. Phase 2 of this scheme is currently being carried out to model and analyse possible improvements the junction of Grosvenor Road and St Johns Road and Neville Street junction with London Road in Tunbridge Wells</p>	Darren Hickman

20's Plenty – A report into national and local policy and next steps

A joint report by Vicki Hubert (KCC) and Hilary Smith (TWBC) to the Tunbridge Wells Joint Transportation Board on 19 October 2015 investigating the ways that 20mph speed limits can be implemented and their relative benefits; local and national policy; the financial implications; and a way forward should Members be minded to further progress this investigation for Tunbridge Wells.

1. Introduction

1.1 At the last meeting of the JTB on 20th July, it was evident that many issues of concern to Members and residents referred to the possibility of introducing 20mph speed limits in line with the national '20's Plenty' Campaign. Therefore KCC and TWBC agreed to jointly investigate national and local policy and case studies, and from there make a recommendation regarding the next steps for Tunbridge Wells.

1.2 The national '20's Plenty' Campaign was set up by Rod King MBE in Autumn 2007 in response to a developing social consensus that the default limit of 30mph in urban areas was no longer appropriate, and should be lowered. 20 mph schemes are now relatively wide-spread, with more than 2,000 in operation or planned in England (the majority of which are 20 mph zones) covering 14 million people. These schemes have been credited with reducing Personal Injury Accidents (PIAs) and other collisions, promoting modal shift to walking and cycling, and reducing vehicular traffic flows.

1.3 DfT Circular 01/2013 states:

“...there is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000). There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.

Important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling (Kirkby, 2002). There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and reducing carbon emissions and improving the local environment.”

1.4 There has traditionally been a clear distinction in the UK between areas or roads subject to a 20mph 'zone' and those subject to a 20mph 'limit'.

20mph zones usually cover a number of roads. Zones are effective at reducing collisions, bringing about a modal shift towards more walking and cycling, and reducing vehicular traffic flows. They are predominantly used in residential areas and town centres, “though they should not include roads where motor vehicle movement is the primary function” (*DfT Circular 01/2013*).

- 1.5 20mph limits are signed and do not require traffic calming measures. They are similar to other local speed limits and normally apply to individual or small numbers of roads, but are increasingly being applied to larger areas.

Historically, the DfT required any point within a 20mph zone to be within 50 metres of a traffic calming device, and any point within a 20mph limit to be within 50 metres of a 20mph repeater sign. The DfT also required that the traffic calming devices used within 20mph zones had to be physical features such as speed cushions. This often resulted in significant scheme costs.

However, this requirement was subsequently relaxed in 2013 when the DfT revised its guidance to state that repeater signs, carriageway roundels and mini-roundabouts could also be classed as traffic calming devices, although 20mph zones still have to include at least one physical calming device.

- 1.6 This report considers national and local policy governing the introduction of 20mph schemes, identifies relevant case studies from elsewhere in the UK, and suggests the potential next steps required to progress this matter in Tunbridge Wells.

2.0 National Policy

- 2.1 In line with the Government's overall approach to devolution and localism, the DfT's 2013 speed limit guidance (contained within Circular 01/2013) is non-prescriptive in nature and seeks to enable local authorities to introduce 20mph zones and limits where they consider it appropriate to do so.

- 2.2 DfT Circular 01/2013 states the following in summary:

- Zones should not include roads where motor vehicle movement is the primary function.
- 20mph limits are *generally* only recommended where existing mean speeds are already below 24mph.

- 2.3 DfT Circular 01/2013 tells that local authorities CAN introduce 20mph speed limits on major roads *"where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic"*. The centre of Tunbridge Wells is accessed by several heavily trafficked arterial routes. These are key vehicular roads into and through the town, but they are also important walking and cycling routes and residential areas.

- 2.4 The DfT are undertaking a 3-year study on 20mph limits, the results of which are due in 2017. This is an important piece of work that is meant to support and inform future policy development on 20mph speed limits and zones.

3.0 Local Policy

- 3.1 In 2013, KCC as the Highways Authority investigated '20's Plenty' as a result of growing interest in the subject following the publication of DfT Circular 01/2013. A policy was adopted at the October 2013 Environment, Highways & Waste Cabinet Committee which states KCC will fund 20mph schemes where:

- There is clear justification to achieve casualty reduction;
- It would assist in delivering targets set out in Kent's Joint Health & Wellbeing Strategy, which sets out how the NHS, social care and public health services in Kent can work together to improve people's health and reduce the health

inequalities that exist in the county, particularly in reference to increasing physical activity.

And if not fitting into the above but locally important, 20mph schemes can be funded by:

- The Members Grant
- Developers
- Parish Councils

All schemes must however meet the criteria set out in the Department for Transport (DfT) Circular 01/2013.

- 3.2 Over the years KCC has been implementing 20mph schemes in Kent and has over 50 schemes covering approximately 800 roads. In addition all new residential developments are designed to restrict vehicular traffic to 20mph where appropriate.
- 3.3 The Tunbridge Wells Transport Strategy and Cycling Strategy commit to exploring the opportunities for further introduction of 20mph schemes.
- 3.4 A local 20's Plenty group was set up in Spring 2015 to promote the introduction of speed limits within the Borough.
- 3.5 In order to start to engage with the local community on this issue, TWBC have included questions to draw out views on 20mph schemes in its current Resident's Survey (reporting in late November) and also in the current consultation on the Draft Cycling Strategy (due to close on 1 November).

4.0 Case Studies

- 4.1 As has been noted, 20mph schemes are now widespread across the UK and throughout Western Europe, although in many cases it is too early to draw firm conclusions as to their effectiveness in reducing vehicle speeds, improving road safety and promoting modal shift to walking and cycling. There are nevertheless a number of themes emerging from schemes that have been implemented that warrant consideration in this context.

4.1 Brighton

Brighton and Hove City Council introduced Phase 1 of its 20mph scheme, which provided for a blanket 20mph limit throughout central Brighton and Hove, in April 2013. Phase 2, which extended the scheme to many residential streets surrounding the Phase 1 area, was subsequently introduced in June 2014, followed by Phase 3, which incorporates streets in neighbourhood centres and villages outside of the city, in June 2015. Interim results from the Phase 1 area following its first year of operation indicated that vehicle speeds reduced on 74% of roads (by an average of 1mph), the numbers of both collisions and PIAs fell and there were no fatal road traffic collisions. It should be noted, however, that average vehicle speeds within the Phase 1 area were already 20mph prior to the introduction of the scheme. Brighton and Hove City Council has allocated a project budget of £1.5 million over four years to the implementation of the scheme.

4.2 Portsmouth

Portsmouth City Council was the first local authority in England to implement an extensive area-wide 20mph limit scheme covering the majority of residential roads in the city. The scheme utilises signing only and encompasses 94% of the total length of

the City Council's highway network. On the majority of the roads subject to the scheme, average vehicle speeds prior to implementation were less than or equal to 24mph, which reflected their narrow carriageways and on-street parking. The scheme was implemented partly to reinforce the low driving speeds adopted previously by many motorists and partly to encourage less aggressive driving behaviour by those who drove at inappropriate speeds. The cost of implementing the scheme was £570,000, which came from the City Council's local transport capital expenditure programme.

The stakeholder engagement process included:-

- consultation with Neighbourhood Forums and residents' associations;
- publishing statutory advertisements in the local press;
- placing articles in the local press;
- television and radio interviews, both locally and nationally;
- exhibition of plans and posters in all local schools and public buildings;
- sending each school pupil home with a leaflet.

This proactive approach was considered by the City Council to be a better publicity strategy than simply publishing a lengthy list of street names using on-street notices, as was the minimum statutory requirement. The strategy received positive public feedback and no complaints were made regarding a lack of information. The Police supported the scheme on the basis that it would be self-enforcing.

The average vehicle speed following the implementation of the 20mph limit was 0.9mph lower than the average speed prior to its introduction; however at sites where the average speed was greater than 24mph prior to the introduction of the scheme, the average speed reduced by 7mph. During the one year period following the implementation of the scheme, the total accident reduction was 13% relative to the preceding three year period and the number of PIAs fell by 15%. Numbers of Killed or Seriously Injured (KSI) casualties stayed the same; however the number of KSI incidents increased by 2%.

4.3 *Kent*

In response to a petition submitted to the Maidstone JTB in 2010 requesting the implementation of blanket 20mph limits outside all schools and residential areas it was agreed to run a trial of low cost speed management schemes outside a number of Primary Schools in Maidstone.

This trial, funded by local Members via their Highway Fund, included both formal and advisory 20mph schemes aiming to provide local evidence as to whether 20mph schemes near schools could provide cost effective road safety benefits. The proposed trial was limited to primary schools within 30mph speed limits. Speeds outside the schools were surveyed prior to implementation, then after three and nine months. After three months the initial results were positive and in line with Government advice that 20mph limits without traffic calming generally reduce mean speeds by about 1mph. After 9 months any benefits had mostly disappeared and perversely in most locations overall speeds had actually increased.

The results of this trial are similar to those seen elsewhere in the country. As a result of this, more recent schemes have tended to cover larger areas. It appears to be easier to gain community acceptance on a larger scale, and the cost per head is significantly reduced.

4.4 *Transport Research Laboratory*

The Transport Research Laboratory undertook a review of the effect of 200 20mph zones in the UK in 1996. The review concluded that 20mph zones had been successful in substantially reducing vehicle speeds, collisions and PIAs in the areas where they had been applied. Average annual accident frequencies fell by 60%, accidents involving cyclists reduced by 29% and overall vehicle speeds fell by 9.3mph. Moreover, traffic volumes reduced by an average of 27% within the zones (and increased by only 12% in the surrounding areas) and public acceptability surveys found that local residents were generally in favour of the schemes.¹

5.0 **Financial**

5.1 KCC has made some estimated cost predictions for the physical implementation of the two different ways of implementing a the 20mph speed limit (please note that these figures do not include design fees or consultation: some councils that have now introduced 20mph speed limits spent the same on consultation as they did on physical implementation):

- | | |
|--------------------------------|---------|
| • 1km 20mph limit (signs only) | £1,400 |
| • 1km 20mph zone | £60,000 |

5.2 The 20's Plenty campaign website suggests that a borough-wide approach to implementing 20mph is more cost effective and quicker to implement than taking each urban area at a time. This would mean consultation borough wide with particular engagement with the areas proposed to be excluded from the proposed 20mph scheme.

5.3 Many local authorities that have implemented 20mph restrictions have spent a similar amount on consultation and education as they have on physically implementation. A very general cost has been calculated by the 20's Plenty group of £3 per head to cover the whole process² based on the total cost of consultation, education and implementation divided by the total population of the area concerned.

5.4 Experience from other parts of the UK that have implemented 20mph schemes demonstrates that it is possible to secure funding for such projects from a variety of sources, including local transport capital expenditure programmes, local authority health and wellbeing budgets, air quality grants, the Local Sustainable Transport Fund and developer contributions.

