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# AGENDA

### JOINT TRANSPORTATION BOARD

Monday 9 January 2017 at 6.00 pm Council Chamber, Town Hall, Royal Tunbridge Wells, TN1 1RS

Borough Members:	Councillors Bulman (Chairman), Backhouse, Lidstone, Simmons, Stanyer and Woodward
County Members:	Councillors King (Vice-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

Members 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 27.4)

### 4 Minutes of the meeting dated 17 October 2016 (Pages 1 - 16) 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 for January 2017 (Pages 17 - 28)

Reports of Tunbridge Wells Borough Council

6	Proposed Permit Parking Changes - Zones A and C	(Pages 29 - 30)	
7	Proposed Permit Parking Scheme in Hawkenbury	(Pages 31 - 46)	
8	A26 Tonbridge to Tunbridge Wells Cycle Route	(Pages 47 - 60)	
Reports of Kent County Council			
9	Local Winter Service Plan	(Pages 61 - 62)	
3		(Fayes 01 - 02)	
5 10	Highway Works Programme	(Pages 63 - 82)	

before the meeting. There can not be any substantial debate/discussion or any decision on any topics raised, but the agreement of the Board that the topic may come forward in future would be required.

### 12 Date of Next Meeting

The date of the next scheduled meeting is Monday 24 April 2017 at 6.00pm.

### Mark O'Callaghan

Democratic Services Officer Tel: (01892) 554219 Email: mark.o'callaghan@tunbridgewells.gov.uk 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).
- (2) 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).
- (3) Members seeking factual information about agenda items are requested to contact the appropriate Service Manager prior to the meeting.
- (4) 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 per item. 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.
- (5) 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.

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### If you require this information in another format please contact us, call 01892 526121 or email <u>committee@tunbridgewells.gov.uk</u>

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# Agenda Item 4

### TUNBRIDGE WELLS JOINT TRANSPORTATION BOARD

### Monday 17 October 2016

#### PRESENT: Borough Councillors Bulman (Chairman), Backhouse, Lidstone, Simmons and Stanyer County Councillors Hoare, Oakford and Scholes Parish Councillor Mackonochie

**Officers in Attendance:** Nick Baldwin (Senior Traffic Engineer), Earl Bourner (District Manager for Tunbridge Wells), Michael Hardy (Schemes Project Engineer), Vicki Hubert (Strategic Transport Planner), Katie Pettitt (Principal Transport Planner), Hilary Smith (Economic Development Manager), Carol Valentine (West Kent Highway Manager), Bartholomew Wren (Economic Development Officer) and Mark O'Callaghan (Democratic Services Officer)

Other Members in Attendance: Councillors Chapelard and Munn

### **APOLOGIES**

TB13/16 Apologies for absence were received from Councillor Woodward and County Councillors Davies, King and Holden.

### **DECLARATIONS OF INTEREST**

TB14/16 Councillor Simmons advised that he was involved with the campaign group to reduce speeds in Southborough which may have a baring on minute TB19/16 and TB22/16. This was not a pecuniary interest. No other interests were declared at the meeting.

### NOTIFICATION OF VISITING MEMBERS WISHING TO SPEAK

TB15/16 Councillor Graham Munn had registered as wishing to speak on minute TB21/16.

### MINUTES OF THE MEETING DATED 18 JULY 2016

TB16/16 Members reviewed the minutes. No amendments were proposed.

**RESOLVED –** That the minutes of the meeting dated 18 July 2016 be approved as a correct record.

### **TUNBRIDGE WELLS TRACKER FOR OCTOBER 2016**

TB17/16 The Board considered the Tunbridge Wells Tracker for October 2016. Comments were made in respect of the Tracker Items as follows:

### Tracker Item 1 – Grosvenor Bridge Repairs:

Earl Bourner, District Manager for Tunbridge Wells, KCC, advised that works were scheduled to commence in January 2017 once the power cables had been rerouted by Network Rail. Officers were mindful to avoid the busy Christmas period.

### Tracker Item 2 – LGF Underspend:

Vicki Hubert, Strategic Transport Planner, KCC, advised that there was £1.2million left over from the Local Growth Fund (LGF) following completion

of the A26/Yew Tree Road/Speldhurst Road junction scheme which was available to be used on congestion alleviating schemes in Tunbridge Wells. Various schemes had been investigated, most recently Pembury Road/Halls Hole Road junction which had been determined to be too expensive under the LGF scheme. Work was progressing on alternatives including Royal Oak junction and traffic control systems for the town centre.

In response to a question from Councillor Bulman, Ms Hubert confirmed that the proposal for Pembury Road/Halls Hole Road junction had been demonstrated to be effective but progression would be dependent on the successful application for other sources of funding.

Councillor Backhouse commented that a roundabout at Hall Hole Road would be problematic due to the proximity of Skinners Kent Academy and the need for pedestrian crossings. A footbridge was suggested. Works to alleviate other junctions with Pembury Road such as a mini-roundabout at the junction with Sandhurst Road were suggested.

Councillor Stanyer noted that similar schemes such as the pedestrian crossing on Major York's Road had been cancelled due to a lack of funding and asked why money could not be vired to those schemes. Ms Hubert advised that the LGF was restricted for a specific purpose and the other schemes did not fit within its remit. Councillor Stanyer suggested that funding for congestion schemes such as cycle paths could be diverted to other works and the LGF could be used for the congestion schemes. Ms Hubert advised that the application process for such sources of funding was very complex and once awarded could only be used for the purpose for which it was intended. Potential access to the LGF funding had been extended for one year.

County Councillor Hoare asked what was the purpose of the Pembury Road/Halls Hole Road roundabout and sought reassurance that it was not to facilitate development along Blackhurst Lane. Ms Hubert commented that the proposed roundabout was intended only to alleviate the existing congestion problems on Pembury Road. The status of any future development on Blackhurst Lane was unknown. Councillor Bulman commented that the traffic lights appeared to have exacerbated an existing congestion problem on Pembury Road, evidence had suggested at a roundabout may help to alleviate the traffic.

Councillor Bulman asked whether traffic at the A26/Yew Tree Road/Speldhurst Road junction was being monitored and remarked that there appeared to be considerable queues building at peak times. Ms Hubert advised that it was standard practice to commence monitoring after six months to allow normal conditions to bed in. Councillor Bulman asked that an item be added to the Tracker to receive an update in due course. Councillor Oakford commented that the A26 was likely to be seeing increased traffic due to ongoing works on the A21 and that a review of the traffic lights might be beneficial once traffic flow returned to normal.

Councillor Lidstone asked for an explanation of Urban Traffic Management and Control (UTMC) which had been included as a proposal for tackling congestion. Ms Hubert commented that it was a system whereby signalised junctions could be linked by computer so that where junctions were experiencing heavy congestion other junctions could speed up or slow down feeding traffic. The system was in use in Maidstone and Canterbury, it appeared to be proving very successful.

County Councillor Scholes asked what timescales were expected for alternative LGF schemes. Ms Hubert advised that Kent County Council would need to report to South East Local Enterprise Partnership (SELEP) around January – February 2017, therefore, it was hoped that a list of preferred schemes would be known by Christmas 2016.

Jennifer Hemming had registered to speak on behalf of Calverley Park Gardens Residents' Association.

Mrs Hemming commented that Calverley Park Gardens was a residential road with high pedestrian and cycle use. The road was dangerous due to the inappropriately high number of vehicles travelling too guickly and trying to avoid the Royal Oak junction. Vehicles turning into or out of Calverley Park Gardens were also contributing to congestion on the main routes. The Residents' Association called upon Kent County Council to implement a 20mph speed restriction, safe pedestrian crossings and other traffic calming measures on Calverley Park Gardens and Lansdowne Road. Heavy Goods Vehicles should also be banned from Calverley Park Gardens as they were dangerous and causing excessive damage which required regular remedial work by Kent County Council. Mrs Hemming noted from the KCC Local Transport Plan 2016-31 the stated requirement of the Road Traffic Act 1989 to promote road safety and to act to reduce the likelihood of road casualties and commented that Calverley Park Gardens and Lansdowne Road posed a serious threat to safety. The requested actions would help improve safety and reduce congestion.

Ms Hubert referred to a recent statement issued by Tim Reed, Head of Transportation, KCC, and summarised its content noting that Kent County Council had investigated several of the issues that had been outlined. Any alterations to the priority route through Carrs Corner or implementing one-way or HGV bans on Calverley Park Gardens or Lansdowne Road would have a detrimental effect on Pembury Road, therefore Kent County Council were not planning any further measures in the vicinity.

County Councillor Scholes supported the proposals set out by the Calverley Gardens Residents' Association but acknowledged the budgetary constraints. He had previously agreed to provide some funding towards improvements although this would not cover the full cost. He was frustrated at a lack of progress and felt that HGVs cutting through Calverley Park Gardens were complicating the junction at Carrs Corner. Safe crossing points had been examined and found to be difficult but something would have to be done.

Michael Hardy, Schemes Project Engineer, KCC, commented that pedestrian flows had been investigated around Carrs Corner but any further work had been put on hold pending the LGF funded investigations at the Royal Oak junction, as any proposed works would have to fit in to the wider scheme. Changes to the direction of traffic or speed limits would require extensive investigations and Traffic Regulation Orders which in total amount to far more than the budget allowed. County Councillor Scholes commented that, having been through the process of implementing a 20mph zone, he recognised that it took a long time for changes to be made but there appeared to be no progress with Carrs Corner. Councillor Backhouse drew members' attention to comments previously made by Councillor Rankin, who was a ward member and local resident, warning of the dangers at Carrs Corner. There had been concerns dating back at least five years.

Councillor Bulman commented that he shared the dissatisfaction at the proposed lack of action for Calverley Park Gardens. Having read the statement from Mr Reed it would appear that Kent County Council were not prepared to do anything about the problems. Calverley Park Gardens was being used as a rat run but all that was proposed was to adjust the traffic lights at Royal Oak junction.

Councillor Lidstone asked whether build-outs had been considered on Calverley Park Gardens which would provide safer crossing points and restrict access to deter HGVs. Mr Hardy commented that pinch-points would require expensive civil engineering and are also detrimental to cycle lanes.

Councillor Bulman commented that the problems suggested by Kent County Council should not be insurmountable.

Councillor Stanyer felt that something needed to be done. He acknowledged that the issues were complex and expensive but there should be a hierarchy of actions towards a solution. Whilst the large actions may not be possible immediately it must be possible to be able to show to residents what is being done leading towards it. Ms Hubert commented that Kent County Council had investigated the options. Councillor Stanyer commented that so far there had only been reasons why certain things could not be done but nothing that could be done.

Ms Hubert commented that identifying a problem to be solved was difficult. There were many people who felt their road was dangerous or there should be less traffic but unfortunately this was part of modern life. If there was a crash record, for example, it would help prioritise budgets or give a specific issue to resolve

Councillor Bulman proposed that the Board note its dissatisfaction with the situation until there are proposals along the lines that Councillor Stanyer suggested, with actions for the short term and long term objectives, so that residents could see a light at the end of the tunnel. Members agreed.

#### Tracker Item 3 – Pedestrian crossing: Major York's Road:

Councillor Bulman drew Members' attention to the letter from the County Cabinet Member, attached at appendix A to the Tracker.

Councillor Stanyer commented that he had hoped for an explanation as to where the money had gone and why the project that the money was spent on was considered higher priority. Councillor Bulman asked whether Members supported a second letter asking for further details. Members agreed.

Councillor Backhouse asked when the pedestrian crossing on Crescent Road was to be completed. Mr Hardy advised that designs were expected in December 2016 with construction being completed by the end of the financial year 2016/17.

**RESOLVED –** That, subject to the comments made during the debate, the Tunbridge Wells Tracker be noted.

# Agenda Item 4

### 21ST CENTURY WAY IMPROVEMENTS

- TB18/16 Bartholomew Wren, Economic Development Officer, TWBC, introduced the report which included the following comments:
  - The Borough Cycling Strategy identified the 21st Century Way between the town centre and North Farm as a priority utility cycling route.
  - The route currently benefited from some segregated infrastructure but was not consistent or continuous and required improvement.
  - The Borough Council had previously secured Section 106 funding which was being used to prepare the designs and would also cover a significant part of the implementation costs.
  - Feedback and support was sought to enable the plans to be progressed through to public consultation.
  - The proposals included new signage and route-finding, improved layout and infrastructure, raised tables at certain road junctions and 20mph zones amongst other measures.
  - There was an amendment to the table of available funds shown at paragraph 6 of the report: funds from Fountains/Spa Retail Park and Medway Depot were £88,000 and £31,250 respectively, The total was therefore £376,179.
  - The implementation plan would include finalisation of plans, stakeholder consultation, application for further funding and negotiations with developers, and an agreement with Kent County Council for a phased delivery programme.
  - Following consultation the final plans would come back to the Board with a timetable for implementation.

Scott Purchas had registered to speak on behalf of Tunbridge Wells Bicycle Users Group (TWBUG). With the Chairman's consent Mr Purchas consolidated the Group's comments in respect of minute TB18/16, TB19/16 and TB20/16 into a single statement.

(Re: TB18/16) Mr Purchas commented that the Group intended to respond to the consultation fully but wished to highlight that the 21st Century Way not linking to the A21 non-motorised user route was a missed opportunity.

(Re: TB19/16) TWBUG was disappointed that no solution had been found to the gap in cycle route provision between Southborough Common and Mabledon but were not surprised given the constraints imposed by conventional infrastructure policies. The opening of the A21 non-motorised user route would have been the ideal opportunity to reconsider the purpose of the A26.

(Re: TB20/16) The Local Transport Plan 4 was demonstration of an absence of network planning and zero commitment to active travel. There was no analysis of transport need and no proposals to enable any choice in transport mode. Kent County Council consistently ignored evidence that showed that active travel was a key solution to the problems of congestion, air pollution and obesity. There was a strong cycling base in Tunbridge Wells and the borough could be used as a trailblazer for the county.

Mr Wren commented that the 21st Century Way route went further than had been expected at the time the Cycling Strategy was published and was a significant improvement. Councillor Stanyer noted that the report later in the agenda identified that there was no viable way of creating a continuous Tonbridge to Tunbridge Wells route via the A26 therefore the 21st Century Way was an ideal opportunity to provide an alternative. There appeared to be wide pathways that could be used for cycling provision.

Councillor Simmons made comments regarding the gap in cycling provision on the A26 referred to in the report later in the agenda. He noted that the general policy was for segregated paths where possible and reduced speed elsewhere, yet between Vauxhall Lane and the A21 it was proposed that the speed continue to increase to 40mph. Whilst it was appreciated that there were particular circumstances to be considered, to do nothing seemed inadequate. He noted that traffic calming may not be practical but asked why could there not be speed enforcement. It had been mentioned in the report and at other times in the meeting that deaths or serious injuries help prioritise works but how many deaths were necessary to trigger action being taken. Councillor Bulman recalled that three deaths had been mentioned in the past. Councillor Simmons added that it should be the policy that works are considered to reduce the risk of accidents rather than waiting for them the occur.

Vicki Hubert, Strategic Transport Planner, KCC, commented that the key factor when looking at crashes was patterns that could be addressed through an improvement scheme. There was no such case in that location.

Councillor Bulman sought clarification on the number of deaths at the location. Mr Wren advised that there had been one death but the circumstances attributed to the incident had been addressed. Councillor Bulman commented that the area was still dangerous with speeding vehicles. Councillor Simmons reiterated his question on the number of deaths required before action was taken. Ms Hubert advised that she would confirm an answer for the minutes. Councillor Bulman asked that an answer be made in writing to members of the Board.