6.0 **Conclusions**

6.1 Evidence from successful 20 mph schemes show that the introduction of 20 mph zones generally reduces mean traffic speed by more than is the case when a signed-only 20 mph limit is introduced. This is likely to be attributable to the greater reductions in average speed (in the order of 9mph) achieved by 20mph zones. Historically therefore, more zones than limits have been introduced³. It is notable however that on roads in Portsmouth with high initial speeds, a significant speed reduction was nevertheless achieved.

6.2 In order for 20mph schemes to be effective a culture change is required within a local area where slower speeds become the norm with the aim of improving the overall

¹ Transport Research Laboratory (1996), Review of Traffic Calming Schemes in 20mph Zones.

² York £600k for 200k population equating to £3 per head; Middlesbrough £1.80; Oxford £2; Portsmouth £2.75; BathNES £3.58 (*20's Plenty website*)

³ DfT Circular 01/2013

quality of the environment for all. Therefore, a comprehensive and early consultation of all those who may be affected by the introduction of a 20 mph scheme is an essential part of the implementation process. This needs to include local residents, all tiers of local government, the police and emergency services, public transport providers and any other relevant local groups (including for example, groups representing pedestrians, cyclists, drivers, or equestrians)⁴. It is widely accepted that without the support of the local community and the police, speed limits can be ineffective. Early consultation to gauge community support will be vital from investigation stage onwards.

7.0 Recommendation

7.1 Members of the Joint Transportation Board are recommended to progress this topic further by requesting that KCC and TWBC officers form a working group to take the next steps:

- a) Contact another council (with similar demographics to Tunbridge Wells) which has successfully introduced 20mph speed limits to identify good practice and lessons learned;
- b) Identify key stakeholders who will have an important role to play in the progression of this debate (i.e. two representative JTB Members (one KCC and one TWBC), Tunbridge Wells' 20's plenty campaign leader, residents groups' leaders, schools, pedestrian and cycling representatives, National Health contacts, local press etc.);
- c) Invite key stakeholders to an inaugural meeting to introduce the topic and begin the debate.
- d) Report back to the JTB with a comprehensive report making specific recommendations based on the experiences of other local authorities, experts in the field and the opinions of local stakeholders.

Contact Officers: Vicki Hubert, Strategic Transport & Development Planner (03000 413679)
Hilary Smith, Economic Development Manager (01892 554433)

⁴ DfT Circular 01/2013

A26 and A264 Route Study Update

A report by Vicki Hubert (KCC) to the Tunbridge Wells Joint Transportation Board on 19 October 2015 summarising the key headlines of the traffic surveys undertaken for the A26 and A264 route studies, and how these assessments will be used in progressing improvement schemes.

1. Introduction

- 1.1 A Borough Transport Strategy is being prepared by TWBC and KCC. The core purpose of the document is to address the transport issues of the Borough and support the delivery of the Tunbridge Wells Local Plan (including the recently submitted Site Allocations Development Plan Document).
- 1.2 At the last meeting of the JTB on 20th July 2015, Members endorsed the recommendation that the document be taken forward for adoption by TWBC and approval by KCC. Members also agreed that further work be undertaken to provide details of the costs of schemes and potential funding sources, to be set out in an Infrastructure Delivery Plan which will be based on the Implementation Plan attached to the Strategy.
- 1.3 TWBC adopted the Transport Strategy on 6 August 2015. The work required to identify and cost schemes is being undertaken by Amey, KCC's Transport Consultants, and when this work has been completed and appended to the Transport Strategy, KCC Cabinet Committee Members will be asked to approve the document. This is likely to be in March 2016.
- 1.4 Amey have undertaken traffic surveys over the last few months in order to be able to show in detail the current situation. The data below provides an overview of the results for these key arterial routes into and through the town. This data will provide a sound evidence base for any proposed improvements to the corridors.
- 1.5 Please note that Amey have also undertaken pedestrian, cyclist and public transport audits of the two routes, and in depth studies of the crash records. This information will be invaluable as scheme ideas for improvements on the A26 and A264 progress.

2.0 ANPR Surveys

- 2.1 ANPR) surveys were carried on 20th May 2015 with the aim of capturing and analysing vehicle movements to and through Tunbridge Wells on the key radial routes. ANPR cameras were located at eight sites on the key routes, forming a wide cordon around the town to record inbound and outbound vehicle movements. The eight sites surveyed (inbound and outbound) were:

- A267 – Frant Road
- A26 (South) – Eridge Road
- A264 (West) – Bishops Down
- Speldhurst Road
- B2176 – Bidborough Ridge
- A26 (North) – London Road
- Longfield Road
- A264 (East) – Pembury Road

- 2.2 For each site, the volume of both inbound and outbound traffic (classified as light vehicles, heavy vehicles and Public Service Vehicles (PSVs)) was recorded in addition to the matched vehicles by time of day. Figure 1 below indicates the location of ANPR cameras across Tunbridge Wells.

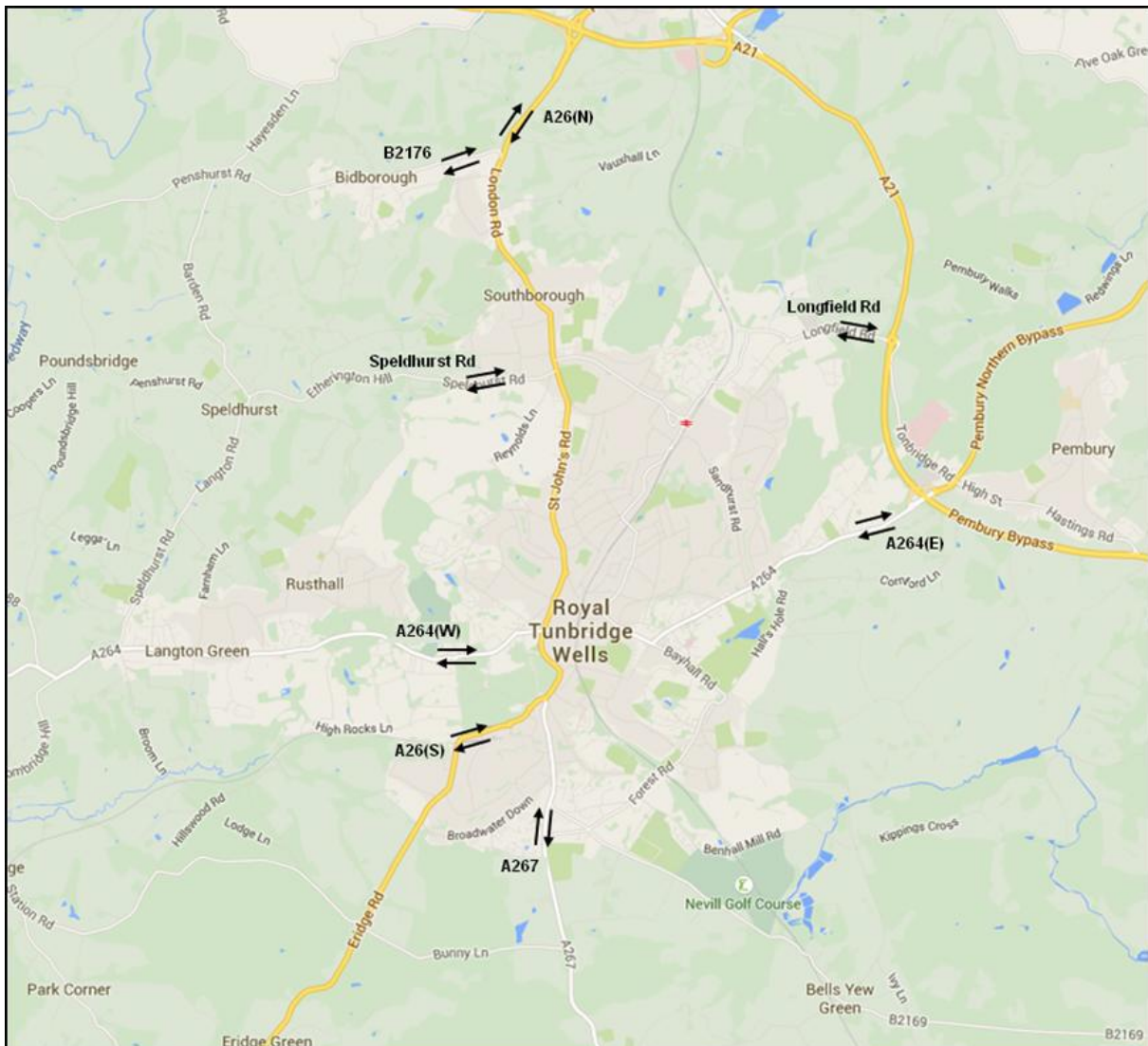


Figure 1 ANPR location across Tunbridge Wells

- 2.3 The cordon was selected in order to capture the majority of trips travelling through or to the town centre. It should be noted that there are a number of potential leakage points in the cordon where vehicles were not recorded, e.g. via Halls Hole Road, Bayhall Road and some routes through Hawkenbury, however, the cordon survey is expected to identify the main 'through town' movements in Tunbridge Wells.
- 2.4 The ANPR camera data was collated and analysed to determine the pattern of through traffic crossing the cordon. The analysis involved matching vehicles recorded at each of the cordon points. Matched vehicles recorded crossing different cordon points within a set time period of 40 minutes are then considered to be through-traffic.
- 2.5 Headline facts from the ANPR surveys:
- i) The proportion of daily traffic entering the cordon on the A264 (E) and then leaving the survey cordon within the next 40 minutes is 14% (i.e. through-traffic).
 - ii) The A26 (N) has an AM inflow of around 800 vehicles of which approximately 24% are identified as 'through cordon' traffic. However if the B2176 and

Speldhurst traffic is removed the through movements reduce to around 14% (i.e. only 14% goes through the town centre).

- iii) Longfield Road does not serve as an entry or exit for many 'through cordon' trips.
- iv) 'Through traffic' accounts for approximately 8-11% of the total traffic through the cordon. This includes some entry-exit combinations that do not go near the town centre e.g. A26 (N) to B2176/Speldhurst Rd.
- v) HGVs account for approximately 3% of the traffic crossing the cordon points throughout the day. Of the total inbound HGVs 28% were identified as through traffic.

3.0 Junction Turning Counts, Queue Lengths, and Junction Assessment Results

3.1 Junction Turning Count (JTC) surveys were carried out on Wednesday 29th April, Thursday 4th June, and Wednesday 1st July 2015 between the hours of 07:00 – 10:00 and 16:00 – 19:00. The JTC data is intended to provide a snapshot of existing traffic conditions, to determine the AM and PM peak hours, and to form the basis of the assessment of identified solutions at each junction. Queue length surveys were also undertaken on the approaches to the junctions during the same time period.

3.2 **The A26/Yew Tree Road Junction** currently operates over capacity during peak highway periods and observes significant queuing and delay. In particular the A26 approaches to the junction observe queues in excess of 300 metres during both the AM and PM peak periods. In addition, significant queuing was observed on both of the side road approaches, particularly in the AM peak. Approximately 5% of all traffic passing through the junction during the AM and PM peaks was classified as HGVs. The junction is already sensitive in terms of its operational capacity; particularly during the busier AM and PM peak hour periods with significant queuing occurring. This junction is one of the most critical junctions along the corridor, and has received funding from the South East Local Enterprise Partnership (through the Local Growth Fund bidding process) for capacity improvements. These planned improvements have been reported to the JTB previously and are currently at the detailed-design stage, prior to implementation in early 2016.

3.3 **The A26/Grosvenor Rd junction** is a three-arm priority roundabout with no formal pedestrian crossing facilities. The AM peak is the busiest period but both the AM and PM peak periods observe a similar level of traffic through the junction. Furthermore, the dominant flow is on the A26 approaches to the junction, with Grosvenor Road observing a smaller proportion of approaching traffic, particularly in the AM peak. The AM peak hour observes a higher proportion of HGV movements when compared to the PM peak with an average of 2.6%. During the AM peak period the queues extend back to Mount Ephraim Road, Lime Hill Road, York Road and Dudley Road, while in the PM peak period the queuing extends as far back as A264 Church Road. Modelling has been undertaken to study this junction, and the 2028 future year assessment indicates that the junction is anticipated to operate over capacity on the A26 London Rd (S) in the AM peak and on the Grosvenor Rd arm in the PM peak. As a result the level of congestion and delay currently observed at the junction would be significantly worse in 2026 without any form of capacity improvement measure at this junction.

3.4 **The A26/London Rd/A264 Church Rd junction** is a signalised crossroads arrangement with formal pedestrian crossing facilities provided across all four arms. The junction is located at a strategic point where the north-south A26 corridor meets the east-west A264. The AM peak is the busier period when compared to the PM peak period; however, the flows are generally balanced between all the approaches to the junction. The AM peak hour observes a higher proportion of HGV movements when compared to the PM peak with an average of 4.0%. Significant queuing occurs during the PM peak period where queues extend back to Mount Ephraim Road. This junction has been modelled, and results indicate that the junction currently operates close to the

theoretical operational capacity during the busier AM and PM peak highway periods. During the AM peak period, one link of the junction is currently operating close to 100% saturation. The results for the future year (2026) scenario show that the junction is likely to operate marginally over the saturation point of 100% during the AM peak period and operate close to full capacity during the PM peak period.

- 3.5 **The A26 London Rd/Frant Rd roundabout** is a three-arm priority arrangement with no formal pedestrian crossing facilities provided across the arms. The AM peak is the slightly busier period when compared to the PM peak period. The traffic flows indicate that the A26 approaches observe the dominant flow but are fairly balanced in terms of direction. The Frant Road arm of the junction observes a lower proportion of approaching traffic, particularly in the PM peak. The AM peak hour observes a higher proportion of HGV movements when compared to the PM peak with an average of 2.9%. Significant queuing is observed at the junction during the PM peak period in particular on the A26 London Road (N) approach. The AM peak observes less queuing in comparison with only occasional spikes in queuing traffic observed. Modelling results indicate that at present, the A267 Frant Rd operates close to operational capacity, while A26 London Road (S) arm operates slightly over the theoretical capacity during the AM peak period. The results indicate that all approaches at this junction currently operate with sufficient operational capacity during the PM peak period. The modelling results for the future year (2028) scenario indicate that due to the background growth in traffic, the problems in the queuing situation at the junction is likely to increase.
- 3.6 **The A26 London Rd/Major York's Rd roundabout** is a three-arm priority arrangement with no formal pedestrian crossing facilities provided at the junction, however, a zebra crossing facility is located approximately 50 meters north on the A20 London Rd (N) approach. The AM peak is the busiest period but both the AM and PM peak periods observe a similar level of traffic through the junction. Furthermore, the flows are generally balanced between all the approaches to the junction, with the exception of a dominant northbound flow on the A26 in the AM peak. The AM peak hour observes a higher proportion of HGV movements when compared to the PM peak with an average of 1.5%. The level of queuing observed at the junction during both the AM and PM peak period is greater on A26 London Road (S) and Major York's Road. Occasional spikes in queuing can be observed for all three arms of the junction. Modelling results indicate that at present, there is significant queuing on A26 London Road South during the AM peak period. The situation is anticipated to increase queuing and delay in the future year scenarios due to the background growth in traffic over time.
- 3.7 At the **Crescent Rd/ Mount Pleasant Rd junction**, it can be seen that Crescent Rd is the most dominant arm in terms of flow with 1082 vehicles (2 way) in the AM peak and 1073 vehicles (2 way) in the PM peak. It is noticeable that the average percentage HGV is considerably lower in the PM peak (0.5%) than the AM peak (3.4%). The highest HGV movement proportionally is the turn from Crescent Rd to Mount Pleasant Rd North.
- 3.8 **The Calverley Road/Crescent Road roundabout (Carrs Corner)** data indicates that the highest turning movement in the AM peak at the Calverley Rd/ Crescent Rd junction is observed to be the left turn from Calverley Rd East with over 400 vehicles making the movement to Crescent Road. The reverse of this pattern is exhibited in the PM peak. The highest proportion of HGV movements was observed travelling from Calverley Rd W to Lansdowne Rd in the AM Peak (6.3%).
- 3.9 **The A264 Calverley Road/Pembury Road/Bayhall Road/Prospect Road junction** has a heavy straight ahead movement during both AM and PM peak hours. It is noticeable that the left turn from Calverley Rd to Pembury Rd in the AM and right turn

from Pembury Rd to Calverley Rd in the PM is low. This is due to traffic bypassing the junction by using Calverley Park Gardens. The highest proportion of HGVs are turning left to access Bayhall Rd from Pembury Rd (21.2% AM Peak) which is a relatively tight turn. The average percentage HGV using the junction is small in both the AM and PM peak hours at 4.3% and 1.7% respectively. The count data supports the suggestion that traffic is using Calverley Park Gardens as opposed to using the Pembury Rd/ Calverley Rd signalised junction. Over 450 vehicles (2way) were observed using Calverley Park Gardens during the AM Peak hour with a similar amount observed in the PM peak. During the AM peak, 29% of inbound traffic on the A264 Pembury Rd turns right onto Calverley Park Gardens. Flow volumes are fairly consistent in both peaks. The junction currently operates close to the theoretical operational capacity during both the AM and PM peak highway periods with all links of the junction are currently operating close to 100% saturation.

- 3.10 ***The A264 Pembury Road/Sandrock Road junction*** data shows that a considerable volume of traffic was observed to be making the left turn out of Sandrock Rd in both the AM and PM peak hours. This results in considerable queuing to/from Sandrock Road. The AM peak hour observes a higher proportion of HGV movements when compared to the PM peak with an average of 2.1%. Modelling of the junction has been undertaken. Results show that the right turn from A264 Pembury Rd (N) to Sandrock Rd currently operates close to full theoretical capacity during the AM peak period with a queue of 7 vehicles which exceeds the stacking capacity of the right turn lane at the junction.
- 3.11 ***The A264 Pembury Road/Sandhurst Road*** data shows that north of the Sandhurst Road junction, over 2200 vehicles are observed travelling inbound in the AM peak. The PM peak exhibits similar flows which would indicate that traffic flows are not tidal. Over 330 vehicles are observed to be travelling from Sandhurst Road eastbound in both peaks with a high volume of right turning traffic from Pembury Rd North also recorded. Sandhurst Road eventually leads to the industrial parks to the north of the town which would explain the heavy demand at the junction. The highest proportion of HGV traffic was observed to be exiting Sandhurst Rd during the AM peak travelling southbound (9.2%). Very few HGV's were observed during the PM peak hour. Long queues were observed on Sandhurst Road during the AM and PM peaks with 39 and 38 vehicles respectively. Junction assessments indicate that the Sandhurst Rd approach to the junction operates significantly over capacity during both peak periods. This results in significant queues on the Sandhurst Rd arm due to vehicles being unable to find gaps to exit onto the A264 Pembury Road.
- 3.12 ***The A264/A21 (NB) On/Off Slip roundabout*** is a four-arm priority junction currently operating comfortably within its theoretical capacity during both the AM and PM peak period.
- 3.13 ***The A264/A21 (SB) On/Off Slip/Tesco Access roundabout*** is a four-arm priority junction currently operating comfortably within its theoretical capacity during both the AM and PM peak period.

4.0 A264 Pembury Rd/Blackhurst Lane/Halls Hole Rd Junction

- 4.1 The junction of A264 Pembury Rd/Blackhurst Lane/Halls Hole Rd currently represents a key congestion 'hot spot' and queueing and delays caused by this junction have a significant impact upon the operation of other junctions within the study corridor. Peak hour queues at this junction have been recorded to extend back to the A264/A21 off-slip roundabout to the east and to the A264/Calverley Rd junction to the west. Stop line video surveys were undertaken on Thursday 4th June 2015 and analysed to determine whether the queueing is caused by poor discharge of vehicles from the junction or for other reasons. The analysis indicates that the A264 westbound (ahead

and left) lane, in particular, has a low rate of discharge from the stop line (known as saturation flow). The reasons for this appear to be slow left turn manoeuvres into Halls Hole Road which slow down subsequent straight ahead movements and also large gaps appearing in the discharging traffic during the green signal. The A264 outbound lane also has a low saturation flow as it incorporates slow left turn and right turn give-way manoeuvres.

- 4.2 In October 2014, the Consultants DHA Transport (on behalf of Tunbridge Wells Borough Council TWBC) undertook LINSIG modelling assessments for this junction. TWBC were seeking funding from the Local Growth Fund (LGF) for Phase 1 of its A264 Pembury Rd Capacity Improvement Programme. The existing situation (following introduction of signals) has been modelled and the results indicated that the critical A264 arms operated within capacity, the highest degree of saturation DOS being 89.6% on the A264 Pembury Rd East. However, significant queueing occurs on these arms which indicate that demand exceeds capacity on these approaches. Issues were encountered on the Hall's Hole Rd arm where a DOS of 147.6% was observed in the AM peak and 135.1% in the PM peak.

5.0 A264 Pembury Rd/Tonbridge Rd/High Street Junction

- 5.1 DHA Transport also undertook LINSIG modelling assessments for this junction. Do nothing and do something scenarios were tested at the junction. The do nothing scenario test indicated that the A264/Tonbridge Rd junction would operate considerably over its practical capacity on three of the four arms in both the AM and PM peak periods. The results suggested a degree of saturation (DOS) on the Tonbridge Rd arm of 127.4%.
- 5.2 General site observations indicate that the junction acts as barrier to A264 eastbound traffic when held at a red signal to allow other traffic and pedestrian phases to operate at the junction. Queueing traffic can be observed queueing back through the A264/A21 (SB) on/off slip/Tesco access roundabout and occasionally back to the A264/A21 (NB) on/off slip roundabout. These junctions are in close proximity to each other and therefore interact with each other in terms of their operation.

6.0 Conclusions

- 6.1 The assessment work summarised above has provided a robust indication of existing and, in some cases, future conditions. From these observations, a number of key locations have been identified as requiring improvements:

A26

- i) Frant Road junction (with consideration for improved pedestrian/cyclist crossing facilities to link the town centre to the Pantiles); plus Major Yorks roundabout junction to be considered based on the impact of the Frant Road improvements i.e. both junctions considered as one package.
- ii) Grosvenor Road junction (with improved pedestrian/cyclist crossing facilities).
- iii) Cycle route improvements along the length of the A26. (This option will be explored following a DHA study for TWBC which is running in parallel to this work.)