County Councillor Scholes noted that the works to the 21st Century Way were planned on a phased implementation but gave no indication when it might start.

County Councillor Oakford commented that he supported making roads safer for all users and not focussing on one particular group. He advised members that at the County Council Cabinet meeting that morning he had asked why when talking about road safety the topic was usually based on the number of deaths. He recalled from his experience in the oil industry that the focus was on prevention. Whilst an overnight transformation was unlikely there was the start of a culture change towards prevention. He added that as a child he used to cycle everywhere but sadly now he would not allow his children to cycle due to safety concerns. He noted that frequently there were people parked dangerously along the A26, on double yellow lines, on zig-zag lines and blocking the cycle lanes. Any attempt to improve cycling infrastructure must be accompanied with enforcement of the parking restrictions. The Council needed to tackle the root causes of problems as part of what it was trying to achieve.

Hilary Smith, Economic Development Manager, TWBC, advised that for both the A26 cycle route and 21st Century Way route it was hoped that the schemes could be implemented in 2017/18. Kent County Council had already

funded the design work for the A26 route and considering the advanced stage of design work it was expected that a bid for funding for construction would be successful. Section 106 funds were already held for the construction phase of the 21st Century Way route. She added that officers were aware and shared concerns about the gap in the cycle route on the A26 and would keep looking at options, however, it was not desirable to delay the whole scheme in the meantime. An incomplete route from Tonbridge through Southborough to Royal Tunbridge Wells would still be of benefit to a great many people and the link to the A21 non-motorised route via 21st Century Way would provide a continuous alternative.

The Chairman, Councillor Bulman, invited further questions and comments. There being none, Members were asked whether the resolution was agreed.

**RESOLVED** – That the principle of the 21st Century Way cycle route proposals and the approach to implementation, as set out in the report, be supported.

#### CYCLE ROUTE OPTIONS BETWEEN SOUTHBOROUGH COMMON AND MABLEDON

TB19/16 Councillor Simmons referred to his comments under the previous item and added that in the first paragraph of section 3 of the report it stated that the presence of direct frontage access to residential properties did not work in favour of a reduction of speed to 30mph. He was not aware of any commercial properties in the area and suggested that direct access to residential properties made it more important for lower speeds. Bartholomew Wren, Economic Development Officer, TWBC, commented that it was the intention to highlight that there was a lack of commercial properties and few accesses to residential properties. Under those circumstances a speed restriction was not warranted. He added that the Department of Transport guidance required that speed limits should be evidence-led and self enforcing. Whilst it may appear that the speed restrictions were inconsistent along the A26 they were based on consistent design principles. The Council was unable to deviate from the guidance. For a 30mph limit to the selfenforcing the lane width would have to be reduced which would take space away from cyclists at a point where there was no segregated provision. Councillor Simmons commented that people accessing or leaving their homes along the A26 faced considerable challenges crossing the lanes of fast moving traffic.

Councillor Stanyer did not support the recommendation of the report and favoured a reduction in the speed limit to 30mph.

County Councillor Oakford commented that he drove the road regularly and whilst the majority appeared to abide the current limit he had witnessed a number of occasions where people had been driving dangerously. He asked whether a speed survey had been carried out since the limit had been reduced from 60mph to 40mph. Hilary Smith, Economic Development Manager, TWBC, advised that a survey could be arranged subject to the funding being made available. County Councillor Oakford agreed to fund the speed survey. Michael Hardy, Schemes Project Engineer, KCC, agreed to arrange a speed survey.

Councillor Lidstone sought clarification on the acceptable width of the cycle lane and whether the report was suggesting that a width of 0.9 metres meant that traffic calming measures would make the lane too narrow. Mr Wren confirmed.

Mrs Smith commented that officers were keen to press ahead with the public consultation on the A26 cycle route proposals and any delay could affect the ability to bid for funding. She asked that if members were minded to endorse a course of action contrary to the recommendation it be agreed that the consultation go ahead noting that options were still being considered for the location in question.

The Chairman, Councillor Bulman, sought agreement on the proposals.

### **RESOLVED** –

- 1. That the recommendations be supported subject to consideration of further options following a speed survey on the section of the A26 between Southborough Common and Mabledon; and
- 2. That the public consultation on the route proposals being progressed be supported subject to it being noted that the above was under consideration.

### LOCAL TRANSPORT PLAN 4: DELIVERING GROWTH WITHOUT GRIDLOCK

- TB20/16 Katie Pettitt, Principal Transport Planner, KCC, introduced the report which included the following comments:
  - Kent County Council had a statutory duty to have a Local Transport Plan in place.
  - Since the last plan was written the context of local transport provision had changed with a many schemes now delivered through the Local Growth Fund.
  - The new draft plan would run until 2031 and included nationally important priorities and local priorities for each district.
  - The draft was open for public consultation until 30 October 2016 and everyone was encouraged to respond to the consultation in writing.
  - Members were invited to note the Plan and the opportunity to comment of the plans.

Jane Fenwick had registered to speak on behalf of the Transport Working Group of the Royal Tunbridge Wells Town Forum.

Mrs Fenwick commented that the Town Forum would be making a full submission to the consultation but wished to highlight its main concerns. The title Local Plan was a misnomer as it was too heavily weighted to major projects being delivered by Highways England and Rail companies, mainly in the north of Kent, designed to speed traffic through the county. There was no analysis of actual transport needs, only a limited reference to active travel and safety concerns were largely ignored. Proposals for the new Thames crossing missed the opportunity to improve north/south connections as existing routes along the A26 and A267 – both of which pass through the centre of Tunbridge Wells – were already overloaded. Conditions applied to the new crossing should include improvements to A28 Maidstone to Hastings, A229 Maidstone to Battle and the link to the A27 near Eastbourne, these would provide more practical routes for HGVs serving businesses along the coast. Specific infrastructure projects and their funding should be included in the Plan, Tunbridge Wells already had adopted Transport and Cycling Strategies to support growth, encourage active travel and significantly contribute to reducing congestion if given funding. The total content for Tunbridge Wells consisted of two paragraphs admitting severe congestion due to four major routes converging in the town centre but with no solution offered. Kent County Council should devolve power and funding to local authorities to implement their transport strategies and place decision making in the hands of those who understand local needs. It would facilitate better decision making and enable the removal of the cumbersome Joint Transportation Board system.

David Scott, resident of Somerville Gardens, Royal Tunbridge Wells, had registered to speak.

Mr Scott reminded members that the Board had previously supported a proposal for a more radical approach to congestion and suggested that the resolution of that meeting should be incorporated into the Local Transport Plan. He commented that he had spoken on many occasions on how to use technology and bring it to Tunbridge Wells. The Gateway project in Greenwich was about to commence and the team behind it were prepared to use Tunbridge Wells as a second trial site for self-driving vehicles. Running such a trial, even over a relatively short period of several months, would help provide answers to many of the problems associated with congestion. Such a scheme would ease congestion, provide sustainable growth, improve the environment in addition to many other benefits. It would be a good candidate to attract funding but would require relatively low funding. The key would be the motivation to try a radical solution.

Ms Pettitt thanked the speakers and commented that the Local Transport Plan was intended to be a high-level document and not replicate or replace existing strategies such as the Road Safety Casualty Reduction Strategy and the Active Travel Strategy which had recently been consulted on. All responses to the consultation would be considered by the County Cabinet Member after 30 October 2016 before the revised Plan went through the process of adoption by Full Council in the new year.

Councillor Backhouse proposed that during the course of the consultation and before the publication of the final Plan; Kent County Council and Tunbridge Wells Borough Council should undertake to put forward a strategy that could realistically alleviate congestion in Tunbridge Wells for the next ten years. The Strategy should be evidence based with likely growth scenarios and incorporate the resolution of the Board at the meeting in February 2016.

Councillor Bulman sought to clarify his understanding that the proposal recognised the Local Transport Plan as an overarching strategy but signified that the Board wanted something specific to address the particular issues in Tunbridge Wells. Councillor Backhouse agreed and added that he would like to see a particular emphasis on the driverless vehicles technology, a three month trial would generate a lot of interest from school and tourists and drive engagement.

Parish Councillor Mackonochie supported the proposal but added that it should include the wider rural areas of the borough.

# Agenda Item 4

Councillor Lidstone noted that the Local Transport Plan stated that Kent should be a pioneer for active travel but saw little evidence of it in actions in the county.

Councillor Backhouse suggested that there should be a working group set up to steer the formation of the aforementioned Tunbridge Wells specific strategy. In answer to a request for clarification from the Chairman, Councillor Backhouse added that it should consist of five members, one member and one officer from Kent County Council; one member and one officer from Tunbridge Well Borough Council; and one independent person with relevant experience.

Vicki Hubert, Strategic Transport Planner, KCC, commented that more active travel was definitely a direction in which Kent County Council wished to go, however, the timing of the proposal would conflict with pre-existing arrangements. Officers were already working on a timescale to fit in with the new Local Plan Review where active travel would be brought to the forefront of a revised transport strategy. There would be plenty of opportunity for members to input into that process. Councillor Backhouse asked whether the proposed working group would be counterproductive.

Ms Hubert advised that the Local Plan Review process would take approximately 18-24 months, a revision of the transport strategy would need to fit within that time to support the new Plan. During that time members would have the opportunity to input into proposals.

County Councillor Oakford commented that the purpose of the consultation on the Local Transport Plan was to receive comments and input from interested parties, which could be made individually by any councillor or member of the public. All representations would be taken into consideration and may or may not form part of the final policy. He did not agree that a working party should try to amend the policy.

Councillor Bulman accepted the point and suggested that the opportunity to make representations to the consultation be endorsed with a request that the proposals for Tunbridge Wells be reviewed. Members were asked whether the resolution was agreed.

### RESOLVED -

- 1. That the draft Local Transport Plan and the opportunity to respond to the consultation be noted; and
- 2. That the Board requests a review of the specific elements that were pertinent to Tunbridge Wells.

### ST JOHN'S 20MPH ZONE

TB21/16 Michael Hardy, Schemes Project Engineer, KCC, introduced the report and noted that the proposals had been to public consultation as part of the Traffic Regulation Order, 283 responses supported the proposals with only 16 objections. The whole scheme had been deemed to be viable except Newlands Road as the existing speeds were too high for restrictions without further traffic calming. Members were asked to endorse the implementation of the scheme.

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Adrian Berendt had registered to speak on behalf of 20's Plenty.

Mr Berendt commented that if Kent County Council met it's own road death reduction targets, still 195 people would have died in the next five years. 20's Plenty strongly supported the proposals for the 20mph zone in St. John's and thanked the officers and County Councillor Oakford for making it a reality. The residents of St. John's had voiced their concerns about road-rage and rat-runs and he was pleased that the Council had listened. He drew Members' attention to several of the responses to the consultation and hoped the County Cabinet Members would note the same. Many residents had highlighted the dangerous conditions caused by speeding and careless drivers. Several of the objections were on the grounds that the scheme should cover a wider area or should include greater enforcement. 20's Plenty hoped that this would be the start of 20mph limits in all residential roads and encouraged Kent County Council and Tunbridge Wells Borough Council to work together with residents to promote awareness and education. The cost of £40,000 to implement the scheme was the equivalent of £5 per person for the 8,000 residents of the area. This was a bargain in comparison to the multi-million pound schemes within the Local Transport Plan. The 20mph zones would make a real difference to residents.

David Scott, resident of Somerville Gardens, Royal Tunbridge Wells, had registered to speak.

Mr Scott strongly supported the proposals and was grateful to all involved in making it happen. The zone was the first step in changing attitudes that slower speeds were appropriate in residential areas. It will only be with a popular mandate that the limits would be respected, the existing 30mph limits were not enforced so it would need continual awareness and peer-pressure for behaviours to be changed. The Council now had the responsibility of maintaining momentum through publicity and garnering public support. This was the first stage in reclaiming streets as places to live and enjoy rather than simply traffic runs.

Councillor Graham Munn, Borough Councillor for Southborough and High Brooms Ward, had registered to speak.

Councillor Munn thanked all those involved and noted that some of the roads within the proposed zone were within Southborough and High Brooms Ward. Both he and his fellow member for the ward were enthusiastically in support of the proposals and would be keen to see it expanded, particularly in the west of the ward where there was a primary school and had been several near-misses.

County Councillor Scholes welcomed the proposals which he understood to be a pilot scheme. Given the positive response and the calls from residents in other areas including Park Ward there would need to be some system of prioritisation as not all areas could be implemented simultaneously. Councillor Bulman concurred.

Councillor Backhouse commented that attitudes to driving behaviours were changing and referenced the introduction of compulsory seat-belt wearing in vehicles which had been dismissed as unenforceable yet enjoyed almost total compliance. Councillor Bulman commented that the same could not be said for the ban on the use of mobile phones in vehicles. Councillor Lidstone added his support for the proposals and commented that he had spoken to many residents in the area, particularly Newlands Road. Detailed comments had been passed to Mr Hardy but in summary it was noted that the speed humps enjoyed wide support and it had been suggested that if they started closer to the end of the road it would dissuade vehicles approaching from the east from entering the road too quickly.

County Councillor Oakford thanked members for the cross-party support and commented that the scheme had started as a proposal to tackle a problem in one road. It had subsequently grown to the current size through the support of members, campaign groups and residents. The cost had grown to £40,000 due to the necessary traffic calming measures on one road but his Members' Grant was only able to cover half. The County Cabinet Member, Councillor Balfour, had been able to provide £15,000 on the condition that the remainder could be found which was ultimately funded by Tunbridge Wells Borough Council with credit to Councillor Jukes. This was an excellent example of the authorities working together which he hoped would continue to bring similar schemes to other areas. This was a relatively small thing that would have a real effect on peoples' lives.

Councillor Bulman commented that it was pleasing to be able to endorse something in the confidence that it was going to happen and had wide support.

Councillor Lidstone asked when was it expected to have sufficient results in order to determine the success of the scheme. Mr Hardy confirmed that an assessment would be undertaken following implementation but was able to confirm exactly when.

The Chairman, Councillor Bulman, invited further comments and questions. There being none, Members were asked whether the resolution was agreed.

**RESOLVED –** That the implementation of the 20mph zone in the St. John's area, as set out at appendix A to the report, be endorsed.

### SPEEDING ON LONDON ROAD, SOUTHBOROUGH

- TB22/16 Earl Bourner, District Manager for Tunbridge Wells, KCC, introduced the report which included the following comments.
  - This item was linked to the earlier item where it had been agreed to carry out a speed survey.
  - The section of road had previously been considered for a reduction from 40mph to 30mph but deemed not to meet the criteria.
  - The Kent and Medway Safety Camera Partnership had subsequently been contacted to determine whether the site would be suitable site for a mobile camera, the findings of the partnership was attached at appendix A to the report.
  - The Partnership determined that since 2010 there had been two incidents involving serious injuries but speed had not been listed as a contributory factor, therefore, this site was not suitable for a camera.

Andrew Robertson, resident of Harland Way, Southborough, had registered to speak.

Mr Robertson asked the Board for their support for a reduction in the speed limit between Vauxhall Lane and Bidborough Ridge from 40mph to 30mph. The reduction was easy to achieve and would make the area much safer. Being hit at 40mph there was a ten per cent chance of survival whereas the change of survival was eighty per cent if hit at 30mph. London Road was a busy road with many people having to cross for many reasons including buses into town. Traffic was stop-start and dangerous as it speeded up at the point where there were precarious junctions with Harland Way and Bidborough Ridge before having to slow down again at the Quarry Hill interchange. People having to slow or stop to let vehicles out of side roads created bottlenecks and impeded the flow of traffic, reducing the speed would actually improve the smooth flow. A smooth flow of traffic would also assist cyclists who, as part of the proposals for the A26 cycle route, would travel this section of road.