A264

- i) Tonbridge Road junction.
- ii) Halls Hole Road junction.
- iii) Cycle route improvements: Improve junctions in line with CROW manual/TFL guidelines.
- iv) Lengthen right turn lanes into Sandhurst Road and Sandrock Road.
- v) Carrs Corner (with improved pedestrian/cyclist crossing facilities).

- 6.2 TWBC, KCC and Amey are progressing scheme ideas for the above. Costed outline designs will be brought to the next meeting of the JTB for consideration.

7.0 Recommendation

- 7.1 That the report be noted.

Contact officers: Vicki Hubert, Strategic Transport & Development Planner (03000 413679)

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Proposed Revision to Waiting Restrictions Norfolk Road, Tunbridge Wells

A report by the Borough Council's Head of Customers and Communities to the Tunbridge Wells Joint Transportation Board on 19 October 2015

SUMMARY

1. At the July meeting, members sought clarification over the reasons for proposed revisions to waiting restrictions in Norfolk Road. This report explains in detail why these alterations are deemed appropriate.

BACKGROUND/INTRODUCTION

2. Creation of a revised vehicular access to a property in Norfolk Road apparently changed parking behaviour which, in turn, led to complaints from the nearby Grove Bowling Club about access difficulties to their car park.
3. Restrictions were proposed to prevent parking in a position which might cause difficulties with access to the Bowling Club and these were extended across the new driveway to the house in Norfolk Road.
4. The necessary order was made but the house owner objected to restrictions extending across their drive and it was agreed that they would be stopped short of it. The Bowling Club subsequently objected to this and have insisted that the restriction should be marked as per the original order.
5. A proposal to regularise the situation by amending the order to match what is on the ground has resulted in objections from Bowling Club members.

Sequence of Events

6. To be able to properly understand what the issues are, it is necessary to explain why problems have arisen and the actions that have been taken to date.
7. In 2010, consent was granted for an extension to 31 Norfolk Road, Tunbridge Wells. The proposal included a revised parking area and relocation of the existing access slightly to the north. The permission was duly implemented.
8. The property is situated on the western side of Norfolk Road. A resident priority parking bay extended to the northernmost point of the road on both sides. Prior to the access alterations at number 31 there did not appear to be any problem associated with the bay extending to the end of the road and, perhaps of greater significance, there had been no complaints from the Bowling Club or anybody else about vehicles parked where the access is now located.
9. The relocated access meant that cars parked north of it would potentially extend across part of Grove Hill Gardens which then gave rise to complaints from the Grove Bowling Club that their access was being impeded. Their car park lies to the north of

Grove Hill Gardens and has access from both that road, which is privately maintained, and Norfolk Road. The general layout is shown at Appendix A.

10. A proposal to introduce waiting restrictions at the northern end of Norfolk Road to address the issue was advertised with a batch of restrictions in 2014. The proposal involved double yellow lines on both sides of Norfolk Road at its northern end and these were extended on the western side to cover the newly formed access.
11. The extension across the driveway was not needed to preserve access to the Bowling Club and only served to protect the private driveway. During the statutory consultation process, the resident at number 31 had objected to the proposed double yellow lines, as had many other residents of the road. Unfortunately, in summarising the comments for a JTB report, no distinction was made between that objection and all the others which were against the principle of additional restrictions in Norfolk Road.
12. The order was duly made in an amended form after taking into account the weight of objection, acknowledging this by eliminating the proposal for restrictions on the eastern side (opposite the access to number 31).
13. Prior to marking the restriction, the resident at number 31 requested that the double yellow line did not extend across his driveway as proposed. It was explained that the order had been made but, with some discretion being allowed provided the order covers the area to be marked, it was agreed to terminate the lines to the north of the access. This amendment was verbally agreed with the Parking Manager at KCC Highways.
14. The restrictions were duly marked, at which point Mr Thompson from the Bowling Club contacted me to ask why the lines did not extend across the driveway as per the order. The circumstances outlined above were explained, but Mr Thompson was unhappy with this and insisted that the restriction should be marked exactly as per the order.
15. Whilst it is unusual to implement a restriction in any form other than per the order, it is not a unique situation to vary them to deal with conditions on site. It is important to stress that the lines as marked dealt with the issue originally raised by the Bowling Club – cars being parked partly into Grove Hill Gardens making access difficult to the Bowling Club car park. Until the current course of action commenced there had been no complaints from anybody about access being impeded with the lines marked in their present form.
16. To make the order as accurate as possible and also deal with Mr Thompsons objection that the definition did not match what had been marked, the way forward, as endorsed by the Highway Authority, was to formalise the shortened restriction by making a revision to the order. Accordingly, on 26th June this year, an advert was placed which sought to do this. During the consultation period objections were received from members of the Bowling Club, all but one of which was by standard letter – copy attached at Appendix B.
17. Mr Thompson wrote separately expanding on the points made in the standard letter – copy attached at Appendix C.
18. From the correspondence received, it can be seen that the objection appears to be largely related to the fact that a member of staff took the decision to amend the length of restriction on site rather than it being as the direct result of a Board recommendation. As explained earlier, however, the highway authority not only

considered this to be acceptable in principle but also, when asked about this specific case, supported the action taken. It should also be borne in mind that the JTB is not a decision making body and can only recommend that the highway authority take a particular course of action.

19. The driveway is covered by a white line access marking and one objection made to the current arrangement is that the resident uses this to his benefit by parking across his own access whilst effectively denying others the opportunity to do so. There is however, nothing illegal about this and it does of course mean that one less car is parked in the marked bay so it should be considered as a benefit of the current arrangement.
20. Although it is stated in the letters of objection that "Vehicles parked in this part of the road have frequently caused obstruction to Grove Bowling Club members..." it is not clear whether this relates to the period prior to introduction of any double yellow lines or since they were marked. The resident at 31 is adamant that no car parked across his driveway would cause an obstruction to the Bowling Club access and that view is shared by Council officers.
21. When objections to proposed new restrictions were considered at the July JTB, members requested clarification over the issues relating to the Norfolk Road proposal before making a recommendation.
22. One important consideration for members when making a recommendation is that the issue on which it should be made is proper traffic management and not any grievance against one officer of the Council. There is a complaints procedure which can be used to air grievances. The matter for JTB is whether the restriction is needed to prevent parking where it might have a significant adverse impact on highway safety or cause congestion.

CONCLUSIONS

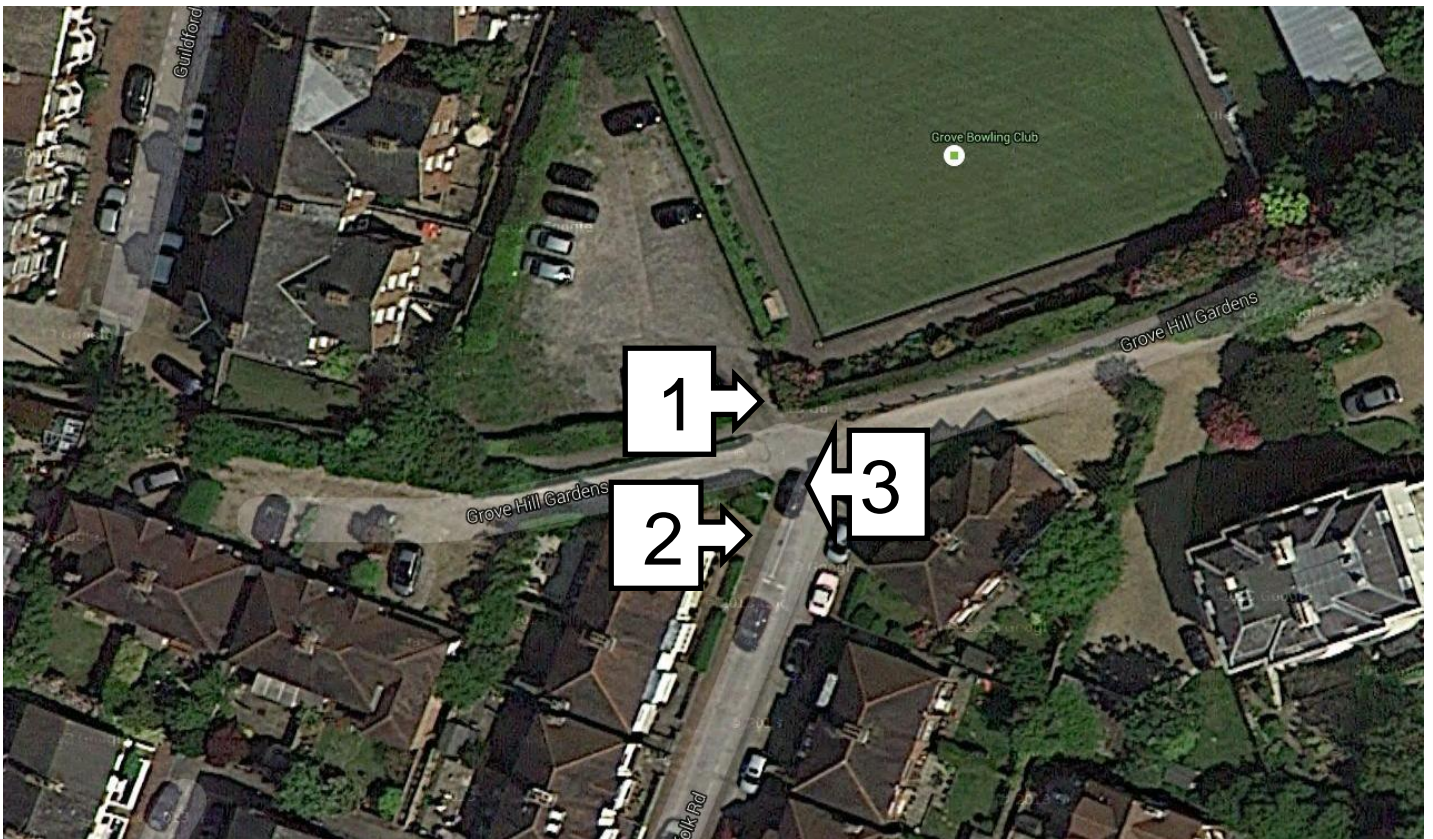
23. The issue for members' consideration is whether the restriction as marked is adequate for its intended purpose. The view of both Borough and County officers is that it does achieve what was intended and that an extension across the driveway to number 31 serves no purpose other than to prevent obstruction to that property. Since the resident does not wish his access to be protected, in that way, there is no need for the double yellow lines to extend across it.