Denise Reynolds, resident of Glebelands, Bidborough, had registered to speak.

Mrs Reynolds commented that she first asked Kent County Council for a reduction in the speed limit following an incident where a car who had stopped to allow her to cross was hit from behind by another car. She had been advised that due to funding cuts all works had to be prioritised and only new works deemed safety critical were being considered. As there had been no personal injury incidents involving vulnerable people in the past three years there was no evidence of a safety problem. Whilst the need for prioritisation was recognised, only responding to deaths or serious injuries was a negative measure and it was asked why a more positive measure could not be used. No expensive works were being asked for, only an extension of the existing 30mph zone. Reducing the limit would reduce the average speed even if not everyone abided the limit, people exceeding the limit by ten per cent would be traveling at 35mph in a 30mph zone rather than going 44mph in a 40mph zone. It was rarely possible to cross the road in one go meaning people were required to wait on a small island only feet away from cars and heavy goods vehicles travelling at 40mph or more. If anyone had doubts on supporting a reduction in speed on the road they were urged to see for themselves and try to cross.

Councillor Simmons fully supported a reduction in the speed limit. As a local councillor and resident he knew from personal experience how dangerous the road was. It was only luck that more people had not been injured. If people even drove at the 40mph limit there would be an improvement but many drivers, having sat in traffic through Southborough, appeared to see the increased speed limit of 40mph and accelerated heavily, many were reluctant to give way to vehicles joining the road making it particularly difficult for drivers exiting side roads. Continuing the 30mph would relieve the pressure to accelerate and would result in a reduction in the average speed.

Councillor Bulman noted that a speed survey for the road had already been agreed and the Board could return to the matter once the results were known. Whilst many members and residents would prefer that something more immediate was done any action was unlikely without the evidence.

County Councillor Scholes asked whether it would be possible to arrange the speed survey in time for the next meeting, or at least sufficient for a verbal update. Michael Hardy, Scheme Project Engineer, KCC, confirmed.

The Chairman, Councillor Bulman, asked if Members were content to add the item to the tracker until the results of the speed survey could be considered. Members agreed.

Councillor Simmons thanked County Councillor Oakford for his support in making funding available for the speed survey.

**RESOLVED –** That the matter be deferred to the tracker pending the results of a speed survey.

#### **HIGHWAY WORKS PROGRAMME**

TB23/16 Earl Bourner, District Manager for Tunbridge Wells, KCC, introduced the report for information and invited questions.

Jane Fenwick had registered to speak on behalf of the Transport Working Group of the Royal Tunbridge Wells Town Forum.

Mrs Fenwick reminded members that at the previous meeting it had been agreed that she would be consulted during the designing of the Crescent Road crossing but she had not yet been contacted. Many hours of council and officer time had been wasted trying to put right changes to Carrs Corner that had been undertaken without consultation. Nobody wanted to see this happen again so it was disturbing to see a continued aversion to speaking to people with local knowledge before time and money was spent designing the scheme. Pedestrians needed a safe crossing point and vehicles needed access to Crescent Road Car Park, Calverley Crescent and Calverley Park in addition to maintaining a busy traffic flow, local knowledge would be vital. Members were asked to ensure local people were involved in the design process.

Councillor Bulman was surprised to hear that Mrs Fenwick had not been consulted. Michael Hardy, Scheme Project Engineer, KCC, advised that the project was currently being investigated by the contractor and had not reached the consultation stage.

Councillor Bulman understood that it had been the intention that a discussion would have taken place prior to the contractor starting work so that any comments and local knowledge could feed into the design rather than being presented with a fait-accompli. Mr Hardy commented that the contractor was conducting surveys to map pedestrian flow, this would be used to produce a first design which would be consulted on.

Councillor Bulman asked when proposals would be available to be consulted on. Mr Hardy agreed to check with the contractor and report back. Councillor Bulman asked that Mr Hardy write to him with a clear indication of when representatives would be able to discuss the proposals. He reminded all of the urgency as completion had been promised within the financial year.

County Councillor Hoare asked that parishioners of St. Augustine's Church on the corner of Calverley Park be consulted as there were many users of the church who needed to cross at that point, particularly on Sundays but at other times as well. Councillor Bulman suggested that St. Augustine's Church could engage with the Royal Tunbridge Wells Town Forum so that the number of consultees was reduced in order to maintain a more efficient process. County Councillor Scholes sought clarification on an item appearing on page 70 of the agenda pack which appeared to show a duplication for Eridge Road. Mr Bourner commented that it was likely to be an error but he would check with the Schemes Team.

County Councillor Scholes asked if there was an end-date for the public realm works at Fiveways. Hilary Smith, Economic Development Manager, TWBC, advised that it was scheduled to be completed mid-November.

County Councillor Scholes enquired on the status of pedestrian ramps referred to on page 73 of the agenda pack. Mr Bourner agreed to check with the engineer and report back.

County Councillor Oakford referred to the works on Upper Grosvenor Road set out on page 67 of the agenda pack and noted that the traffic surveys were complete with the designs to be progressed. He asked when the designs were expected to be available and commented that the area was a particular black-spot with a number of vehicular crashes. Mr Hardy advised that the surveys noted that the incidents did not involve personal injury so would not prioritise as highly, therefore it was proposed to undertake remedial works including realigning the parking to change the way in which people drive around the corner. Speed cameras were not part of the proposed scheme. County Councillor Oakford commented that he was keen to see speed cameras as part of the proposals and asked that it be reconsidered and discussed with the Camera Safety Partnership. Whilst it was lucky that there had been no personal injuries, five cars had been written off having been crashed into by speeding vehicles. Excess speed was known to be a factor at this location and it was ideal for a speed camera. Mr Hardy confirmed that now the speed survey results were available a case would be put to the Camera Safety Partnership.

Councillor Stanyer noted the developer funded work on Eridge Road, referred to by County Councillor Scholes, and asked whether the proposed pedestrian crossing on Major York's Road could be incorporated into that scheme. Mr Bourner advised that the developer funded scheme was to provide access from the highway into the development, the crossing on Major York's Road was unrelated. Councillor Stanyer asked that when discussions took place regarding the developer funded works it be put to the developer to include the crossing as it would aid pedestrian access to the development. Mrs Smith agreed that the option would be discussed. Councillor Bulman commented that such a proposal was unlikely to find favour with the developer. Councillor Stanyer suggested that the developer in question may be open to suggestions.

County Councillor Scholes commented that there was a light pole at the bottom of Major York's Road which had not been connected to an electricity supply and had therefore been unused for approximately ten years. It was appreciated that to dig up the road at such a key location would bring considerable disruption but people had been waiting for a long time for it to be connected. Mr Bourner acknowledged that it had been a long time but Kent County Council were waiting for EDF to connect the electricity. It had now taken so long that lighting the post would tie in with the LED conversion project.

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

**RESOLVED –** That, subject to the comments made during the debate, the report be noted.

### NOTIFICATION OF TOPICS FOR FUTURE MEETINGS

TB24/16 The Chairman, Councillor Bulman, noted that Speeding on the A26 was due to return following the speed survey. There were no other topics for future meetings raised.

### DATE OF NEXT MEETING

TB25/16 The next meeting of the Joint Transportation Board would be held on Monday 9 January 2017 commencing at 6pm.

NOTE: The meeting concluded at 7.55 pm.

### TUNBRIDGE WELLS JOINT TRANSPORTATION BOARD TRACKER Updated for 9 January 2017 Meeting

	No.	Location/Subject	Issues/Proposals	Latest position	Officer
Page	1	Grosvenor Bridge Tunbridge Wells	Repairs	Repair works to Grosvenor Bridge No.1995 – demolition and reconstruction of concrete piers for safety critical work. KCC now planning to add other planned repairs into one construction phase and road closure from January 2017. Includes bridge waterproofing, joints, road and footpath surfacing. Appendix A - Start of Works Notice	Kevin Gore
	2	A21 and Capel Parish Council	Update on A21 works and notice of request from Capel Parish Council	Appendix B – Letter from Capel Parish Council Appendix C – Response from Kent County Council	
e 17	3	Pedestrian crossing: Major York's Road	Scheme to be put forward as LTF bid in 2017/18	Appendix D – Letter to Councillor Balfour Appendix E – Response from Councillor Balfour	
	4	Speeding on London Road	Speed survey requested	Awaiting results of speed survey	

### TUNBRIDGE WELLS JOINT TRANSPORTATION BOARD TRACKER Updated for 9 January 2017 Meeting

No.	Location/Subject	Issues/Proposals	Latest position	Officer
5	LGF Underspend	Proposals utilising underspend of LGF funded works at A26/Yew Tree Road/ Speldhurst Road junction	<ul> <li>In 2014, the Growth Deal allocated funding of £1.8m to the delivery of the Tunbridge Wells LGF scheme at the Yew Tree Road/Speldhurst Road/A26 junction in Tunbridge Wells. This scheme was delivered in March 2016 at a cost of £600k, resulting in an underspend of £1.2m. It is hoped that the remaining £1.2m can be spent on congestion alleviating schemes in the town.</li> <li>Several schemes have been investigated including the Halls Hole Road junction improvement scheme, which has had to be ruled out as the total cost comes to approximately £2.6m which exceeds the LGF underspend. Other scheme investigated were: <ol> <li>Improvements to the Royal Oak junction;</li> <li>The introduction of Urban Traffic Management and Control (UTMC);</li> <li>The completion of a cycle route from Woodsgate Corner to join the new A21 NMU route to Tonbridge town centre;</li> <li>The installation of an on-road cycle route between Tunbridge Wells town centre and Tonbridge, along the A26.</li> </ol> </li> <li>Items 1) has been assessed with the aim of removing the all-red pedestrian phase. However, pedestrian flows are significant through the junction, and should be encouraged, so splitter islands would be required to allow traffic to flow in one direction as pedestrians cross half way. This has a negative effect on the capacity of the junction, and for this reason, this junction will remain as it is.</li> <li>Item 2) has been ruled out as assessments have shown there would be no real likely benefit to traffic flows because of the limited number of sites, widely distributed nature of the signals, and pedestrian facilities at the crossings.</li> <li>Item 3) is to be funded by Highways England and constructed next financial year by KCC.</li> </ul>	Vicki Hubert

# Grosvenor Bridge, Tunbridge WellsAppendix

### Pier Replacement Works



From the 3<sup>rd</sup> January 2017 Kent County Council will be carrying out essential maintenance on Grosvenor Bridge in Tunbridge Wells. We will be reconstructing the large concrete piers which support the bridge and the road that it carries. These works are vital to ensuring the structural integrity of the bridge and the safety of the highway now and in the future.

The road is expected to be closed until early Autumn 2017 and will be closed to vehicles. Pedestrian access will be maintained throughout the works.

### Where are the works taking place?



Grosvenor Bridge is located to the north east of Tunbridge Wells town centre. The Bridge connects Upper Grosvenor Road with Quarry Road and crosses the London to Hastings railway line.

The vast majority of the works will take place below the bridge, to the side of the railway tracks.

### Why are the works necessary?

Grosvenor Bridge is supported by two abutments and four piers – two concrete piers and two brick piers. Over the years the condition of the concrete piers has deteriorated and they have now reached the end of their serviceable life.

To ensure that the bridge remains safe and able to accommodate the volume and type of traffic that uses it, the two concete piers need to be replaced.



### What do the works involve?



Firstly temporary supports will be put in place to support the bridge until the new piers are fully reconstructed. These supports are not strong enough to support vehicular traffic but pedestrians will be able to continue using the bridge safely throughout the duration of the works.

Once the bridge is fully supported the piers will be demolished; new piers will then be constructed. When it is safe to do so, we will work on both piers at the same time to minimise the duration of the works.

# Grosvenor Bridge, Tunbridge Wells<sup>Appendix</sup>K

### Pier Replacement Works



A proportion of the work will need to be carried out at night. This is because we need to work on the railway line and cannot do so when the train services are operational. We have been working closely with Network Rail to arrange the times and dates of the rail possessions and to ensure that train services are not affected by our works.

When working at night, every effort will be made to keep the noise and disruption to local residents to a minimum.

In addition to the above, we are investigating the possibility of replacing the surfacing to the bridge and subject to agreement, this will be undertaken prior to the bridge being re-opened. This will not require the duration of the road closure to be extended.

### Where will traffic be diverted during the works?

During the works traffic will be diverted from Grosvenor Bridge onto Upper Grosvenor Road, Grosvenor Road, Victoria Road, Camden Road and finally on to Quarry Road. The diversion route will be clearly sign posted to avoid any confusion.

### Where can I find our more information about the works?

If you have any questions, queries or comments before, during or after the works you can log your enquiry in two ways:

Call 03000 41 81 81 and speak to a member of our Contact Point Team. If one of our agents is unable to help you they will log an enquiry and arrange for a member of the Bridges, Tunnels and Structures Team to contact you directly.

Log an enquiry online using our Fault Reporting Tool: <u>https://www.kent.gov.uk/roads-and-</u> travel/report-a-problem.

Simply plot your enquiry on the map, select the Fault Category "Roadworks" and the Fault Type "Information on Roadworks" and then tell us about your enquiry.

A member of the Bridges, Tunnels and Structures Team will then contact you directly if you wish to discuss your enquiry further.

Finally, why not follow us on Twitter **@KentHighways**. We will be tweeting up to date information about the works including photographs as the works progress.

Until the works are completed it is inevitable that residents and businesses near to the site will experience some disruption but we will try to keep this to a minimum.

We would like to take this opportunity to thank you for your patience and cooperation whist we complete these essential works.



### Appendix B CAPEL PARISH COUNCIL

Clerk Capel Parish Council Office Capel Village Hall Five Oak Green Kent TN12 6RD

*Tel: (01892) 837524* 

Dear Councillor Bulman,

Following concerns raised by local residents regarding both volume and speed of traffic, Capel Parish Council discussed the matter at length at their last meeting. It was agreed that the first step would be to write to the Joint Transportation Board with some urgency.

Other Agencies and interested parties are also being sent this letter in the expectation that they will respond to Capel Parish Council with both positive suggestions and solutions.

The current impact throughout the whole of the parish from the A21 dualling works is unacceptable but in particular Alders Road and the B2017 though the village centre are of major concern.

Alders Road is a narrow country lane with several bends which is now being used as a major rat run. This could be alleviated by a no right turn onto the A228 (Colts Hill) which was suggested previously as a measure to improve safety at the crossroads, a site of many RTCs, but was never implemented. Further a speed restriction would allow some monitoring/enforcement with a view to speed reduction.

The B2017 bisects the village centre. There is no crossing and it is extremely dangerous to cross the road both outside the school and the village shop. Many of the pavements are relatively narrow (certainly below the 1.7m recommendation) and speed of vehicles especially HGVs cause enough of a backdraft to be dangerous to pedestrians.

On the 18th October a 13 year old pedestrian was hit by a car and thrown over its bonnet. She luckily escaped with relatively minor injuries.

During a recent multi-agency road safety operation conducted in the rural Tunbridge Wells area, 6 locations were identified to have road safety issues. One of the 6 was Five Oak Green (Operation Wealdon, which ran on 3 dates in October).