RECOMMENDATION:

24. That JTB endorse an amendment to the traffic regulation order.

Contact Officer: Nick Baldwin, Tunbridge Wells Borough Council 01892 526121

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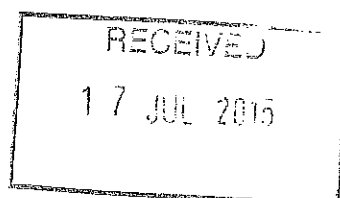


1. Entrance to Grove Bowling Club car park
2. Current vehicle access to 31 Norfolk Road
3. Vehicle parked in position originally objected to by Bowling Club. This length of road now subject to double yellow lines.

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Appendix B

The Parking Manager
Town Hall
Tunbridge Wells
Kent
TN1 1RS



Dear Parking Manager

The Kent County Council (Various Roads, Tunbridge Wells Borough) (Prohibition of Waiting and Provision of Parking Places) No 2 Order 2015: Road Traffic Regulation Act 1984

I wish to object to the proposed revoking of the no waiting at any time restriction on the north-west side of Norfolk Road from a point between 7 metres and 13 metres from its junction with Grove Hill Gardens.

The reasons for my objection are as follows:

1. Vehicles parked in this part of the road have frequently caused obstruction to Grove Bowling Club members and players from other clubs when entering and especially when leaving the Grove Club car park.
2. A 13 metre no waiting restriction on the north-west side of Norfolk Road was agreed as necessary by Mr Baldwin, Senior Engineer, Parking Services, in 2012. Following a delay of 2 years because of lack of available funds at Tunbridge Wells Borough Council the proposed restriction was considered at the Joint Transportation Board (JTB) meeting on 21st July 2014. After the meeting Kent County Council (KCC) were recommended by the JTB to approve the restriction and it was authorised by KCC in early September 2014 with the KCC formal Order being published on 19th September. But for some unknown reason Mr Baldwin did not implement the restriction in its entirety, reducing the no waiting restriction from 13 metres to 7 metres without there being any change whatsoever in the layout of Norfolk Road. If a parking restriction of 13 metres was accepted by the JTB and approved by KCC it should have been implemented in its entirety without being reduced by 46% in such an arbitrary and unfair way.

I urge JTB members to reject the proposal to reduce the parking restriction from 13 to 7 metres.

Yours faithfully,

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Appendix C

THE GROVE BOWLING CLUB

Founded 1909: affiliated to Bowls England and the K.C.B.A.

CLUB & GREEN: NORFOLK ROAD - TUNBRIDGE WELLS - KENT - TN1 1SR

Tel: 01892-526668

The Parking Manager
Town Hall
Tunbridge Wells
Kent
TN1 1RS

Dear Parking Manager

The Kent County Council (Various Roads, Tunbridge Wells Borough) (Prohibition of Waiting and Provision of Parking Places) No 2 Order 2015: Road Traffic Regulation Act 1984

On behalf of the Grove Bowling Club I wish to object to the proposed revocation of a section of the present 'no waiting at any time restriction' in Norfolk Road, Tunbridge Wells. The proposed revocation I refer to is for the section of road between points 7 metres and 13 metres south-west of its junction with Grove Hill Gardens. The proposed revocation was published in the Courier and online on 26th June 2015.

As you will be aware, in September 2014 Kent County Council made an Order to prevent vehicles waiting at any time in Norfolk Road between its junction with Grove Hill Gardens and a point 13 metres south-west of that junction. Subsequently Mr Nick Baldwin, Senior Engineer Parking Services, decided not to implement part of the KCC Order and a double yellow line was put down on Norfolk Road on the road only from its junction with Grove Hill Gardens to a point 7 metres south-west of that junction. In other words, the road between 7 metres and 13 metres from the junction of Norfolk Road with Grove Hill Gardens was not marked with a double yellow line. I understand that Mr Baldwin took this decision because the householder at 31 Norfolk Road contacted him, presumably after the KCC Order was made, and claimed that his objections to the new parking restriction had not been taken into account when the proposed restriction was discussed by the Joint Transportation Board (JTB) at their meeting on 21st July 2014 (the householder was not at the meeting). The householder apparently told Mr Baldwin that he did not want a double yellow line to be placed across the entrance to his driveway.

Mr Baldwin's action of not implementing the KCC Order in full was taken without any consultation with the Grove Bowling Club whose members and visitors had been waiting for over 2 years for Tunbridge Wells Borough Council (TWBC) to take action to alleviate the problem caused by vehicles parked at the end of Norfolk Road. Such vehicles impede access to the Club's car park, making it exceedingly difficult to enter the car park from Norfolk Road or

leave by the same route. During this 2 year period TWBC regularly stated that lack of funds prevented any action being taken to restrict parking at this end of Norfolk Road. It was extremely irritating to our members that after waiting for this lengthy period for a parking restriction to be introduced, and following the positive recommendation of the JTB and approval by Kent County Council, almost 50% of the beneficial effect should be removed by Mr Baldwin prior to implementation of the restriction.

I asked Mr Baldwin why he had accepted the request from the householder at 31 Norfolk Road not to put double yellow lines across his driveway and thereby provide him with a private parking area in the road. I did not receive a satisfactory reply. I pointed out that by agreeing not to put a double yellow line across the driveway it meant that the householder could park his own car in Norfolk Road across the driveway (please see the photograph below, taken after 7 metres of double yellow lines were installed) but others would not be able to do so without his permission because their vehicle would stop the householder using his driveway. I might add that subsequently I have noted many examples in Tunbridge Wells of double yellow lines running across the entrance to driveways. It appears that for some unexplained reason the householder in 31 Norfolk Road received exceptional treatment from Mr Baldwin.

When I asked Mr Baldwin whether he was authorised to change KCC Parking Orders before arranging their implementation he informed me that he has the authority to make 'minor' changes. As he reduced a 13 metre double yellow line to one of 7 metres (a reduction of 46%) it seems that we are not talking the same language!

I believe that with so many of our members objecting to the proposed reduction of this waiting restriction the proposal should be considered by the JTB and I strongly urge Councillors to recommend to Kent County Council that the Order made in September 2014 approving a 13 metre parking restriction on the south-west side of Norfolk Road from its junction with Grove Hill Gardens should be retained.

Yours faithfully,



PS I enclose other letters of objection to the proposal to revoke a 6 metre section of the no waiting restriction in Norfolk Road.

Proposed Alterations to Waiting Restrictions – Town Hall Service Roads

A report by the Borough Council's Head of Customers and Communities to the Tunbridge Wells Joint Transportation Board on 19 October 2015

INTRODUCTION

1. To improve parking facilities for contractors working in and around the civic complex, alterations are proposed to waiting restrictions.

BACKGROUND INFORMATION

2. The civic complex is surrounded by a network of privately owned and maintained roads. These are, however; generally open to the public hence the need for some form of control on parking.
3. Currently, parking is a mixture of time limited waiting bays and disabled parking bays together with permit bays for members and the mayoral car.
4. The present restrictions reflect the fact that the Town Hall was the main reception point for most callers. Since the advent of the Gateway, the number of casual visitors to the Town Hall has substantially reduced.
5. Contractors working in the civic complex have typically parked their vehicles either in time limited bays or used parking dispensations to stop on double yellow lines. This is clearly not an ideal situation.

CURRENT PROPOSALS

6. To ensure that contractors can park and have easy access, it is proposed to remove 3 disabled bays from Monson Way and have 1 at the far end of that road near the Town Hall staff entrance.
7. The remainder of that bay would be restricted to permit holders only during the working week (Mon – Fri 7am – 6pm) with 30 minute waiting on Saturdays between 8am and 6pm and no restriction on Sundays. Permits would be issued as necessary at the Town Hall reception.
8. To achieve this change, a revised Traffic Regulation Order has been advertised with the consultation period ending on Friday 16th October.
9. If more than 5 objections were to be received during the consultation period, this Board would need to consider them and make a recommendation.
10. This report is, therefore, provided for information and a possible recommended course of action should sufficient level of objection be received. A verbal update will be provided.

RECOMMENDATION

11. That members' views are sought as necessary.

Contact Officer: Nick Baldwin – Senior Engineer, TWBC Parking Services

Proposed Additional Car Club Parking Bays

A report by the Borough Council's Head of Customers and Communities to the Tunbridge Wells Joint Transportation Board on 19 October 2015

INTRODUCTION

1. The Borough Council's Cabinet approved the expansion of the town's car club scheme at their meeting on 6th August. To facilitate additional vehicles, extra bays are required, spread across the town. A traffic regulation order is required to formalise these bays and make them enforceable.

BACKGROUND INFORMATION

2. In the summer of 2014, the Borough Council entered into agreement with a car club operator and two cars were provided for this purpose.
3. Two on-street bays were provided on an experimental basis in Mount Pleasant Road. The traffic regulation order for these bays expires early in 2016.
4. The Borough Council's Cabinet have now endorsed the expansion of the scheme involving additional vehicles and extra on-street spaces, the latter being subject to the making of a traffic regulation order.
5. Car clubs have a number of benefits and have been shown to lower levels of private car ownership thereby reducing pressure on kerbside parking space.

CURRENT PROPOSALS

6. Two bays were initially provided on an experimental basis for the first two vehicles provided for car club users. These were then supplemented by an electric vehicle which is based in the Crescent Road multi storey car park.
7. The on-street bays were subject to an experimental traffic regulation order which can last for up to 18 months. Objections can be lodged with the first 6 months. Only two objections were made in that period, one to the general principle of a car club and one specifically to the bay north of Church Road, suggesting that it would adversely impact on a local business.
8. Whilst the car club has been popular, certain issues have arisen, including pigeon droppings on the car parked north of Church Road. Partly for that reason, it is proposed to relocate that bay southwards. This would, to some extent, also address the objection.
9. In addition to making the two existing bays permanent, with one relocated as above, the expansion of the car club would also entail extra cars with the consequent need for additional on-street spaces.
10. Details of all the proposed bays are contained at Appendix A. Although 5 additional bays are being proposed, the intention is that these be introduced as and when needed rather than all at the same time.

11. It should further be noted that 2 of the 5 additional spaces would be provided without loss of existing parking space. This is being achieved through minor modifications to double yellow lines.
12. To avoid the need to advertise a traffic regulation order for each bay when it is needed, however, all five, plus the two existing, have been advertised now. A traffic regulation order need not be implemented immediately, although after two years have elapsed, it would be necessary to re-advertise a proposal if it had not been introduced.
13. Since the bays require a traffic regulation order, and objections can be raised, this report is both for information and resolution of any objections. Any objections will be reported verbally.

CONCLUSION

14. New on-street parking bays are proposed for the Tunbridge Wells area to support expansion of the car club. A public consultation exercise has taken place and objections may have arisen from that process.
15. If a sufficient number of objections to any part of the proposal have been made, this Board will need to consider whether to proceed either as drafted or in an amended form.
16. A verbal update will be given at the meeting.

RECOMMENDATION

17. That members' views are sought as necessary.

Contact Officers: Nick Baldwin – Senior Engineer, TWBC Parking Services

PROPOSED NEW CAR CLUB BAY LOCATIONS

The following new bays are proposed in order of priority.

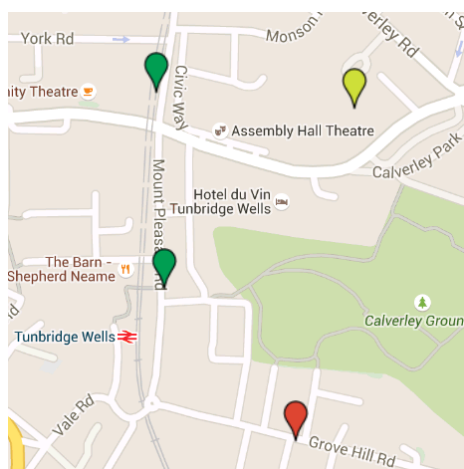
Rank	Location	Installation	Comments
	Existing		
1	Mount Pleasant Rd opposite Train Station	Sep 14	Previously time-limited bay. One initial complaint in relation to the experimental TRO was made in terms of accessing shops, no action was needed and no further follow up received. Make experimental TRO permanent.
2	Mount Pleasant Rd opposite Town Hall	Sep 14	Previously time-limited bay. Relocate to other end of this parking area and make permanent TRO.
3	Crescent Rd Car Park	May 15	EV bay. Temporary bay. Extension of lease up to 30 th September 2016, if KCC funding is confirmed and no objection received.
	Proposed		
4	A Grove Hill Rd - new	Dec 15	Currently free parking, permit holders, time-limit or double yellow lines. Bays will be allocated only at completion of consultation as part of the Traffic Regulation Order requirements. In case of significant objections alternative bays may be identified and further consultation undertaken.
5	B Quarry Rd	Dec 15	
6	C Warwick Park	Dec 15	
7	D Highfield Rd (High Brooms)	2016	
8	E Mount Ephraim	2016	

Particular attention has been paid to the selection of the bays to ensure the following:

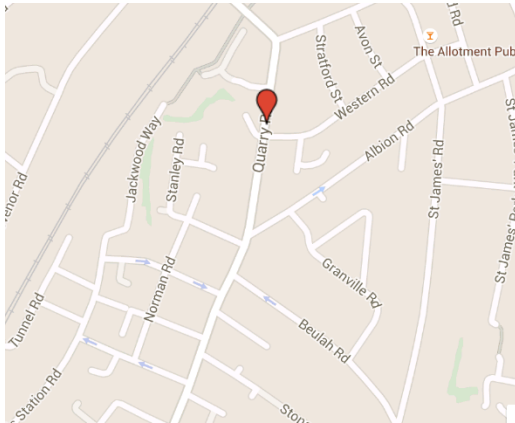
- Local catchment of residential population or local businesses
- High visibility locations to attract potential customers
- Safe locations which do not cause hazards to other road users and reduce risk of vandalism.
- Avoidance of potential conflicts from other parking pressures wherever possible

PROPOSED NEW LOCATIONS (in order of priority)

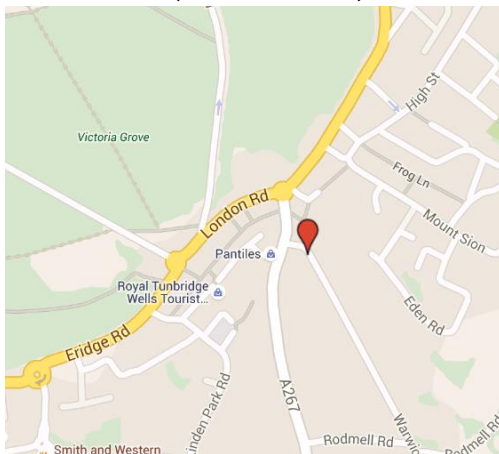
- A. Grove Hill Road (red dot in the map) – opposite Mountfield Gardens: standalone existing bay (where the white van is), half way along the road. It would serve the area as a whole quite well. It would only involve changing the sign and road markings. The dots in green and yellow show respectively the vehicles on Mount Pleasant Road and the temporary electric vehicle at Crescent Road car park.



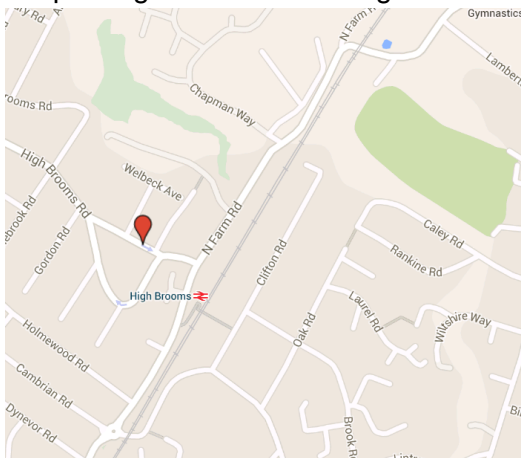
- B. Quarry Road - southern end space the best location and would only involve road markings, relocating the post and providing two new signs.



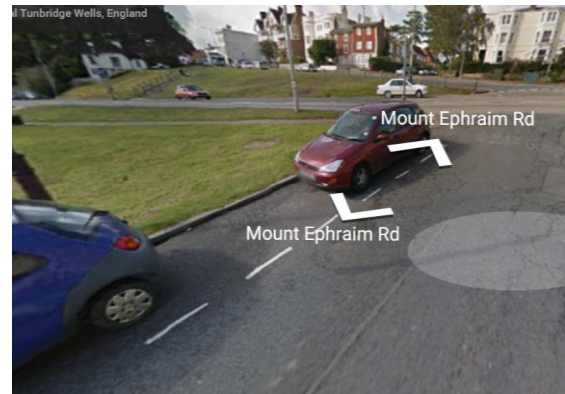
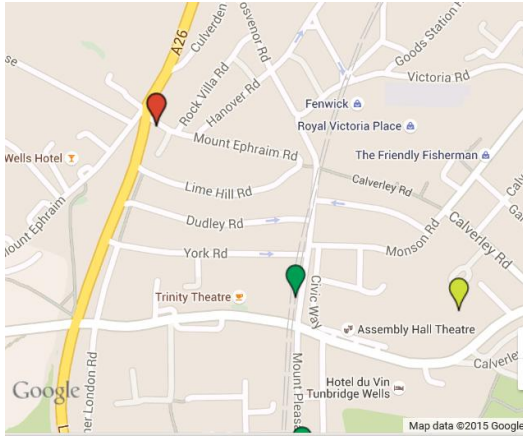
- C. Warwick Park - end bay nearest its junction with Nevill Street. This would serve the Pantiles area well and be in close proximity to two major roads – the A267 (Frant Road) and A26 (London Road)



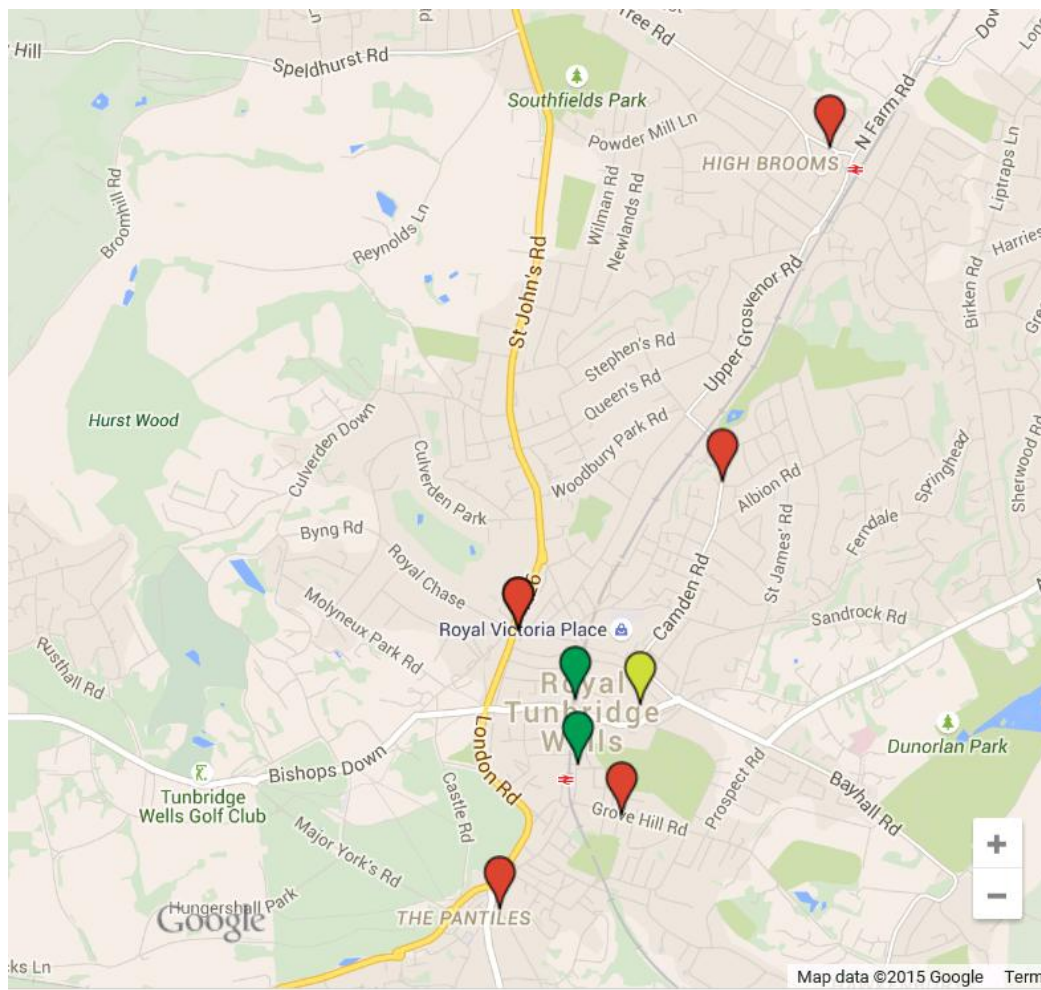
- D. High Brooms, at the bottom of Highfield Road. It's outside houses that have their own parking and is on a through route



E. Mount Ephraim Road, near the junction with the A26.



Map showing existing and proposed locations.



Green – existing bays
Yellow – current electric vehicle
Red- proposed bays

Street Lighting LED Project Update

A report by Robert Clark, LED Conversion Project Manager, to the Tunbridge Wells Joint Transportation Board on 19 October 2015 providing an update of the LED conversion project, trial switch off sites review and consultation on street lighting

1. The new Street Lighting Terms Services Contract is currently out for tender with submissions due back in September 2015. It is anticipated that this will be awarded so the LED conversion works will commence in early 2016. Full details of the programme will be confirmed shortly after the new contractor has been appointed. The programme will be communicated with all stakeholders detailing which areas will be completed and when these are scheduled. Residential areas with street lights (approx. 60,000) will be converted within 14 months, with all street lights in town centres and main routes to follow this.
2. Phase 1 trial switch off sites within the county are currently being reviewed to determine whether these will be permanently removed or switched back on. A report detailing all sites and their recommendation in each district will be reported to the appropriate JTB during November and December 2015. Any site recommendations for permanent removal will be signed off by the Cabinet Member for Environment and Transport.
3. A consultation is scheduled to start from the 21 September 2015 until Sunday 29 November 2015. This will allow Kent residents and stakeholders to have their say on the street lighting policy. It will ask questions on the following as reported at the recent E & T Cabinet:
 - Part night lighting – current level of service
 - All night lighting
 - Dimming
4. This consultation process will help inform the County Council's decision on the new street lighting policy that will be incorporated during the LED conversion project. Details on this approach can be found in the E & T Cabinet report. We have been working with the consultation and communications team to ensure the right approach has been adopted. Once the consultation is live, all parishes and districts will be informed. Any changes to the policy will only be applied to those lights that have been converted to LED and commissioned on the Central Management System.
5. An update report will be presented at the next JTB which will provide further detail on the progress of each work stream.