In the 2003 Transport Strategy TWBC stated within their action plan for Villages 7.3 "Carry out an audit of pedestrian crossing facilities within villages, including dropped kerbs. Ensure suitable facilities are provided for the mobility impaired" 7.3.12 (short term 0-5 years) "Provide appropriate pedestrian crossing facilities (not necessarily a formal crossing) at local shops and schools" 7.3.25 (medium term 5-10 years)

Sadly the residents of Capel are still waiting after 13 years. The new Transport Strategy does not appear to even consider the rural environs of the borough.

We are therefore asking for an immediate reduction in the speed limit thru the village of Five Oak Green with some form of temporary signage during the remainder of the construction phase of the A21 dualling.

Further to that, steps are taken to work with the Parish Council to install a crossing within the village, traffic calming measures, (after completion of the A21 dualling the B2017 can no longer be considered an arterial route) mandatory signage, regarding HGV use (at Page 21

Appendix B present we have advisory 7.5 tonne signs). There is no "Gateway" on the western approach to Five Oak Green and the one to the east gives the wrong subliminal message, as it's a 40mph sign. There is a permanent speed limit within the village of Five Oak Green of 20mph in line with the "20 is Plenty" Campaign, together with Whetsted Road and all residential side streets. A speed restriction of 30mph be imposed on Alders Road & revisitation of a possible no right hand turn safety measure (or as has been suggested a 4 way no right hand turn policy at the junction of Alders, Crittenden & A228 to prevent the frequent collisions). The areas of Hartlake and Tudeley also to be reviewed with the aim of lowering current speed restrictions and the implementation of new speed restrictions.

Capel Road Strategy Plan 2009 has previously been lodged with various authorities, it details many of the above suggestions (including traffic calming) and is as relevant today as when it was drawn up – if not more so.

Yours sincerely

Cllr Maggie Fenton (Chair of Capel Parish Council)

clerk@capelpc.co.uk www.capelpc.co.uk

### Appendix C

From: Nikola Floodgate – Schemes Planning and Delivery Manager
Sent: 08 December 2016 14:39
To: Capel Parish Council (clerk@capelpc.co.uk)
Subject: RE: Capel Parish Council – Volume & Speed of Traffic

Dear Mrs Fenton,

Thank you for your recent correspondence highlighting your concerns and suggested solutions for the issues raised.

Firstly, the A21 improvement is a Highways England project and all diversions and temporary signage for this is undertaken by them and I would suggest contacting them with your concerns and suggestions. The A21 dualling works are temporary and many areas in and around these works are experiencing higher levels of inconvenience. No temporary signing will be installed on behalf of Kent County Council (KCC) for the duration of these works.

The junction of Alders Road with the A228 Colts Hill has been identified in our annual review under the Crash Remedial Programme at KCC due to the significant number of personal injury crashes recorded in the last three years. The investigation process has commenced and any alterations that may be identified to improve safety would be undertaken in the new financial year. Alders Road and the B2017 routes have not been identified as high risk cluster sites and will therefore not be prioritised over other sites.

KCC understands local concerns for the area and ensures there is regular ongoing monitoring. Currently Cllr Alex King is pursuing an extension of the current 30mph limit from Capel School to going west using local funds.

Many of the requests you refer to involve traffic regulation orders and a statutory process, which can prove to be costly. The County Council has power to prohibit heavy goods vehicles from travelling through a route but cannot prohibit any vehicles that are making local deliveries within the area. Being a rural village it may be inappropriate to implement such restriction as it could have a negative effect on safety and movement causing vehicles to use other less suitable routes. There is no funding available for non-evidential safety related alteration.

Thank you for raising this matter with us. I understand you are concerned for road safety at this location and I can reassure you that we take this matter very seriously. As part of our Casualty Reduction Programme, KCC will continue to monitor the safety record in the area.

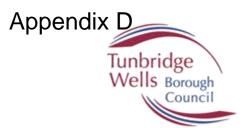
**Kind Regards** 

### Nikola Floodgate Schemes Planning & Delivery Manager

Highways, Transportation & Waste | Kent County Council | Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD | 03000 41 81 81 |www.kent.gov.uk/highways



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Democratic Services Date: 25 October 2016 Our Ref: JTB1607

Councillor Matthew Balfour Cabinet Member for Environment and Transport Kent County Council County Hall Maidstone ME14 1 XQ

Dear Councillor Balfour

### **RE: Tunbridge Wells Joint Transportation Board**

Following receipt of your letter dated 04 October 2016, concerning the proposed pedestrian crossing at Major York's Road in Tunbridge Wells, this was duly circulated to the JTB for consideration at the Board meeting held on 17 October 2016.

Following a discussion about your response, I was mandated to say that the Board were not satisfied that your reply fully addressed the issues. The essence of their concern is as follows:

- How can a project for which the funding has been agreed and the approval for implementation granted in an agreed time scale, suddenly have the funding withdrawn without any consultation or proper explanation? The previous KCC officer who was handling this project at no time mentioned that the approval was provisional, pending further consideration. It was only when his replacement attended that we became aware of the change of mind and he was unable to explain how this had come about. Did the change of personnel have any bearing on the matter?
- 2. Clearly, it is accepted that funding is tight and not every scheme can be approved given the competing requirements for scarce resources, but it is the manner in which this scheme was approved and then approval rescinded that Board members find difficult to accept. Consequently, we would like a full explanation of the exact sequence of events that led to this change of heart so that we can properly understand what has happened.

I am sorry to have raise this issue once more and I am sure that you would rather I hadn't. However, it is a matter of concern and the Board is anxious to seek at the very least a proper explanation and preferably a satisfactory resolution.

Yours sincerely,

**Councillor Peter Bulman** Chairman Tunbridge Wells Joint Transportation Board

Town Hall Royal Tunbridge Wells Kent TN1 1RS

switchboard 01892 526121 SMS (text) 07870 526121 Page 25 DX 3929 Tunbridge Wells website www.tunbridgewells.gov.uk

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### Appendix E



Sent by email

peter.bulman@tunbridgewells.gov.uk

Members' Desk Sessions House County Hall Maidstone Kent ME14 1XQ Tel: 03000 415808 E-mail: <u>members.desk@kent.gov.uk</u> Your Ref: JTB1607 Our Ref: 19150 Date: 10 November 2016

Dear Cllr Bulman

### **RE: Tunbridge Wells Joint Transportation Board**

Thank you for your letter dated 25 October 2016 regarding the proposed pedestrian crossing on Major York's Road.

I appreciate that the board is not satisfied with the overall outcome for this project, inevitably funding pressures do sometimes result in schemes being delayed into future years and this has been the case with regards to this scheme. Whilst it is regrettable, you will be aware that funding pressures and the reduced LTP allocation from Central Government can often result in a need to prioritise schemes leading to delays with projects commencing. Local Transport Plan funds are allocated to projects at the beginning of the financial year via a process that is based on priority scoring system. At the beginning of 2016/17, the funding situation meant that a number of schemes were held back due a reducing LTP budget and multiple competing priorities.

Whilst KCC has not been able to secure the delivery of the scheme this financial year I would like to reassure you that the Major York's Road project will be resubmitted for funding in the next financial year. I understand that the scheme has significant support from members, officers and the public and KCC will endeavour to design the scheme in readiness for its implementation in Spring 2017.

Yours sincerely

Matthew Barg-

Matthew Balfour

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09 January 2017

## **Proposed Permit Parking Changes – Zones A/C**

Report Author / Lead Officer	Nick Baldwin – Traffic Engineer, TWBC
Head of Service / Service Manager	Kevin Hetherington – Project Executive
Originating Authority	Tunbridge Wells Borough Council
Final Decision Taker	Kent County Council
Exemption	Non-exempt
Classification	For Recommendation

### Recommendation:

• That, subject to consideration of any objections, the Board endorses the proposed alterations to restriction times within Zones A and C.

### INTRODUCTION

A significant part of the recently adopted parking strategy dealt with operation of the town's permit parking zones. Various actions were proposed as part of the implementation programme. The first step in the process of reviewing and updating the permit parking arrangements was to promote a revised restriction within the existing town centre zones to improve parking for resident permit holders. A restriction has been advertised over the Christmas period for Zones A and C. This report explains the process and reasons behind the proposed changes. Details of any objections will be reported verbally at the meeting.

### **BACKGROUND - Development of a new Parking Strategy**

During 2014/15 extensive work was undertaken on the development of a new parking strategy for the Borough. This involved extensive consultation with various groups including permit holders within the existing resident parking zones.

A significant amount of the feedback from the latter group emphasised the difficulty that may residents had in finding space to park in the road where they lived, particularly during the daytime when that space was shared with all other road users.

The adopted version of the parking strategy acknowledged this issue and proposed a variety of restrictions intended to address these concerns. Since the strategy was finally adopted in April 2016, further work has been done on the question of what restriction best suits the stated needs of residents, and the advertised traffic regulation order varies from those stated in the strategy principally by making them simpler and more readily understood.

### THE PROPOSED RESTRICTIONS

Currently there are a variety of restrictions within the permit parking zones. These either provide permit holder only parking during specified hours or exempt permit holders from a stated time limit.

Although the current restrictions were appropriate at the time they were implemented, circumstances have changed in a number of ways. A higher proportion of residents own cars and many households have more than one vehicle. Increasing pressure on roadside parking space means that non-residents will spend more time circulating an area looking for a space. This has a negative environmental impact.

To address these issues it is proposed to eliminate all bar one section of time limited waiting within the permit parking zones. The exception is Castle Road across the Common where a different need exists. South Grove, a narrow cul-de-sac off the High Street, would also remain as resident only parking for purely practical reasons.

The new restrictions within Zones A and C would be Permit Holder Only parking on Monday to Saturday between 8am and noon and 3pm and 7 or 8pm depending on the location. On Sundays, the same areas would be Permit Holder Only parking between 11am and 3pm. This offers a significant benefit to permit holders over the existing arrangements, whilst still leaving unrestricted times for visitors.

### THE PROCESS

At the time of writing this report, the proposals were being consulted upon. The consultation period ends on Friday 6<sup>th</sup> January and it is proposed to report the results of that consultation verbally at the meeting.

It is anticipated that some may object to the loss of parking for non-permit holders and also that some might prefer a total ban on non-resident parking, but the proposed restriction offers a reasonable compromise between the two which nevertheless favours permit holders more than the existing restriction.

The proposal also closely echoes the one already consulted upon as part of the parking strategy adoption process. In the circumstances, therefore, it is considered appropriate to pursue the restriction as detailed unless there are objections which fall outside those already addressed during consideration of the strategy. This matter has been brought before the Board now rather than the April one to avoid delaying implementation by at least three months.

### CONCLUSION

Issues highlighted in the parking strategy consultation have been addressed through proposal of new restrictions for two of the town's permit parking zones.

### **Appendices to the Report**

None

### 09 January 2017

### Proposed Permit Parking Scheme in Hawkenbury, Tunbridge Wells

Report Author / Lead Officer	Nick Baldwin – Traffic Engineer, TWBC
Head of Service / Service Manager	Kevin Hetherington – Project Executive
Originating Authority	Tunbridge Wells Borough Council
Final Decision Taker	Kent County Council
Exemption	Non-exempt
Classification	For Recommendation

### Recommendation:

• That the Board endorses the proposed introduction of parking restrictions as per the amended proposal outlined in this report and if more than 5 objections are received, these be reported back to this Board.

### INTRODUCTION

At the 15 February 2016 Board meeting a report was presented detailing a preliminary consultation in respect of parking issues in Hawkenbury. That report and the associated minutes are included at Appendix A. This report outlines what actions have been taken since that meeting and recommends amendments to the proposed waiting restrictions that take into account views submitted during the consultation process.

### ACTIONS TO DATE

### Waiting restrictions introduced

To deal with the more pressing highway safety issues, a traffic regulation order was advertised and subsequently implemented during August 2016. This imposed new double yellow lines, principally in the Camden Park area. Further double yellow lines to address safety concerns that have arisen since then are in the process of being advertised.

### Second survey of resident's views

Taking the results of the preliminary survey, a detailed proposal for restrictions in Hawkenbury was formulated. This was circulated to nearly 600 homes during October 2016.

The subsequent level of response was disappointing with comments received from only 111 households – a 19% response rate. A summary of those replies is given at Appendix B on a road by road basis.

### THE PROPOSAL

Because the issues relate primarily to overspill parking from the AXA office block, it is daytime parking in residential streets which has caused most concern. Taking views previously expressed, proposals were put forward which provided a range of additional restrictions.

These included areas of permit parking, sections of single yellow line where parking would be prohibited between specified hours and additional double yellow lines where parking would be potentially hazardous. Details are contained at Appendix C.

### THE RESPONSE

As indicated, there were fewer replies than hoped for. There were, however, in most streets enough to form a reasonable impression of what was favoured.

Of the 111 responses, only 16 expressed an outright rejection of the proposals or raised substantial doubts about their potential effectiveness.

The bulk of those who replied either simply endorsed the proposals or requested clarification or amendments. In the latter case, responses have been categorised as neutral/positive if the suggested alterations could be accommodated, at least in part.

### **NEGATIVE REPLIES**

Common themes running through the responses which have been categorised as negative were that no problem was currently experienced and that AXA should be solving any problems created by their staff, with residents not wanting to pay for permits to park near their homes.

The cost issue is covered in a subsequent section of this report.

Of those who indicated that they had no problem some had off-street parking facilities and others appeared to be away from home during the day so did not witness any issues.

### **REQUESTS FOR AMMENDMENTS**

Those asking for changes to the overall proposal were, understandably, mainly concerned about the impact on the road where they lived, either because a restriction was proposed for that street or because proposed restrictions in other streets would almost inevitably result in parking migrating to their road.

Based on the comments made it is considered appropriate to amend proposals as follows:-

Road	Existing Proposal	New Proposal
High Woods Lane & Chester Avenue	None	Single yellow line both sides. Restriction as per rest of scheme
Rookley Close	None	Single yellow line both sides. Restriction as per rest of scheme
Dorset Road	Minimal junction protection – i.e. double yellow lines	Permit parking on south- west side. Single yellow line on north-east side
Nelson Road	Permit parking on east side. Single yellow line on west side	Permit parking on east side. Double yellow line on west side
Napier Road	Partial permit parking. Remainder either double yellow lines or unrestricted	No unrestricted parking. All either permit parking or double yellow lines.
Forest Road	In vicinity of AXA, permit parking on south-east side. No restriction outside AXA on north-west side.	Both sides in vicinity of AXA to be permit parking. Some double yellow lines at Sibby's Corner
Hawkenbury Road	Mainly either single or double yellow lines. Small section of permit parking.	Increase amount of permit parking on section between Forest Road and Boundary Road Lay-bye area at end of Westbrook Terrace would be restricted to permit parking
Boundary Road	Plan did not correspond with description.	Permit parking on north side and single yellow line on south side with the exception of the central circle where permit parking would be allowed on both sides.
Maryland Road	Double yellow lines only at northern junction with Hawkenbury Road	Extend double yellow lines southwards on western side
Forest Way	Junction protection	Single yellow line on south side to junction with Lambourn Way
Whybourne Crest	Junction protection	Remainder of road to be single yellow line. Restriction as per rest of scheme

## ROADS WHERE PROPOSAL TO REMAIN UNCHANGED

Of the 22 roads covered by the survey, it is recommended that the formal proposal remain unchanged from that already consulted on. These roads are:-

**Camden Park/The Meads/The Shaw** – Although the responses varied with some not wanting less permit parking and others wanting all permit parking and no single yellow lines, the general view seemed to be that the proposal best served the needs of these three roads.

**Beech Close** – Although now an adopted road, there was minimal interest in permit parking andno current evidence of a problem

**Cleeve Avenue** – No responses from residents. No current problem but will need to be monitored if it remains unrestricted.