RECOMENDATION

6. That the report be noted.

Contact Officers: Robert Clark – LED Project Manager, 03000 41 81 81

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Tunbridge Wells Highway Works Programme 2015/16

A report by KCC Highways and Transportation to the Tunbridge Wells Joint Transportation Board on 19 October 2015

INTRODUCTION

This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures** – see Appendix D1
- **Integrated Transport Schemes** – see Appendix D2
- **Local Growth Fund** – see Appendix D3

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

RECOMMENDATION

1. That the report be noted.
-

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Carol Valentine	West Kent Highway Manager
Earl Bournier	District Manager
Alan Casson	Resurfacing Manager
Katie Lewis	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Tony Ambrose	Structures Manager
Jamie Hare	Development Agreement Manager
Jamie Watson	Transportation and Safety Schemes Manager
Kirstie Williams	Combined Member Fund Manger

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Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Machine Resurfacing – <i>Contact Officer Byron Lovell</i>			
Road Name	Parish	Extent of Works	Current Status
A26 London Road	Tunbridge Wells	A26 London Road / Eridge Road / Nevill Street	Completed
Leighton Close	Tunbridge Wells	Whole Length	Programmed to start 23 rd November 2015 for 2 Days
Footway Improvement - <i>Contact Officer Neil Tree</i>			
Road Name	Parish	Extent and Description of Works	Current Status
Ferndale	Tunbridge Wells	Whole length	Completed
Burslem Road	Tunbridge Wells	Whole length of western footway (Footway reconstruction)	To be programmed
Church Close	Brenchley	Entire length (Footway protection treatment)	Completed
Leighton Close	Tunbridge Wells	Entire length (Footway protection treatment)	Due for completion end of October 2015
Angley Court	Horsmonden	Entire length (Footway protection treatment)	Completed
Coach Road	Rusthall	Entire length (Footway protection treatment)	Completed

Micro Surfacing - <i>Contact Officer Wendy Boustead</i>			
Road Name	Parish	Extent of Works	Current Status
Maidstone Road	Brenchley	From its junction with Bramble Reed Road to its junction with Chestnut Lane	Completed
Goudhurst Road	Horsmonden/Goudhurst	From its junction with Forstal Farm to its junction with Spelmonden Road	Completed

Appendix B – Drainage Report

Bridge Works – <i>Contact Officer Tony Ambrose</i>			
Location	Description of Works	Job Status	Timescale for Completion
Brenchley Road, Horsmonden	Installation of new drainage system	Works complete	Works completed

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Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Ashcroft Road	Paddock Wood	Replacement of 9 columns	Works completed
Ashenden Walk	Tunbridge Wells	Replacement of 2 steel columns	Works programmed for completion by November 2015
Badsell Road Five Oak Green	Capel	Replacement of 1 steel column	Works programmed for completion by November 2015
Ballard Way	Paddock Wood	Replacement of 6 concrete columns	Works programmed for completion by November 2015
Bank Street	Cranbrook	Replacement of 1 steel columns	Works programmed for completion by November 2015
Banner Farm Road	Tunbridge Wells	Replacement of 1 concrete column	Works programmed for completion by November 2015
Bishops Down	Tunbridge Wells	Replacement of 1 steel column	Works programmed for completion by November 2015
Broadwater Lane	Tunbridge Wells	Replacement of 1 steel column	Works programmed for completion by November 2015
Bullion Close	Paddock Wood	Replacement of 4 concrete columns	Works programmed for completion by November 2015
Challenger Close	Paddock Wood	Replacement of 2 concrete columns	Works programmed for November 2015
Chestnut Avenue	Southborough	Replacement of 1 steel column	Works programmed for November 2015
Concord Close	Paddock Wood	Replacement of 3 concrete columns	Works programmed for November 2015

Appendix C

Coniston Avenue	Tunbridge Wells	Replacement of 1 concrete column	Works programmed for November 2015
Dimmock Close	Paddock Wood	Replacement of 10 concrete columns	Works programmed for November 2015
Dudley Road	Tunbridge Wells	Replacement of 1 steel columns	Works programmed for November 2015
Dunston Grove	Tunbridge Wells	Replacement of 3 steel columns	Works programmed for November 2015
Eastwell Close	Paddock Wood	Replacement of 7 concrete columns	Works programmed for November 2015
Eridge Road	Tunbridge Wells	Replacement of 1 steel column	Works programmed for November 2015
Forest Road	Tunbridge Wells	Replacement of 9 steel columns	Works programmed for November 2015
Frant Road	Tunbridge Wells	Replacement of 2 steel columns	Works programmed for November 2015
Fuggles Close	Paddock Wood	Replacement of 4 concrete columns	Works programmed for November 2015
Goldings	Paddock Wood	Replacement of 2 concrete columns	Works programmed for November 2015
Goods Station Road	Tunbridge Wells	Replacement of 1 steel column	Works programmed for November 2015
Granary	Paddock Wood	Replacement of 4 concrete columns	Works programmed for November 2015
Grosvenor Road	Tunbridge Wells	Replacement of 1 steel column	Works programmed for November 2015
Grove Hill Road	Tunbridge Wells	Replacement of 2 steel columns	Works programmed for November 2015
Hornbeam Close	Paddock Wood	Replacement of 2 concrete columns	Works programmed for November 2015
Humboldt Court	Tunbridge Wells	Replacement of 2 concrete columns	Works programmed for November 2015
Keyworth Close	Paddock Wood	Replacement of 2 concrete columns	Works programmed for November 2015
Knights Close	Pembury	Replacement of 2 steel columns	Works programmed for November 2015
Larch Grove	Paddock Wood	Replacement of 3 concrete columns	Works programmed for November 2015

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Le Temple Road	Paddock Wood	Replacement of 8 concrete columns	Works programmed for November 2015
Linden Close	Paddock Wood	Replacement of 2 concrete columns	Works programmed for November 2015
Liptraps Lane	Tunbridge Wells	Replacement of 1 steel column	Works programmed for November 2015
London Road	Tunbridge Wells	Replacement of 2 steel columns	Works programmed for November 2015
Longview	Tunbridge Wells	Replacement of 4 steel columns	Works programmed for November 2015
Maidstone Road	Paddock Wood	Replacement of 3 steel columns	Works programmed for November 2015
Mascalls Park	Paddock Wood	Replacement of 11 concrete columns	10 complete, 1 column remaining to complete
Mercers Close	Paddock Wood	Replacement of 4 concrete columns	Works programmed for November 2015
Mount Ephraim	Tunbridge Wells	Replacement of 2 steel columns	Works programmed for November 2015
Mount Pleasant	Paddock Wood	Replacement of 9 concrete columns	Works programmed for November 2015
New Road	Paddock Wood	Replacement of 1 concrete column	Works programmed for November 2015
North Street	Tunbridge Wells	Replacement of 1 steel column	Works programmed for November 2015
Oaklea Road	Paddock Wood	Replacement of 6 concrete columns	Works on site September 2015
Park Street	Tunbridge Wells	Replacement of 1 steel column	Works programmed for November 2015
Pembury Road	Tunbridge Wells	Replacement of 1 steel column	Works programmed for November 2015
Powder Mill Lane	Southborough	Replacement of 1 steel column	Works programmed for November 2015
Rope Walk	Cranbrook	Replacement of 6 steel columns	Works programmed for November 2015
Rusthall Road	Rusthall	Replacement of 1 steel column	Works programmed for November 2015
Shepherds Walk	Tunbridge Wells	Replacement of 1 steel column	Works programmed for November 2015

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St Andrews Close	Paddock Wood	Replacement of 6 concrete columns	Works Programmed for November 2015
St Johns Road	Tunbridge Wells	Replacement of 2 steel columns	Works programmed for November 2015
The Glebe	Pembury	Replacement of 2 steel columns	Works programmed for November 2015
Turner Avenue	Cranbrook	Replacement of 1 steel column	Works programmed for November 2015
Walnut Close	Paddock Wood	Replacement of 1 concrete column	Works programmed for November 2015
Warwick Park	Tunbridge Wells	Replacement of 2 steel columns	Works programmed for November 2015
Whetsted Road Five Oak Green	Capel	Replacement of 1 steel column	Works programmed for November 2015
Yoeman Gardens	Paddock Wood	Replacement of 5 concrete columns	Works programmed for November 2015

Appendix D1 – Casualty Reduction Measures

Casualty Reduction Measures – <i>Contact Officer Steven Noad</i>					
Location	Description of Works	Current Progress	Anticipated Actions for next 3 months (Prior to next JTB)	Original Allocation 2014-15	Forecast Out-turn 2015-16
A228 Colts Hill	Casualty reduction works – maintenance of previous CRM works	Scheme designed and costed	Works ordered, programme date awaited	£10k	£10k
Upper Grosvenor Road / Dunstan Road, Tunbridge Wells	Casualty reduction works – minor junction improvements	Design underway	All road markings to be recovered in conjunction with KCC Highway Operations	£10k	£3k
St John's Road / Queens Road, Tunbridge Wells	Casualty reduction works – additional Keep Clear road markings	Works ordered	Works ordered, programme date awaited	£3.5k	£1.5k

Appendix D2 – Integrated Transport Schemes

Integrated Transport Schemes – <i>Michael Hardy</i>			
Location	Parish	Description of Works	Current Status
Bayham Road junction Forest Road	Tunbridge Wells	Junction adjustments on the north west corner of Bayham Road to improve desire line for pedestrians wanting to cross	Detailed design stage, to be constructed during current financial year
Bayhall Road	Tunbridge Wells	Build out on the northern side of the road to create new informal crossing point	Detailed design stage, to be constructed during current financial year

Appendix D3 – Local Growth Fund

Local Growth Fund programme update for the Tunbridge Wells Borough.

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC subsequently submitted four Local Sustainable Transport Fund (LSTF) capital bids 1) East Kent – A network for Growth, 2) Kent Thameside – Integrated door-to-door journeys and 3) West Kent – Tackling Congestion. The fourth was for Tonbridge Town Centre Regeneration, which included a highway improvements scheme in the Lower High Street as well as additional LSTF style measures. The objective of all of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The Kent Thameside, West Kent and Tonbridge Town Centre Regeneration bids were all successful. The schemes aim to:

- improve access to employment and services
- reduce the need to travel by the private car
- enhance pedestrian, cycle and public transport facilities
- improve sustainable transport connections

The following schemes have been submitted as part of the successful West Kent LSTF this financial year.

Local Growth Fund (Transport Innovations) – <i>Contact Officer Ryan Shiel</i>		
Scheme Name	Description of Works	Status
Tunbridge Wells A26 cycle route design	To design improved infrastructure for cyclists on the A26 Quarry Hill Road/ London Road/St John's Road between its junctions with Brook Street and Grosvenor Road	Legal Agreement to be signed by TWBC. Consultants progressing the design of cycle route
Tunbridge Wells way finding signs	Installation of way finding monoliths to assist pedestrians and tourists in Tunbridge Wells	Partnership Agreement to be signed by TWBC. Tender for sign design, build and install can then be released

Local Growth Fund – <i>Contact Officer Steven Noad</i>			
Location	Parish	Description of Works	Current Status
A26 London Road junction Yew Tree Road Southborough	Southborough	LGF funded scheme to reduce congestion on the A26 corridor	<p>The scheme is being carried out in two phases</p> <p>Phase 1 involved detailed analysis of peak time congestion at the Yew Tree Road and Speldhurst Road junctions with the A26 in Southborough. Detail design work is currently ongoing to provide upgraded traffic signal equipment at both junctions with an expected construction start date in January 2016</p> <p>Phase 2 of this scheme is currently being carried out to model and analyse possible improvements the junction of Grosvenor Road and St Johns Road and Neville Street junction with London Road in Tunbridge Wells</p>

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Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – Contact Officer Brian Claydon				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
Asda - Dowding Way Tunbridge Wells	TW003066	Tunbridge Wells	Widened access into Asda store off Dowding Way and central island to stop right turning out of Asda	Waiting for first design submission from developer
Bayham Road	TW003043	Tunbridge Wells	New bellmouth access into development and new footway in Bayham Road + new ped crossing islands in Forest Road	Works 90% complete
Benenden Hospital	TW003053	Benenden	Full details not yet known	At planning stage with development planner
Brenchley Road (phase 1)	TW003046	Brenchley	New bellmouth access into development site	Works completed 12 months maintenance started
Brenchley Road (phase 2)	TW003047	Brenchley	New footway from new development mentioned above	Works completed 12 months maintenance started
Burslam Road car park	TW003061	Tunbridge Wells	Removal of carriageway narrowing in Greggs Wood Road and construction of new crossovers, also new crossovers in Burslam Road	Works 70% complete
Church Road - Church Farm Paddock Wood	TW003064	Paddock wood	New bellmouth access into new development and traffic islands	At planning stage with development planner
Colts Hill - Spring Farm	TW003055	Capel	New bellmouth access into Colts Hill Farm and closure of old access	Works completed 12 months maintenance started
Cranwell Road Rusthall	TW003036	Tunbridge Wells	New bellmouth and crossovers into new development	Works completed 12 months maintenance started
Eridge Road No 15	TW003013	Tunbridge Wells	New access into development	At planning stage with development planner

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Gills Green Cranbrook	TW003071	Hawkhurst	Full details not yet known	At planning stage with development planner
Goods Station Road	TW003026	Tunbridge Wells	New bellmouth into development and footway works in Goods Station Road and Tunnel Road	Adopted 1 July 2015
Goods Station Road (107 to 109 former Wheelers Motors garage site)	TW003038	Tunbridge Wells	Removal of buildout and new crossovers into new development	Works completed 12 months maintenance started
Goudhurst Road Horsmonden - Bassetts Farm	TW003082	Horsmonden	Full details not yet known	At planning stage with development planner
Greggs Wood Road (phase 1)	TW003012	Tunbridge Wells	New bellmouth accesses into phase 1 housing development	Works completed - waiting for as build drawings and health and safety file before issuing 1st certificate
Greggs Wood Road (phase 2/3)	TW003031	Tunbridge Wells	New bellmouth into phase 2/3 of housing development	Works 80% completed
Greggs Wood Road (phase 4)	TW003056	Tunbridge Wells	New bellmouth access into phase 4 housing development	At planning stage with development planner
Hartley Road - Cranbrook	TW003042	Cranbrook	Full details not yet known	At planning stage with development planner
Hastings Road Hawkhurst - Lillesden House	TW003083	Hawkhurst	Full details not yet known	At planning stage with development planner
Hawkhurst Castle Cranbrook	TW003062	Hawkhurst	Closure and re-routing of north end of Heartenoak Road to come out onto Cranbrook Road slightly south than existing junction	Stage 2 technical audit in progress

Appendix E

Kent and East Sussex Hospital (Culverden Park & Culverden Park Road)	TW003022	Tunbridge Wells	New bellmouth accesses of north and south sides of Culverden Park. New crossovers off south side of Culverden Park Road	Works completed - waiting for snagging works to be completed and as build drawings and health and safety file to be provided before issuing 1st certificate
Kent and East Sussex Hospital (new access off north side of Mount Ephraim)	TW003045	Tunbridge Wells	New bellmouth accesses into housing development	Waiting for S278 agreement to be completed
Kippings Cross	TW003072	Brenchley	Details not yet known	At planning stage with development planner
Knights Wood phase 1a - S278 connection to Knights Way	TW003054	Tunbridge Wells	New access into Knights Wood housing development, new bus stop locations and construction of new surface water sewer in Knights Way	Waiting for s278 agreement to be completed
London Road Southborough	TW003033	Southborough	New bellmouth access into Bupa care home	Works completed 12 months maintenance started
Longfield Road - Travis Perkins	TW003080	Tunbridge Wells	New bellmouth access into store, new ped crossing island in Longfield Road, move bus stop	Stage 2 technical audit in progress
Mascalls Court Farm	TW003069	Paddock Wood	New bellmouth access into development off green lane	At planning stage with development planner
Notcutts Tonbridge Road Pembury	TW2037	Pembury	New bellmouth access into Notcutts, carriageway widening and new footways	Adopted 21 August 2015
Old Kent Road Paddock Wood	TW003073	Paddock Wood	Full details not yet known	At planning stage with development planner
Pearsons green Road solar farm Paddock Wood	TW003063	Paddock Wood	New bellmouth access into solar farm	Works completed 12 months maintenance started

Appendix E

Penns Yard Pembury	TW003015	Pembury	New parking bays off each side of Penns Yard, open end of Penns Yard to give access to new housing development, move existing column in Pembury Road	Stage 2 technical audit in progress
Ropers Gate	TW003028	Tunbridge Wells	New bellmouth access into new development, new parking bays	Works completed 12 months maintenance started
Royal Mail Dowding way	TW003074	Tunbridge Wells	Full details not yet known	At planning stage with development planner
Rye Road Hawkhurst - Birchfield	TW003065	Hawkhurst	New bellmouth access into new housing development and changes to 30/40 speed limit terminal point and gateway feature	Waiting for s278 agreement to be completed
Standen Street Iden Green	TW003079	Benenden	New access into development off Standen Street and layby at junction with Woodcock Lane	Stage 2 technical audit in progress
Sissinghurst Primary School	TW2044	Sissinghurst	New access into new development at Sissinghurst School to improve visibility	Stage 2 technical audit in progress
Smugglers Hawkhurst - Bowles Lodge	TW003057	Hawkhurst	New access into development	Agreement signed - waiting for permit to start works
The Priory - Romford Road Pembury	TW003075	Pembury	Full details not yet known	At planning stage with development planner
Tunbridge Wells public realm scheme	TW003059	Tunbridge Wells	Paving improvements to Tunbridge Wells town centre in Grosvenor Road	Works 75% completed
Whites Lane Hawkhurst	TW003078	Hawkhurst	Full details not yet known	At planning stage with development planner

Appendix F – Bridge Works

Bridge Works – Contact Officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
Grosvenor Bridge	Tunbridge Wells	Repair works to Grosvenor bridge – replacement of concrete piers due to serious deterioration. Road closure for 16 weeks starting 4 th Jan 2016	Works programmed for Jan 2016
Clayhill Road	Lamberhurst	Structural Repairs to Hoathley Bridge (no traffic restrictions anticipated)	Completed
Bodiam Road	Sandhurst	Structural refurbishment of Bodiam Mill bridge (road closure required)	Works programmed 21 st September 2015 for 3 weeks

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Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
No traffic signal refurbishment work being carried out this year		

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Appendix H – Combined Member Fund

Combined Member Grant programme update for the Tunbridge Wells District

The following schemes are those which have been approved for funding by both the relevant Member and by the Director of Highways and are up to date as of 28 September.

The details below are for Highway Schemes only and do not detail contributions Members have made to other groups such as Parish or District Councils.

More detail on their schemes can be accessed by each Member via the online database or by contacting their Highway Project Engineer.

2013/14/15 Combined Member Grant Highway Schemes

John Davies – Tunbridge Wells West

Scheme	Cost	Status
Court Road with Earls Road investigation of parking issues	N/A	Tunbridge Wells BC is now implementing this scheme
Connaught Way installation of dog bone markings	TBC	Completed
NEW SCHEME – Inner London Road, investigation and design of making service road one-way to prevent southbound entry from York Road	£1,200	Awaiting scheme design
NEW SCHEME – Culverdon, investigation of proposed 20mph zone	£2,100	Automatic traffic counts carried out, awaiting results

Sean Holden - Cranbrook

Scheme	Cost	Status
Traffic survey A229 Hawkhurst	N/A	Hawkhurst PC withdrew request for Member's funding
Traffic survey A229 Wilsley Pound	£750	Completed. To be used as part of investigation of next scheme below
NEW SCHEME – Reduction of speed limit on A229 between Wilsley Pound and Knoxbridge	T.B.A	Application received
Implement changes to the junction layout at Waterloo Road j/w Angley Road A229 to give traffic priority on the main A road. Works include extension to the centre island, new signing and lining, relocation of lit street furniture and double yellow line parking restrictions	£21,250	Detailed design being carried out
A229 Angley Road, Cranbrook – 40mph speed limit	£3,030	To be included in the main A229 scheme

Christopher Hoare – Tunbridge Wells East

Scheme	Cost	Status
Ridgway and Forest way, Pembury – Installation of DYLS	£2,000	TRO completed and lines installed – subject to checking

Alex King – Tunbridge Wells Rural

Scheme	Cost	Status
Investigate 20mph speed limit in Bedgebury Road	TBC	Application received
Brenchley Road, Brenchley - Install Interactive sign near Brenchley and Matfield Primary School	£8,000	With Engineer for detailed design
NEW SCHEME - Brenchley Road and Coppers Lane, Brenchley, post speed limit scheme traffic surveys	£2,300	Application received
NEW SCHEME – Five Oak Green Road, replacement vehicle activated sign	£5,000	Application received

Peter Oakford – Tunbridge Wells North

Scheme	Cost	Status
Chestnut Avenue, Southborough – Installation of DYLS	£2,200	Completed
Powder Mill Lane, High Brooms – Installation of School advisory 20mph	£10,220	Partially completed – electrical connections being checked at time of report

James Scholes – Tunbridge Wells South

Scheme	Cost	Status
Hall's Hole Road, Tunbridge Wells – Signing and lining improvements	£8,750	Awaiting confirmation of works completion, being checked at time of report
Major York's Road, Tunbridge Wells – Installation of DYLS	£2,000	Completed