**Farmcombe Road/The Chase** – See comments in respect of Banner Farm estate below.

**Hawkenbury Close** – Although two commented that they did not want the single yellow line, to omit it would almost certainly result in parking issues arising in the street due to it's close proximity to the AXA premises. If objections persist, it can be dropped after the formal consultation.

**Teise Close** – Some doubts expressed about need but generally proposal found favour.

**Westbrook Terrace** – Those who responded wanted to protect parking in the offcarriageway area in Hawkenbury Road. This can be done – see comment in previous section of report.

### THE COST OF PERMITS

A question asked by several respondents was, why should they pay for permits when issues have only arisen since AXA occupied the old Land Registry building?

There are a number of points which could be made in response to this, the first being that in an unrestricted street, nobody has priority where parking is concerned. The public highway is just that – public, and it is irrelevant whether you live in the street, work nearby or are visiting the area. In law, all have equal rights to use the highway.

Only when restrictions are imposed can this balance be changed. Since restrictions cost money to introduce and maintain, charges need to be made if one user group will benefit from that restriction. As previously indicated, AXA have funded the research necessary to reach the current stage of developing a scheme and the money secured through a Section 106 agreement will also go some way to implementing any proposals.

Currently, all resident parking permits are charged for at the rate of £60 per annum but approval has been given for an increase to £80 for Tunbridge Wells town centre zones. If a permit zone is implemented in Hawkenbury, it is intended that permits should be offered at the £60 per annum rate.

### HAWKENBURY FARM

Comments were made questioning the motivation for extensive restrictions on Hawkenbury Road and asking whether this was being done to facilitate development yet to be granted planning consent.

Hawkenbury Farm is, however, an allocated site and whether or not the current application receives consent it is probable that the site will be developed within the next few years.

Notwithstanding that point, Hawkenbury Road is a through route and already carries a noticeable amount of traffic. The present levels of parking do at times impede flow to an unsatisfactory extent and, regardless of any potential development, restrictions would have been proposed.

The proposed restrictions do, however, allow for the anticipated increase in use if and when development takes place, although it is likely that further restrictions would be necessary should the development go ahead. They would need to be funded by the developer of the Hawkenbury Farm site.

### **BANNER FARM ESTATE**

Although the residents of Banner Farm estate were not consulted in respect of the current proposals, it is accepted that greater levels of parking now take place on the estate and in particular at southern end near it's junction with Forest Road.

The recently adopted Parking Strategy includes, within its implementation programme, a review of resident permit parking zone A. There is a strong likelihood that this zone will be expanded to include the Banner Farm estate. This will, however, need to be the subject of a consultation exercise and it is anticipated that this will take place early in the 2017/18 year.

To address the most pressing concern in respect of the AXA and Banner Farm issues it is proposed that the current Hawkenbury scheme should include double yellow lines on both sides of Farmcombe Road of sufficient length to remove any safety concerns near the Forest Road junction. At the time of writing, it was hoped that this proposal for additional double yellow lines could be brought even further forward through use of the KCC Combined Members Grant.

### THE WAY FORWARD

The next stage in the process of implementing restrictions is to advertise a Traffic Regulation Order. This would allow comment from all interested parties whether or not they are resident in the area.

It is anticipated that this could result in AXA employees objecting on the basis that they will be forced to park further away or have to chose a different form of transport. Neither of those would be valid reasons for rejecting the proposal. Neither KCC not TWBC have any obligation to provide parking facilities. All objections do, however, have to be considered so, in the event that more than 5 objections were to be received, a further report would need to be brought to the April Board. If there were to be less than 5 objections, these would be considered by the KCC Cabinet Member.

If proposals were to be endorsed, a Traffic Regulation Order would be made an implemented, probably towards the middle of the year.

### CONCLUSION

A parking issue has been identified and a proposed course of action consulted on with local residents. Although response rates were poor, sufficient support was received, sometimes with suggested amendments, to warrant the advertising of proposed new waiting restrictions which include areas of permit parking.

### Appendices to the Report

- Appendix A February 2016 JTB Report
- Appendix B Summary of comments
- Appendix C Drawing showing Proposals

### FEBRUARY 2016 JOINT TRANSPORTATION BOARD AGENDA REPORT

## **Parking Consultation in Hawkenbury**

A report by the Borough Councils Parking Manager to the Tunbridge Wells Joint Transportation Board on 15 February 2016

### Introduction

1. Following a change in ownership of the old Land Registry building in Hawkenbury, frequent complaints have been made by local residents and retailers about parking related problems.

### **Background Information**

- 2. AXA PPP acquired the ex Land Registry building on Forest Road, Hawkenbury in 2011. Since that time local residents have raised concerns about overspill parking from the site into surrounding residential streets.
- 3. Whereas the building was originally designed for the specific needs of the Land Registry they apparently never fully occupied it. This, and the fact that a number of staff lived locally, meant that there was always ample on-site parking for their requirements.
- 4. Because the building was already in an office use class, no planning consent was needed when AXA PPP acquired the building. Their needs were, however, different with staff often living farther afield.
- 5. It quickly became clear that there was insufficient car parking space available on site to satisfy demand and complaints started to be made by local residents who were finding it more difficult to park near their homes and in some instances experiencing an adverse impact on highway safety.
- 6. A proposal by AXA PPP to extend the building creating more office space was submitted in 2012 and subsequently approved subject to a number of conditions. One of the requirements imposed, via a S106 agreement, required the applicant to provide a sum of money sufficient to investigate any potential on-street parking problems resulting from the extended premises and additional levels of staffing and implement restrictions as appropriate.
- 7. The sum of £15,000 was due once work commenced on the office extension and this was secured during the summer of 2015.

#### **Preliminary Works**

- 8. Prior to receipt of the S106 funding, some waiting restrictions were introduced to address the more pressing parking issues in the Hawkenbury area. These took the form of double yellow lines at and near junctions plus a small number of time limited waiting bays adjacent the retail premises on Forest Road and at the Nelson Road/Dorset Road junction.
- 9. Since those restrictions were implemented in October 2014, a number of ongoing complaints have been received about the impact of AXA PPP staff parking in residential streets. The situation has been monitored to determine whether the issue is one of highway safety or inconvenience.

### Consultation

10. Once S106 funding became available, work commenced on producing a consultation letter for distribution amongst local residents. This was designed to gather information about what were considered to be the main parking related issues

Page 37

11. The consultation was distributed on 30<sup>th</sup> November 2015 to 586 households. A copy of the letter is attached at Appendix A. The consultation ran until 11 January this year and 260 responses were received.

Appendix A

- 12. The fact that responses were provided by 44% of those consulted underlines the strength of feeling in respect of parking in Hawkenbury.
- 13. Responses were analysed and a summary is attached at Appendix B. From the comments made, it is clear that local residents feel that there are not only parking related problems at present, but also concerns that these will be worsened as and when the extended premises become occupied.
- 14. It is relatively easy to deal with problems which arise out of potentially hazardous parking i.e. at or near junctions or where traffic flow may be unnecessarily impeded. Double and single yellow lines can be introduced to prevent parking at inappropriate times subject to completion of a statutory consultation process.
- 15. It is less easy to deal with issues of inconvenience to local residents. Often, complaints are made about parking in a residential street where there is no demonstrable harm to users of the highway. The starting point for consideration of any parking restriction is that the public highway is available equally to all and that residents have no more right to park in a street than anybody else.
- 16. Waiting restrictions which are designed to give priority in any form must fall within the terms of the Road Traffic Regulation Act 1984. Where resident priority parking is concerned, this is often given as being that the restriction will minimise circulating traffic.
- 17. Although non-resident parking can often be attributed to general factors such as proximity to a railway station or local shops, it is unusual for it to be caused by a single employer as is the case in Hawkenbury.
- 18. This has certain benefits in that we are able to discuss concerns more readily with the business causing the problem and come to agreement on some matters, but also some dis-benefits in that local residents seem less willing to accept a permit parking scheme which is (claimed to be) only required because of overspill parking from one business.

### Proposed Course of Action

- 19. To address concerns over parking in potentially hazardous locations, a small number of additional lengths of double yellow and single yellow lines are being proposed in the first instance. These will require a formal consultation process and consideration of comments/objections.
- 20. The current level of interest being expressed in a permit parking scheme is inconclusive. This will be explored further, concentrating on those roads where the level of interest is highest.
- 21. That further consideration be given to additional restrictions as and when AXA PPP fully or substantially occupy the extended building and any impact on roadside parking can be properly assessed.

### Recommendation

22. That members endorse the proposed course of action.

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

## Parking in Hawkenbury Survey

To enable us to better understand the issues which may be of concern in respect of on-street parking, it would be appreciated if you could answer the following questions:

Appendix A

Tunbridge \ Wells Borough

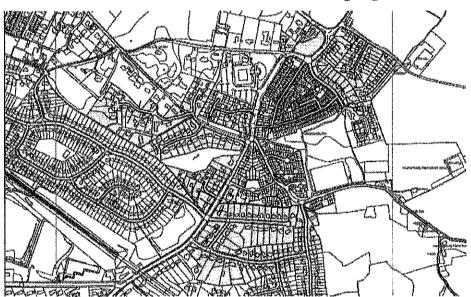
Council

Do you consider	there to be parking	problems in your roa	d?
Yes		No	
If so, are your co	ncerns related to h	ighway safety or lack	of parking for reside
Safety	Park	ing	Both
If the issue is hig	hway safety, is the	problem an all day/ev	ery day occurrence
Yes		No	
If the issue is ava	ailability of on-stree	et parking, do problem	s persist overnight
Yes		No	
If the issue is ava	ailability of on-stree	et parking, are there p	roblems at weekend
Yes		No	
		rking for residents? ge for permits, curren	tly set at £60
Yes		No	
This survey cont	inues on reverse.		

## Parking in Hawkenbury Survey

## Do you have any further comments to make?

This survey has been sent to all addresses in the roads highlighted below.



Do you agree that this fully covers the area potentially affected by overspill parking from AXA PPP?

Yes

No

Appendix A

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If no, which other roads should have been included?

	Q1 Do you consider there to be a parking problem in	o z your road		Q2 If so are your concerns related to highway safety or lack of parking for residents	· · · · · · · · · · · · · · · · · · ·	Q2 If the issue is highway safety, is the problem an	all day/every day occurrence	Q3 If the issue is availability of on-street parking. do	For persist overnight?	Q4 If the issue is availability of on-street parking, are at more of more of more of more of more of an end of the street parking.	ZINERE provience at weekende :	AQ5 Do you ravour ure luea or perimit parking to residents?	
Road name	Yes	No	Safety	Parking	Both 0	Yes0	<b>No</b> 0	Yes 0	NO 0	Yes 0	0	0	<b>No</b> 0
Beech Close	0 10	1	0	0	7	7	1	2	7	2	6	6	5
Boundary Road	18		8	0	10	12	6	0	11	2	9	10	8
Camden Park	0	6	0	0	0	0	0	0	0	0	0	2	4
Chester Avenue	0	5	0	0	0	ŏ	0	0	0	0	0	1	4
Cleeve Avenue Dorset Road	18	2	2	3	13	10	5	5	11	6	10	6	14
Farmcombe Road	3	0	0	1	2	2	0	2	1	2	1	2	1
Forest Road	28	6	3	5	20	15	8	6	19	9	16	19	15
Forest Way	3	5	1	0	2	2	1	1	1	1	1	4	4
Hawkenbury Close	12	2	3	2	7	10	0	3	5	3	6	5	9
Hawkenbury Mead	5	1	0	2	3	2	1	2	3	2	3	2	4
Hawkenbury Road	23	2	4	0	19	13	10	1	18	7	12	9	16
High Woods Lane	1	2	0	0	1	0	1	0	1	0	1	0	3
Maryland Road	1	1	0	0	1	0	1	0	1	1	10	0	2
Napler Road	26	5	2	11	13	8	7	15	8	15	9	15	16
Nelson Road	22	2	0	7	15	11	4	15	6	17	4	14	10
Polesden Road	1	1	0	1	0	0	0	0	1	0	$\frac{1}{1}$	0	2
Rookley Close	2	1	0	1	1	1	0	1	1	1	1	1	7
Teise Close	17	1	3	0	14	14	3	1	12	0	13	3	3
The Meads	6	0	2	0	4	6	0	0	4	0	4	- <u>3</u> 	4
The Shaw	12	0	3	0	9	8	4	1	8	1	8		4
Whybourne Crescent	5	1	3	0	12-	3	2	0	2	0	6	2	
				Ра	ge 41								

Appendix A

County Councillor King, brought the discussion to a conclusion and summarised the options. There being a consensus, Members were asked whether the resolution was agreed.

**RESOLVED** – That the Board endorse the Parking Strategy 2016-2026 subject to the reservations expressed by Councillor Bulman and supported by the Board being taken into consideration by the Cabinet.

### PARKING CONSULTATION IN HAWKENBURY

TB38/15 Nick Baldwin, Senior Traffic Engineer, Tunbridge Wells Borough Council, introduced the report which included the following comments:

- The report followed an informal consultation undertaken in the Hawkenbury area related to parking issues since the occupation of the old Land Registry building by AXA PPP.
- The intention was to take on comments received and consider potential changes to alleviate some of the worst problems.
- The report summarised the feedback received by the survey and recommended that it form the basis of more specific proposals for a further informal consultation ahead of a statutory consultation.
- The Board were asked to endorse this course of action.

Councillor Tracy Moore, Borough Councillor for Park Ward, had registered to speak.

Councillor Moore noted that the results of the survey was consistent with her own findings from when she had conducted a residents' survey shortly before being elected. The number of responses clearly demonstrated the level of concern, particularly with the prospect of an enlarged AXA PPP. The view expressed in paragraph 15 of the report which explained that residents had no more legal right than any other road users to park on a public highway was not a view held by residents nor elected representatives and the staff of one employer should not be allowed to affect residents ability to park near their homes. Although the results of the consultation were inconclusive, members were urged to support the recommendation to progress this matter.

Councillor Bulman agreed that this was a key matter for the residents of Hawkenbury, it had recently been reported that parking was often not only inconsiderate but sometimes dangerous. This issue had been a problem for a long time and it was expected to be exacerbated by the forthcoming enlargement of AXA PPP. Urgency was called for.

County Councillor Scholes supported the comments of the previous speakers and added that parking had been a constant problem even with the Land Registry before AXA PPP. It was a regular source of complaints and urgent action was needed.

The Chairman, County Councillor King, invited further questions and comments. There being none, Members were asked whether the resolution was agreed.

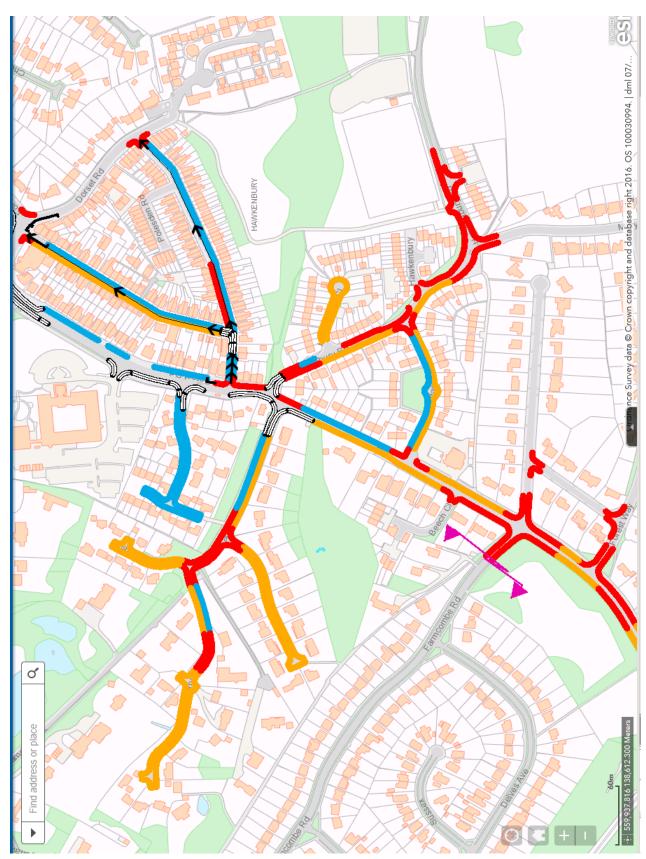
**RESOLVED** – That the proposed course of action as set out in the report be endorsed.

### **APPENDIX B**

Road	No. of Dwellings	Replies	Summary of comments
Beech Close	10	1	Would like Beech Close to be permit holders only
Boundary Road	18	5	One against but otherwise generally agree with the idea of permit parking. It should be allowed in the central circular area too.
Camden Park	38	7	General agreement although not necessarily in favour of single yellow line
Chester Avenue	22	2	Would like restrictions in High Woods Lane and Chester Avenue
Cleeve Avenue	13	0	No responses but lack of restrictions would leave road vulnerable to daytime parking
Dorset Road	35	4	The few who responded favoured restrictions – none were proposed based on previous lack of interest in
Farmcombe Road	4*	3	Concern about spread of parking into Farmcombe Road. * only a few properties at the southern end consulted
Forest Road	72	10	Generally favour permit parking but some questions about the extent and timing of restriction.
Forest Way	24	5	Concerns expressed from Forest Road end residents about current parking and would favour permits
Hawkenbury Close	24	3	No support for restrictions
Hawkenbury Road	38	14	Very mixed response. Concerns about there being not enough parking provided on street but general theme is that parking should be for residents
High Woods Lane	4	3	Would like restrictions in High Woods Lane and Chester Avenue
Maryland Road	48	1	Single response favoured some form of restriction
Napier Road	72	13	Very mixed response varying from total objection to complete support
Nelson Road	55	5	Generally favour permit parking
Rookley Close	8	2	Concern expressed about parking by non-residents
Teise Close	31	6	Generally favour parking controls
The Chase	3	1	Recommends time limited waiting throughout area
The Meads	9	4	Agree with proposals
The Shaw	15	12	Agree with proposals
Westbrook Terrace	8	3	Would like area at Hawkenbury Road end restricted to residents
Whybourne Crest	26	7	Would like restrictions in Whybourne Crest
TOTAL	577	111	

# Appendix C

## **APPENDIX C**



Blue = Permit Parking; Orange = Single Yellow Line; Red = Double Yellow Line

# Tunbridge Wells Joint Transportation Board

09 January 2017

# A26 Tonbridge to Tunbridge Wells Cycle Route

Report Author / Lead Officer	Hilary Smith – Economic Developments
	Manager, TWBC
Head of Service / Service Manager	David Candlin – Head of Economic
	Development, TWBC
Originating Authority	Tunbridge Wells Borough Council
Final Decision Taker	Tunbridge Wells Borough Council
Exemption	Non-exempt
Classification	For Recommendation

### Recommendation:

That the Joint Transportation Board supports the progress of the A26 cycle route proposals and the following next steps:

- Undertake the statutory Traffic Regulation Orders consultation for the changes to the route in early 2017;
- Submit the business case for funding to the Local Enterprise Partnership Accountability Board in early 2017; and
- Agree a delivery timetable with KCC, aiming for a start in June 2017.

### SUMMARY

The Borough Cycling Strategy, adopted in March 2016, identifies the A26 between Tonbridge and Tunbridge Wells town centres as a priority utility cycling route. The route benefits from some segregated infrastructure for cyclists at present but this requires further improvement to provide a higher quality route and encourage more cycling.

The proposed designs for the route were published for a six week consultation beginning on 7 November 2016. Following the consultation it is now recommended that the JTB agrees to support Tunbridge Wells Borough Council (TWBC) and Kent County Council (KCC) in taking the scheme forward.

### **Report Status:**

Report seeking support to take the project forward in the financial year 2017/18.

### Route to Implementation/Timetable:

The scheme will be subject to further consultation as part of the statutory process to revise the relevant Traffic Regulation Orders required to implement the proposals. This will be undertaken between February and April 2017.

A total of £1.2 million is available from the underspend on the recent signalisation scheme at Yew Tree Road/Speldhurst Road on the A26 and a business case will be submitted to the Local Enterprise Partnership Accountability Board proposing that this money be used to implement Phase 1 of the cycle route starting at the Tunbridge Wells end. It is anticipated that additional funding will be available from the Kent Sustainable Improvements Programme to deliver the remaining part of the route. In addition, TWBC is currently holding £80K Section 106 funding for the upgrade of the stretch of the route between Culverden Park and Queens Road.

A timetable for implementation will need to be approved by KCC but it is anticipated that the cycle route will be delivered in stages starting in June 2017.

### LINK TO

The Cycling Strategy and proposed A26 route improvements link to the **Five Year Plan** including:

Objectives - 'A Prosperous Borough' and 'A Green Borough'

2.4 Challenges - "Addressing transport congestion: improvements to our local network and alleviating traffic congestion are crucial in order to encourage growth and improve ease of accessibility to Tunbridge Wells".

6.3.3 A26 (Southborough & London Road) - Next Steps: "Work with Kent Highways Services to implement proposals put forward in the draft Transport Strategy to further ease traffic congestion in the centre of Royal Tunbridge Wells and secure funding from the South East Local Enterprise Partnership".

In addition the proposed A26 route links to Kent County Council's recently prepared **Draft Active Travel Strategy** which has the following aim:

'to make active travel an attractive and realistic choice for short journeys in Kent. By developing and promoting accessible, safer and well-planned active travel opportunities, this Strategy will help to establish Kent as a pioneering county for active travel.'

### BACKGROUND/INTRODUCTION

- Tunbridge Wells Borough Council adopted its new Cycling Strategy in March 2016. The Strategy encourages active travel and identifies the shared commitment of TWBC and KCC to provide an enhanced cycle route network. It acknowledges that levels of cycling in Tunbridge Wells are relatively low at present, and that whilst the Borough has some cycle routes that link Royal Tunbridge Wells town centre to suburban areas, these are either incomplete or require further enhancement.
- 2. The Cycling Strategy identifies a network of routes within the urban areas of Royal Tunbridge Wells, Southborough, Paddock Wood and Cranbrook which require implementation and/or improvement. These are set out in priority order. Route 1 Tonbridge to Tunbridge Wells town centres via the A26 is the highest priority as it is an inter-urban corridor that connects Royal Tunbridge Wells town centre with Southborough, other prominent residential communities and secondary schools. Once complete it is hoped that the route will link with Route 8 A26 London Road to Dowding Way via Barnetts Wood as well as Route 5 21st Century Way.

### WHAT IS THE ISSUE THAT REQUIRES A DECISION AND WHAT DOES THIS MEAN FOR THE PEOPLE OF TUNBRIDGE WELLS?

3. A decision is required on whether to take forward the A26 cycle route proposal and implement the scheme within the financial year 2017/18.

### WHO HAVE WE CONSULTED AND HOW?

- 4. The consultation programme started on 7 November and covered both the sections of the route in Tunbridge Well Borough and also in Tonbridge & Malling Borough (to the Brook Street junction).
- 5. The consultation programme included a number of elements as follows:
  - Publication of the route proposals on the Kent County Council Consultation Portal along with a questionnaire for feedback.
  - Two drop-in evenings held at Tunbridge Wells Grammar School for Boys on 14 and 28 November between 5pm and 8pm attended by TWBC officers and consultants DHA Planning. These events were well attended with approximately 40 people visiting on 14 November and over 50 people on 28 November.
  - Promotion of the consultation via social media.
  - Leaflet drop to all properties (residential and business) along the A26 between Tonbridge to Tunbridge Wells town centres with details of the events and the online questionnaire.
  - Signs on lamp columns along the A26 to inform about the consultation.
  - Direct mail-out to relevant bus companies and discussions with Arriva at the Quality Bus Partnership meeting (2 December).
  - Direct mail-out to local schools.
  - Officer attendance at meeting of the Tunbridge Wells Access Group (28 November).
  - Direct email to relevant contacts that have expressed an interest in the project.
  - The consultation closed on 18 December 2016. A statutory consultation on the Traffic Regulation Orders for aspects of the route is also required and will be undertaken in early 2017.

### WHAT FEEDBACK HAS BEEN RECEIVED?

- 7. A total of 212 people/organisations responded to the consultation via the on-line or paper questionnaire. Of these 82% were local residents. Overall the majority of people that responded via the questionnaire either strongly agree or agree with the proposed route designs at 67%. This compares with 24% of respondents that either disagreed or strongly disagreed with the proposals and 9% that neither agreed nor disagreed.
- 8. There is a substantial level of support for the scheme amongst the respondents, but the consultation also raised a number of issues/concerns and these are set out in the table below with a response to each:

# Agenda Item 8

Issue	Response
The proposals will create more congestion on the route	The intention of the scheme is to encourage more cycling and reduce the overall number of car journeys on the A26. The proposals do not significantly reduce junction or link capacity and will therefore have a negligible impact on motorists journey times.
Concern about removal of bus lane on Southborough	This concern is understood. However, removal of the bus lane is required to provide a cycle lane northbound on this uphill part of the route (where cyclists are vulnerable). This is a very short stretch of bus lane and therefore has a limited impact on the overall journey times for buses along the A26. It is not the intention to remove other longer stretches of bus lane that provide greater benefits to buses.
Concern about 20mph restriction in Southborough	There is no opportunity to provide cycle lanes through Southborough due to the width of the carriageway, therefore a speed reduction scheme is proposed to provide safer conditions for cyclists.
Lack of physical segregation for additional safety	This has been considered carefully but it is not possible to provide physical segregation on the route. This is due to the width and character of the road but would also add significantly to the cost of the scheme.
No infrastructure provided between the Hand & Sceptre and Mabledon	This has been considered carefully. Unfortunately, there is no opportunity to provide cycle lanes on this stretch of the A26 due to the width of the road. A scheme to widen the road or provide a shared pedestrian/cycle route on the eastern side of the road would be cost prohibitive at present due to the significant change in levels and the proximity of private property boundaries. This does not mean that this could not be re-visited in the future if significant funding became available.
Removal of parking bays between Beltring Road and Southfields Road in St Johns	Concern about this aspect of the proposal is understood. However, removal of these bays is required to provide a continuous lane along this section of the route. The presence of on-street residents parking is unusual and not appropriate on a strategic route such as the A26.

# Agenda Item 8

### HOW WILL THE DECISION BE COMMUNICATED?

- 9. The formal consultation relating to the Traffic Regulation Orders that are necessary to implement the proposal will be reported to the Joint Transportation Board in April 2017 prior to the delivery of the cycle route improvements.
- 10. Otherwise TWBC and KCC will communicate the decision to progress the scheme via social media, website and press releases as appropriate.

### CONCLUSIONS

11. The consultation feedback has shown that there is significant support for improving the cycle route along the A26.

### Appendices to the Report

- Appendix A Public Consultation Drawings H20
- Appendix B Public Consultation Drawings H21
- Appendix C Public Consultation Drawings H22
- Appendix D Public Consultation Materials



#### NOTES

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Advisory cycle lanes shall be 1.2m minimum width with red surfacing and bounded by a 4m mark, 2m gap, 100mm wide white line. Vehicles may enter advisory cycle lanes if necessary and when it is safe to do so. Parking within an advisory cycle lane will be prohibited. Vehicles will only be permitted to pick up or set down passengers or to access adjacent properties. Emergency vehicles will not be affected.

Mandatory cycle lanes shall be 1.5m minimum width with red surfacing and bounded by a continuous 100mm wide white line. Vehicles are not permitted to enter mandatory cycle lanes except to pick up or set down passengers or to access adjacent properties. Emergency vehicles will not be affected.

All bus lanes shall be converted to 24 hour 7 days a week.

Bus and cycle lane signs to have all signing reviewed to ensure compliance with the Traffic Signs Manual.

Proposed 20mph limit between Holden Park Road and Vale Road with possible red surfacing, at each entry point, to highlight the change in speed limit.

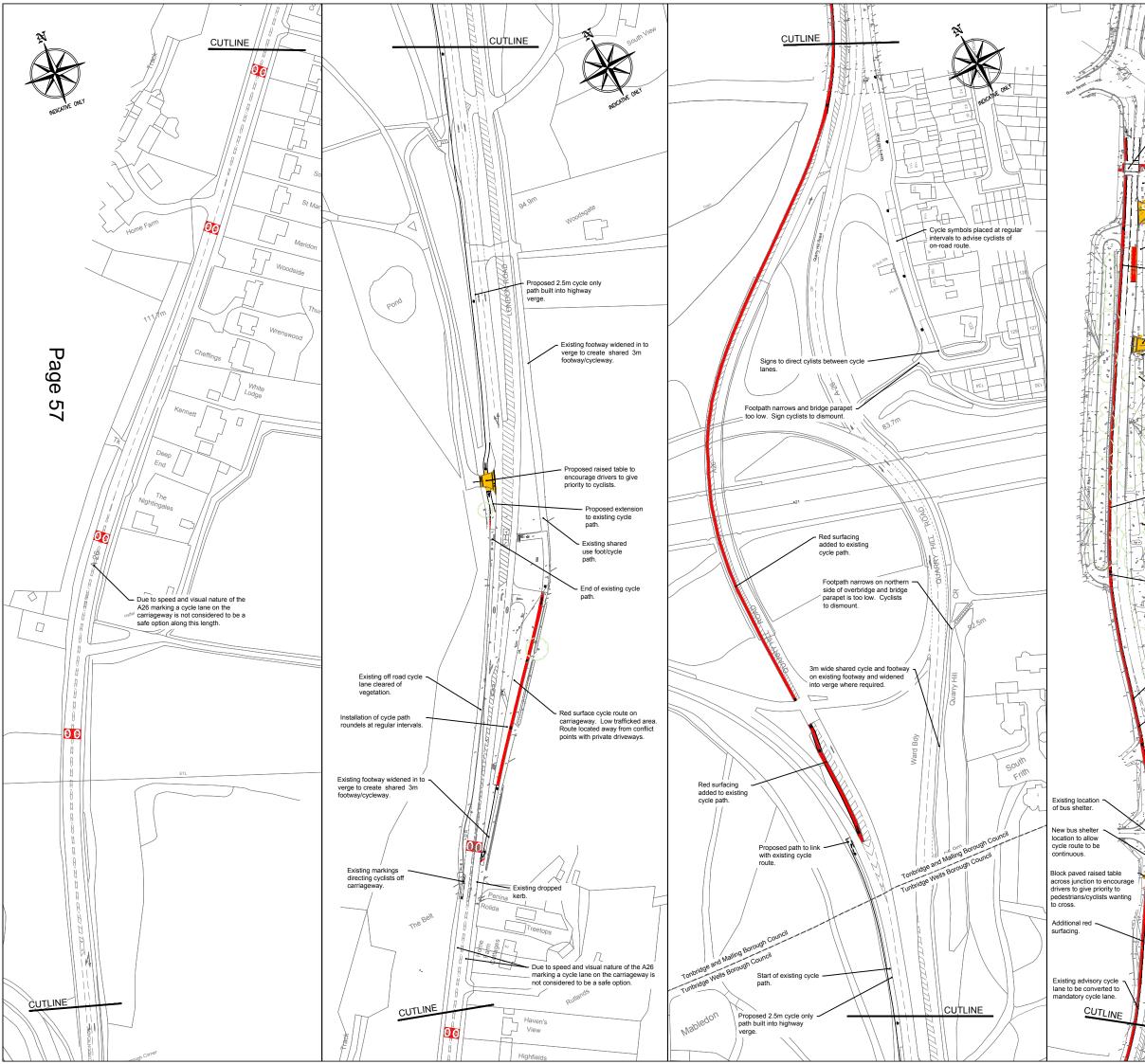
	MINOR DESIGN		ITS	21/	12/16	PL
	NOTES AMEND FIRST ISSUE	ED		÷	10/16 10/16	PL PL
	AMENDMENTS					
Clien	-			5,		01111
	<sup>ict</sup> 6 CYCLE R	OUTE				
A26	6 CYCLE R	SULTATI	ON TO YEW TR	EE RO	AD	
A26 Title PU GR	6 CYCLE R BLIC CON: OSVENOR	SULTATI		Date		
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A26 Title PU GR 110 Drwg 110 C	6 CYCLE R BLIC CON: OSVENOF 011-H-20	SULTATI ROAD P3	Scale 1:500	Date 14.10	0.16	

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CAD Reference:



	NOTES Advisory cycle lan surfacing and bou white line. Vehicle necessary and wh advisory cycle lan permitted to pick u adjacent propertie Mandatory cycle la surfacing and bou line. Vehicles are lanes except to pic adjacent propertie All bus lanes shall Bus and cycle land ensure compliance Proposed 20mph I Road with possible highlight the change	nded by a 4m n es may enter ac en it is safe to c e will be prohibi por set down p s. Emergency ' anes shall be 1. nded by a conti not permitted t ck up or set dow s. Emergency ' l be converted t e signs to have e with the Traffi limit between H e red surfacing,	hark, 2m gap, ivisory cycle is lo so. Parking ted. Vehicles hassengers or vehicles will n 5m minimum nuous 100mn o enter manda vn passengers vehicles will n o 24 hour 7 da all signing rev c Signs Manu olden Park Ro at each entry	100mm v anes if g within a will only to access ot be affe width with n wide wh atory cycle s or to acc ot be affe ays a wee viewed to al.	wide n be s cected. n red hite e cess ccted. sk.
Central hatching extended to provide an area for cars					
to provide an area for cars					
	P3 MINOR DESIGN P2 NOTES AMEND P1 FIRST ISSUE REV AMENDMENTS Client TUNBRIDGE Project A26 CYCLE R	ED WELLS BOF	ROUGH CO	21/12 31/10 18/10 DAT	//16 PL /16 PL E CHK
entral hatching extended provide an area for cars	Title PUBLIC CONS YEW TREE R Drwg 11011-H-21			GH RIDO	
enter to pass cyclists.	Eclipse House, Eclips Maidstone, Kent. ME1 t: 01622 776226 e: info@dhaplanning.0	e Park. Sittingbourr I4 3EN f:			
	CAD Reference:				A1



and the second s	NOTES
The second secon	Advisory cycle lanes shall be 1.2m minimum width with red surfacing and bounded by a 4m mark, 2m gap, 100mm wide white line. Vehicles may enter advisory cycle lanes if necessary and when it is safe to do so. Parking within an advisory cycle lane will be prohibited. Vehicles will only be
	permitted to pick up or set down passengers or to access adjacent properties. Emergency vehicles will not be affected.
Existing crossing upgraded to a toucan crossing to allow cyclists to cross.	Mandatory cycle lanes shall be 1.5m minimum width with red surfacing and bounded by a continuous 100mm wide white line. Vehicles are not permitted to enter mandatory cycle lanes except to pick up or set down passengers or to access adjacent properties. Emergency vehicles will not be affected.
Cyclists directed to use new toucan crossing.	All bus lanes shall be converted to 24 hour 7 days a week.
Proposed shared footway/cycleway.	Bus and cycle lane signs to have all signing reviewed to
Block paved treatment	ensure compliance with the Traffic Signs Manual. Proposed 20mph limit between Holden Park Road and Vale
to side road.	Road with possible red surfacing, at each entry point, to highlight the change in speed limit.
footway/cycleway below standard 3m width.	
Existing advisory cycle lane	
converted to mandatory cycle lane.	
Proposed block paved raised table.	
Pedestrian railing removed to	
open up access for pedestrians and cyclists. New bollards installed to restrict	
vehicle movement.	
Proposed shared footway/cycleway.	
-	
Existing advisory cycle lane to be converted to mandatory	
a cycle lane.	
Pedestrian railing removed to open up access for	
pedestrians and cyclists. New bollards installed to restrict vehicle movement.	
Proposed advisory	
junction.	
Proposed shared cycle and	
footway (>3m). Existing advisory cycle lane	
converted to mandatory cycle lane.	
Additional red surfacing.	P3 MINOR DESIGN AMENDMENTS 21/12/16 PL
Proposed raised table.	P3         MINOR DESIGN AMENDMENTS         21/12/16         PL           P2         NOTES AMENDED         31/10/16         PL           P1         FIRST ISSUE         18/10/16         PL
Pedestrian railing	REV AMENDMENTS DATE CHK
removed to open up access for pedestrians and cyclists. New	Client TUNBRIDGE WELLS BOROUGH COUNCIL
bollards installed to restrict vehicle movement.	Project
Proposed shared cycle and footway	A26 CYCLE ROUTE
(>3m)	Idv
	Drwg Rev Scale Date
Remove guard railing	11011-H-22         P3         1:500         14.1
good carrie	dha transport
Footpath widened to	en ansport
provide 3m shared cycle and footway	Eclipse House, Eclipse Park. Sittingbourne Road Maidstone, Kent. ME14 3EN
	t: 01622 776226 f: 01622 776227 e: info@dhaplanning.co.uk w: www.dhatransport.co.uk
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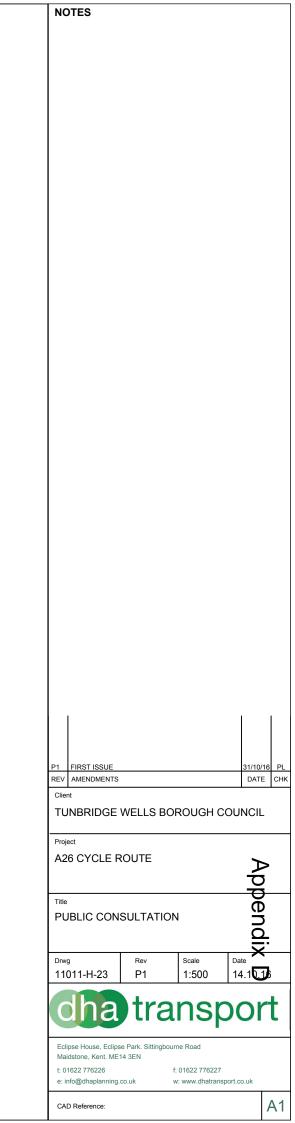
EXAMPLE OF BLOCK PAVED RAISED CROSSING AT SIDE ROAD



EXAMPLE OF FLOATING BUS STOP



EXAMPLE OF FLOATING BUS STOP



# Tunbridge Wells Joint Transportation Board

# 09 January 2017

# Local Winter Service Plan

Report Author / Lead Officer	Earl Bourner – District Manager for
	Tunbridge Wells
Head of Service / Service Manager	Andrew Loosemore – Head of Highway Asset
	Management
Originating Authority	Kent County Council
Final Decision Taker	Kent County Council
Exemption	Non-exempt
Classification	For Information

### Recommendation:

• That the report be noted

### SUMMARY

This report outlines the arrangements that have been made between Kent County Council and Tunbridge Wells District Council to provide a local winter service in the event of an operational snow alert in the borough/district.

### 1. INTRODUCTION

- 1.1 Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.
- 1.2 HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 9<sup>th</sup> September 2016 and subsequently approved by the Cabinet Member.

### 2. District based winter service plans

2.1 The Local Winter Service Plan for the Tunbridge Wells District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2016/17; the Policy is available on the KCC website.

2.2 Following the successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects the district of Tunbridge Wells.

http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-andhighways-policies/winter-service-policy

### 3. Pavement clearance

3.1 Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

### 4. Farmers

4.1 The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to Data Protection legislation).

### 5. Conclusion

5.1 Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

### **Appendices to the Report**

• None

# 9 January 2017

# Highway Works Programme 2016/17

Report Author / Lead Officer	Carol Valentine – West Kent Highway Manager
Originating Authority	Kent County Council
Final Decision Taker	Kent County Council
Exemption	Non-exempt
Classification	For Information

### **Recommendation:**

• That the report be noted.

### INTRODUCTION

This report provides an update and summarises schemes that have been programmed for delivery in 2016/17.

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
- Local Transportation Plan 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

This report is for Members' information.

### **Contact Officers:**

The following contact officers can be contacted on 03000 418181

# Agenda Item 10

Carol Valentine Earl Bourner Alan Casson Katie Moreton Sue Kinsella Toby Butler Jamie Hare Jamie Watson West Kent Highway Manager District Manager Resurfacing Manager Drainage Manager & Interim Structures Manager Street Lighting Manager Intelligent Transport Systems Manager Development Agreement Manager Transportation and Safety Schemes Manager & Combined Member Fund Manager

### 1.1 Legal Implications

- 1.1.1 Not applicable.
- 1.2 Financial and Value for Money Considerations
- 1.2.1 Not applicable.
- 1.3 Risk Assessment
- 1.3.1 Not applicable.

# Appendix A

### 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 – Contact Officer Byron Lovell						
Road Name	Parish	Extent of Works	Current Status			
B2244 Junction Road	Hawkhurst	Junction with Conghurst Lane and Merriments Lane up to the Kent border	Completed			
Footway Impro	vement - Contact Officer	Neil Tree				
Road Name	Parish	Extent and Description of Works	Current Status			
Bayhall Road	Tunbridge Wells	Rookley Close to property named Beech Manor.	To be Designed (subject to consultation with TWBC conservation officer)			
Sandown Park	Tunbridge Wells	Entire length (Footway protection treatment).	Completed			
	ents - <i>Contact Officer Cl</i>		Current Status			
Road Name	Parish	Extent and Description of Works	Current Status			
Calverley Road	Tunbridge Wells	Calverley Park Gardens to Pembury Road	Completed			
Bramble Reed Lane	Matfield	Maidstone Road to Romford Road	Completed			
Yew Tree Green Road	Horsmonden	Maidstone Road to Little Crosslets	Completed			
Bayham Road	Tunbridge Wells	Frant Road to Forest Road	Completed			
New Pond Road	Benenden	Benenden Crossroads to Hemstead Golf Club	Completed			
Goddards Green Road	Benenden	At junction with New Pond Road	Completed			

# Appendix A

			1
Ballards Hill/Goudhurst Road	Horsmonden	Gateway to North Road	Completed
Horsmonden Road	Lamberhurst	Forstal roundabout to Church Road	Completed
Tilsden Lane	Cranbrook	Bakers Cross to Swattenden Lane	Completed
Dowding Way	Tunbridge Wells	Lamberts Road to Longfield Road	Completed
Bishops Down	Tunbridge Wells	Spa Hotel to Bishops Down Road	Completed
Cranbrook Road	Benenden	Binan Cottage bends to The Moat	Completed
Five Oak Green Road	Tonbridge	Whetsted Road to Junior School	Completed
Knoxbridge	Frittenden	Grandshore Lane to District boundary bridge	Completed
Penshurst Road	Bidborough	Barden Road to Hayesden Lane	Completed
Water Lane	Hawkhurst	A229 to Potters Lane	Completed

## Appendix B – Drainage Report

Drainage Works – Contact Officer Kevin Gore					
Road Name	Parish	Description of Works	Current Status		
No Drainage works planned over £5000					

# Appendix C

## 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 – Contact Officer Sue Kinsella				
Road Name	Road Name Parish Description of Works			
Banner Farm Road	Tunbridge Wells	Replacement of 1 concrete column	Complete	
Bishops Down	Tunbridge Wells	Replacement of 1 steel column	Column erected	
Challenger Close	Paddock Wood	Replacement of 2 concrete columns	December 2016	
Forest Road	Tunbridge Wells	Replacement of 19 steel columns	19 complete, remedials with 1 column	
Frant Road	Tunbridge Wells	Replacement of 6 steel columns	4 completed, 2 December 2016	
Fuggles Close	Paddock Wood	Replacement of 4 concrete columns	December 2016	
Goldings	Paddock Wood	Replacement of 2 concrete columns	1 complete, remedial works for other column	
Goods Station Road	Tunbridge Wells	Replacement of 1 steel column	December 2016	
Grosvenor Road	Tunbridge Wells	Replacement of 1 steel column	Old column disconnected, new to be installed	
Grove Hill Road	Tunbridge Wells	Replacement of 2 steel columns	2 complete	
Humboldt Court	Tunbridge Wells	Replacement of 2 concrete columns	December 2016	
Keyworth Close	Paddock Wood	Replacement of 2 concrete columns	December 2016	
Larch Grove	Paddock Wood	Replacement of 3 concrete columns	December 2016	

# Appendix C

Liptraps Lane	Tunbridge Wells	Replacement of 1 steel column	Works Complete remedial works to attachments
London Road	Tunbridge Wells	Replacement of 2 steel columns	! complete, 1 remaining
Maidstone Road	Paddock Wood	Replacement of 3 steel columns	2 complete, issue with 1 due to bridge deck
North Street	Tunbridge Wells	Replacement of 1 steel column	December 2016
Park Street	Tunbridge Wells	Replacement of 1 steel column	Works Programmed for December 2016
Pembury Road	Tunbridge Wells	Replacement of 2 steel column	Feb/March 2017
Powder Mill Lane	Southborough	Replacement of 1 steel column	Works Completed except for minor remedial works
Rusthall Road	Rusthall	Replacement of 1 steel column	Column erected
St Johns Road	Tunbridge Wells	Replacement of 2 steel columns	1 complete 1 remaining
Warwick Park	Tunbridge Wells	Replacement of 2 steel columns	Works completed, 4 column take downs to be completed
Mount Ephraim	Tunbridge Wells	Replacement of 1 column	Feb/Mar 2017
Upper Grosvenor Rd	Tunbridge Wells	Replacement of 2 column	Feb/Mar 2017
Silverdale Rd	Tunbridge Wells	Replacement of 1 column	Feb/Mar 2017
Prospect Rd	Southborough	Replacement of 1 column	Feb/Mar 2017
Henswood Crescent	Pembury	Replacement of 6 columns	Feb/Mar 2017
Highfield Close	Pembury	Replacement of 1 column	Feb/Mar 2017

## Appendix D – Transportation and Safety Schemes

## Appendix D1 – Casualty Reduction Measures

Casualty Reduction Schemes programme update for Tunbridge Wells Borough.

Casualty Reduction Schemes – Contact Officer Michael Hardy			
Location	Parish	Description of Works	Current Status
Upper Grosvenor Road	St Johns	Refreshing of central lining and junctions.	Handed over for delivery, to be programmed for completion before end of financial year.
A267 Town Centre	Pantiles	Alteration of central lining, refreshing of hatching and junctions.	Handed over for delivery, to be programmed for completion before end of financial year.

## Appendix D2 – Local Transportation Plan

Local Transport Plan programme update for Tunbridge Wells Borough.

Local Transportation Plan – Contact Officer Michael Hardy			
Location	Parish	Description of Works	Current Status
A264 Langton Road	Rusthall & Broadwater	Informal crossing point including pedestrian refuge island.	Designs nearing completion, land negotiation has led to scheme being progressed financial year 17/18 pending financial confirmation.
Crescent Road	Tunbridge Wells	Informal crossing point including traffic island.	Preliminary designs complete. Due back from consultant end of December. Proposed installation mid- February.

# Appendix D

## Appendix D3 – Local Growth Fund

### Local Growth Fund programme update for 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.

Scheme	Status
Tunbridge Wells A26 cycle route design –	Consultation is currently underway and closes on
To design improved infrastructure for cyclists	18 <sup>th</sup> December 2016. Further information is available
on the A26 Quarry Hill Road/ London	online - www.kent.gov.uk/a26cycleroute
Road/St John's Road between its junctions	
with Brook Street and Grosvenor Road	
Tunbridge Wells way finding signs –	Partnership Agreement to be signed by TWBC.
Installation of way finding monoliths to assist	Tender for sign design, build and install can then be
pedestrians and tourists in Tunbridge Wells	released.
Tunbridge wells – A26 Southborough	Construction is complete. Phase 2 of the scheme
Congestion reduction scheme –	involved analysis and modelling of the existing traffic
Replacement of existing traffic signal control	signal controlled junction of Halls Hole Road with
junctions of Yew Tree Road and Speldhurst	Pembury Road Investigation is ongoing. Phase 3 of
Road with the A26 with an intelligent traffic	this scheme is currently being carried out to model
control system that models traffic flows in real	and analyse possible improvements to the junction of
time and adjusts signal timings to improve	Calverley Road with Crescent Road in Tunbridge
capacity. Removal of standalone pedestrian	Wells
"Pelican type" crossing on London Road near	
the junction of Holden Park Road. Pedestrian	
crossing facilities to be incorporated into Yew	
Tree Road junction signals.	

# Appendix E – Developer Funded Works

Developer Funded	Section 278	Agreement Works – <i>Contact</i> (	Officer Geoff Dance / Vicki Hubert
SCHEME NAME	PARISH	DESCRIPTION OF WORKS	BRIEF CURRENT STATUS
Alders Road -	Capel	Removal of an existing	At planning stage with
Capel Court, Capel		entrance and construction of	Development Control Engineer.
		a new one.	
Asda - Dowding	Tunbridge	Widened access into Asda	Waiting for design submission
Way Tunbridge	Wells	store off Dowding Way and	from Designer.
Wells		extension to central island to	
		stop right turning out of	
		Asda.	
Bayham Road	Tunbridge	New bellmouth access into	Works 95% complete. Waiting for
	Wells	development and new	street lighting certificates, and
		footway in Bayham Road +	defect works to be completed and
		new ped crossing islands in	AS BUILT DWGS and H&S File
		Forest Road.	before issuing 1st Certificate.
Benenden Hospital	Benenden	Full details not yet known.	At planning stage with
			Development Control Engineer.
Burslam Road car	Tunbridge	Removal of carriageway	Works 95% complete. Waiting for
park	Wells	narrowing in Greggs Wood	minor defect works and street
		Road and construction of	lighting to be completed and AS
		new crossovers, also new	BUILT drawings and Health &
		crossovers in Burslam Road.	Safety File before issuing 1st
			Certificate. Also waiting for RSA3
Comdon Dd	Turbridge	Dhaga 2 of town contro	Report.
Camden Rd -	Tunbridge	Phase 2 of town centre	At planning stage with
Calverley Rd	Wells	Public Realm Scheme.	Development Control Engineer.
Junction - Outside Royal Victoria			
Place			
Church Road -	Paddock	New bellmouth access into	At planning stage with
Church Farm	wood	new development + traffic	Development Control Engineer.
Paddock Wood	wood	islands.	Development control Engineer.
Common Road	Tunbridge	New bellmouth and	At planning stage with
Sissinghurst (east	Wells	crossovers into new	Development Control Engineer.
side).		development.	
Common Road	Sissinghur	New bellmouth and	Waiting for defect works to be
Sissinghurst (west	st	crossovers into new	carried out before issuing final
side).		development.	certificate and adopting.
Cranbrook Road -	Hawkhurst	Closure and re-routing of	Stage 2 technical audit in
Hawkhurst Castle,		north end of Heartenoak	progress.
Cranbrook - S278		Road to come out onto	
		Cranbrook Road slightly	
		south of existing junction.	
Cranbrook Road -	Hawkhurst	Full details not yet known.	At planning stage with
Gills Green			Development Control Engineer.
Cranbrook			
Cranbrook Road	Tunbridge	New bellmouth access into	At planning stage with
Hawkhurst - Brook	Wells	new housing development.	Development Control Engineer.
House / Springfield			
Ind Est			
Cranwell Road	Tunbridge	New bellmouth and	Waiting for defect works to be
Rusthall	Wells	crossovers into new	carried out before issuing final
		development.	certificate and adopting.

# Appendix E

Developer Funded	Section 278	Agreement Works – Contact (	Officer Geoff Dance / Vicki Hubert
SCHEME NAME	PARISH	DESCRIPTION OF WORKS	BRIEF CURRENT STATUS
Eridge Road -	Tunbridge	Paving improvements in	At planning stage with
Union House	Wells	Eridge Rd and Linden Park	Development Control Engineer.
		Rd associated with the	
		redevelopment of Union	
		House.	
Eridge Road -	Tunbridge	New access into	At planning stage with
Corner of Nevill	Wells	development off Eridge Rd	Development Control Engineer.
Terrace		between junction with Nevill	
Oibb at Lana		Terrace and petrol garage.	Developer has enneinted a
Gibbet Lane	Horsmond	New footway and raised	Developer has appointed a
	en	table into new S38	Consultant who will be
		development.	responsible for arranging for the defect works to be carried. Once
			this is complete to KCC
			satisfaction a final Certificate can
			be issued and the road adopted.
Goudhurst Road	Horsmond	New bellmouth access into	At planning stage with
Horsmonden -	en	new housing development	Development Control Engineer.
Bassetts Farm		and new footway.	
Greggs Wood	Tunbridge	New bellmouth accesses into	Waiting for defect works to be
Road (phase 1)	Wells	phase 1 housing	completed before issuing the final
		development.	Certificate.
Greggs Wood	Tunbridge	New bellmouth access into	Works 95% completed - waiting
Road (phase 2/3)	Wells	phase 2/3 of housing	for minor defect works to be
		development.	completed and AS BUILT DWGS
			and Health and Safety File to be
			issued before issuing 1st Certificate.
Greggs Wood	Tunbridge	New bellmouth access into	At planning stage with
Road phase 4	Wells	phase 4 housing	Development Control Engineer.
	VVC115	development.	Development Control Engineer.
Hastings Road	Hawkhurst	Full details not yet known.	At planning stage with
Hawkhurst -			Development Control Engineer.
Lillesden House			
Highgate Hill	Hawkhurst	New bellmouth access into	Stage 2 Technical Audit in
Hawkhurst - S278		new housing development.	progress.
Kent and east	Tunbridge	New bellmouth accesses into	Works 95% completed - Waiting
Sussex Hospital	Wells	new housing development.	for RSA3 Report, AS BUILT
(new access off			DWGS and H&S File to be
north side of Mount			produced before issuing 1st
Ephraim)	Tuphridae	Now bollmouth accesses of	Certificate.
Kent and East	Tunbridge Wells	New bellmouth accesses off north and south sides of	Works completed - Waiting for RSA3 Report, defect works to be
Sussex Hospital (Culverden Park &	VVEIIS	Culverden Park. New	completed, AS BUILT DWGS and
Culverden Park		crossovers off south side of	health and safety file to be
Road)		Culverden Park Road.	provided before issuing 1st
			Certificate.
Knights Wood	Tunbridge	New access into Knights	On site now.
phase 1A - S278	Wells	Wood housing development,	
connection to	-	new bus stop locations at	
Knights Way		west end of Knights Way and	
		construction of new surface	
		water sewer in Knights Way.	

# Appendix E

Developer Funded	Section 278	Agreement Works – Contact (	Officer Geoff Dance / Vicki Hubert
SCHEME NAME	PARISH	DESCRIPTION OF WORKS	BRIEF CURRENT STATUS
Knights Wood	Tunbridge	Phase 2 of S278 works to	At planning stage with
Phase 1A - S278	Wells	install two new bus stops at	Development Control Engineer.
Phase 2 - Bus		the east end of Knights Way	
Stops and Works		and possibly make changes	
to Knights Park		to the junction with Knights	
junction with		Park and Knights Way.	
Knights Way.			
Knowle Road	Brenchley	Details not yet known.	At planning stage with
Brenchley (Latters			Development Control Engineer.
Toll)			
London Road	Southboro	New bellmouth access into	Waiting for defect works to be
Southborough	ugh	Bupa care home.	completed before issuing 2nd
			Certificate and adopting.
London Road	Tunbridge	Details not yet known.	At planning stage with
Tunbridge Wells	Wells		Development Control Engineer.
(No11)			
Longfield Road -	Tunbridge	New bellmouth access into	At planning stage with
Travis Perkins -	Wells	new Travis Perkins store.	Development Control Engineer.
New Travis Perkins			
Store			
Longfield Road -	Tunbridge	New bellmouth access into	Works 95% completed - waiting
Travis Perkins -	Wells	Wicks store, move bus stop.	for Southern Gas works, street
New Wicks Store			lighting to be checked - RSA3
			Report - AS BUILT DWGS and
			H&S File before issuing 1st Cert.
Mascalls Court	Paddock	New bellmouth access into	At planning stage with
Farm	Wood	new housing development off	Development Control Engineer.
		Green Lane.	
Old Kent Road	Paddock	Full details not yet known.	At planning stage with
Paddock Wood	Wood		Development Control Engineer.
<b>D</b>			
Pearsons Green	Paddock	New bellmouth access into	Awaiting final inspection before
Road Solar Farm,	Wood	solar farm.	issuing 2nd Certificate and
Paddock Wood			adopting.
Penshurst Rd	Bidboroug	New bellmouth access off	Design submission received.
Bidborough (Home	h	Penshurst Rd.	Waiting for fee cheque before
Farm)	Development	Navy a subject based off a sub-	starting Stage 2 Technical Audit.
Penns Yard	Pembury	New parking bays off each	Works 95% completed, waiting for
Pembury		side of Penns Yard, open	defect works to be carried out,
		end of Penns Yard to give	Stage 3 Road Safety Audit
		access to new housing	Report, AS BUILT DWGS, H&S
		development, move existing	File before issuing 1st Certificate.
Domford Dood	Domhum	column in Pembury Road.	At plopping store with
Romford Road	Pembury	Full details not yet known.	At planning stage with
Pembury - The			Development Control Engineer.
Priory Ropors Cato	Tupbridae	New bellmouth access into	Maiting for defect works to be
Ropers Gate	Tunbridge Wells	new development, new	Waiting for defect works to be completed before issuing 2nd
	VVEIIS		· · ·
Royal Mail	Tupbridae	parking bays.	Certificate and adopting.
Dowding Way	Tunbridge Wells	Full details not yet known.	At planning stage with Development Control Engineer.
Downing way	***		

# Appendix E

Developer Funded Section 278 Agreement Works – Contact Officer Geoff Dance / Vicki Hubert			
SCHEME NAME	PARISH	DESCRIPTION OF WORKS	BRIEF CURRENT STATUS
Rye Road Hawkhurst - (Clayhill)	Hawkhurst	Full details not yet known.	At planning stage with Development Control Engineer.
Rye Road Hawkhurst - Woodham Hall	Hawkhurst	New bellmouth access into new housing development off Rye Rd.	At planning stage with Development Control Engineer.
Rye Road Hawkhurst - Birchfield	Hawkhurst	New bellmouth access into new housing development and changes to 30/40 speed limit terminal point and gateway feature.	S278 Agreement signed. TRO completed but start now delayed due to a change in Developer which requires S278 Agreement to be amended before a start can be made on site.
Sissinghurst Primary School	Sissinghur st	New access into new development at Sissinghurst School to improve visibility.	Waiting for defect works to be carried out and AS BUILT DWGS and H&S File to be produced before issuing the 1st Certificate.
Smugglers Hawkhurst - Bowles Lodge	Hawkhurst	New access into development.	Works 95% completed. Waiting for defect works on footways to be carried out, AS BUILT DWGS to be issued and H&S File before issuing 1st Cert.
Spelmonden Rd (A262) - Spelmonden Farm	Horsmond en	Details not yet known.	At planning stage with Development Control Engineer.
St Johns Rd Tun Wells - Dairy Crest Site	Tunbridge Wells	Details not yet known.	At planning stage with Development Control Engineer.
Standen Street Iden Green	Benenden	New access into development off Standen Street and drainage works in Woodcock Lane.	Stage 2 Technical Audit in progress.
Station Approach Paddock Wood - Nat West Bank	Paddock wood	DDA access into Bank off Station Road / Station Approach.	At planning stage with Development Control Engineer.
Tonbridge Road Pembury - Owls Nest	Pembury	New access into development.	At planning stage with Development Control Engineer.
Five Ways - Tunbridge Wells public realm scheme	Tunbridge Wells	Paving improvements to Tunbridge Wells town centre in Grosvenor Road.	Final remedial works have been agreed, just awaiting a start date.
Whites Lane Hawkhurst	Hawkhurst	Full details not yet known.	At planning stage with Development Control Engineer.

# Appendix F – Bridge Works

Bridge Works – Contact Officer Kevin Gore			
Road Name	Parish	Description of Works	Current Status
Grosvenor Bridge	Tunbridge Wells	Repair works to Grosvenor Bridge No.1995 – reconstruction of concrete piers for safety critical work. KCC now planning to add other planned repairs into one construction phase and road closure from January 2017. Includes bridge waterproofing, joints, road and footpath surfacing.	Works due to start 03 January 2017 and road is expected to be closed until early Autumn 2017. Please see Start of Works Notice Leaflet.

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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 - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
B2015 Lower Green Road / High Street	Refurbishment of traffic signal controlled junction	Works completed

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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 19<sup>th</sup> 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.

### 2016/17 Combined Member Grant Highway Schemes

### John Davies – Tunbridge Wells West

Scheme	Cost	Status
Mount Ephraim zebra crossing		Remedial works complete

### Sean Holden - Cranbrook

Scheme	Cost	Status
Reduction of speed limit on A229 between Wilsley		Scheme handed over for delivery,
Pound and Knoxbridge		programmed delivery March 2017

### Christopher Hoare – Tunbridge Wells East

Scheme	Cost	Status
Footway construction at Pembury Road approaching	£14,000	Design underway
Dunorlan Park		

## Alex King – Tunbridge Wells Rural

Scheme	Cost	Status
Vehicle activated sign on School Hill Lamberhurst	TBC	Awaiting installers confirmation
Reduction in speed to 30mph from Capel school going West		Consultation underway
Installation of footway Spray Hill Lamberhurst	£9,000	Complete

### Peter Oakford – Tunbridge Wells North

Scheme	Cost	Status
St Johns – 20mph zone investigation between St Johns Road and Upper Grosvenor Road	£2,268	'Has Made' notice advertised, installation with contractor to deliver before end of financial year
Installation of vehicle activated sign and slow markings on Speldhurst Road	TBC	Awaiting quote from installation company

### James Scholes – Tunbridge Wells South

Scheme	Cost	Status
Pedestrian ramps Hunters Way	£5'000	
Relocation of flashing beacons on Sandrock Road to improve the safety when implementing		Awaiting member confirmation
New signs for current restriction at Halls Hole Road		Designs complete, to be programmed before end of financial year.

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