



A G E N D A

JOINT TRANSPORTATION BOARD

Monday 2 October 2023 at 6.00 pm
Virtual Meeting - Online

| | |
|-------------------------|---|
| Borough Members: | Councillors Lidstone (Vice-Chair), Roberts, Lewis, Munday, Atkins and O'Connell |
| County Members: | Councillors Hamilton (Chair), Barrington-King, Holden, McInroy, Oakford and Bruneau |
| Parish Member | Councillor Mackonochie |
| Quorum: | 4 Members (2 KCC members and 2 TWBC members) |

- 1 Apologies** (Page 4)
To receive any apologies for absence.
- 2 Declarations of Interest** (Page 5)
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** (Page 6)
To note any members of the Council wishing to speak, of which due notice has been given in accordance with Council Meeting Procedure Rule 18, and which items they wish to speak on.
- 4 Minutes of the meeting dated 3 July 2023** (Pages 7 - 11)
To approve the minutes of a previous meeting as a correct record.
The only issue relating to the minutes that can be discussed is their accuracy.

Reports of Tunbridge Wells Borough Council

- 5 JTB Report October 23 - TRO responses** (Pages 12 - 25)

- 6 **Extension of Zone HB Permit Parking Clifton Road** (Pages 26 - 27)
- 7 **Active Travel Projects Update Report** (Pages 28 - 30)

Reports of Kent County Council

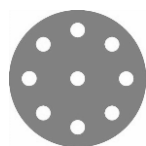
- 8 **Badsell Road JTB Report for October 2023** (Pages 31 - 35)
- 9 **Highway Works Programme** (Pages 36 - 54)
- 10 **Topics for Future Meetings** (Page 55)
To agree any topics for future meetings, of which prior notice must be sent to the Chairman and Democratic Services Officer no later than 4pm on the working day before the meeting. There can not be any substantive debate/discussion or any decision on any topics raised, except to agree whether the topic may come forward in future.
- 11 **Date of Next Meeting** (Page 56)
To note that the next scheduled meeting will be held on Monday 15 January 2024.

Democratic Services Team

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Speaking at Meetings

Members of the public are encouraged to participate and may speak to the Council directly on any item on the agenda for up to 3 minutes. Members of the public (and any members of the Council who are not members of the committee) will need to register with Democratic Services in advance. Please see the agenda item titled **Notification of Persons Registered to Speak** for more details.

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

Apologies for Absence

For Joint Transportation Board on Monday 2 October 2023

Procedural Item

To receive any apologies for absence.

Declarations of Interest

For Joint Transportation Board on 2 October 2023

Procedural Item

To receive any declarations of interest by members in items on the agenda in accordance with the Members' Code of Conduct. For any advice on declarations of interest, please contact the Monitoring Office before the meeting.

Notification of Persons Registered to Speak

For Joint Transportation Board on 2 October 2023

Procedural Item

To note any visiting Members or members of the public wishing to speak, of which due notice has been given in accordance with Council Procedure Rule 18 or 19, and which item(s) they wish to speak on.

Information for members of the public wishing to speak

Members of the public are encouraged to participate and those wishing to comment on an agenda item will need to register with Democratic Services in advance. Registration opens when the agenda is published and closes at 4pm on the last working day before the meeting.

There may be up to 4 speakers per agenda item and speakers have up to 3 minutes each. Places will be allocated on a first come first serve basis.

Once registered, speakers may submit their comments in writing to Democratic Services no later than 4pm on the last working day before the meeting. Your comments will then be read during the meeting by an independent officer.

Alternatively, speakers may join the meeting online. Speakers will need to provide contact details and the clerk will provide joining instructions to enable them to speak.

Comments should be in the form of a statement giving your opinion on the matter. Members of the Committee may not answer questions or get into a debate with you.

TUNBRIDGE WELLS BOROUGH COUNCIL

TUNBRIDGE WELLS JOINT TRANSPORTATION BOARD

MINUTES of the meeting held at the Virtual Meeting - Online, at 6.00 pm on Monday, 3 July 2023

PRESENT: Borough Councillors Lidstone (Vice-Chair, in the Chair), Roberts, Lewis, Munday and O'Connell
County Councillors Hamilton, Barrington-King, McInroy and Oakford
Parish Councillor Mackonochie

Officers in Attendance: Julian Cook (District Manager), John Strachan, Hilary Smith (Economic Development Manager), Nick Baldwin (Senior Engineer, Parking) and Louise Kellam (Democratic Services Officer)

APOLOGIES

TB1/23 Apologies were received from Councillor Atkins.
County Councillors Holden and Bruneau were not present at the meeting.

DECLARATIONS OF INTEREST

TB2/23 There were no disclosable pecuniary interests or other significant interests declared at the meeting

NOTIFICATION OF PERSONS REGISTERED TO SPEAK

TB3/23 The following people had registered to speak:
Agenda Item 6 – Lorna Blackmore
Agenda Item 7 – Sally Atkinson, Jim Key, Pippa Collard and Cllr Justine Rutland

MINUTES OF THE MEETING DATED 30 JANUARY 2023

TB4/23 Members reviewed the minutes. No amendments were proposed.
RESOLVED – That the minutes of the meeting dated 30 January 2023 be approved as a correct record.

MINUTES OF THE MEETING DATED 17 APRIL 2023

TB5/23 Members reviewed the minutes. No amendments were proposed.
RESOLVED – That the minutes of the meeting dated 17 April 2023 be approved as a correct record.

PERMANENT TRAFFIC REGULATION ORDER - HIGH STREET, TUNBRIDGE WELLS

TB6/23 Registered Speaker – Lorna Blackmore
Hilary Smith, TWBC Economic Development Manager, introduced her report and provided a verbal update on consultation responses:

Questions and discussion from Members included:

- It was clarified that the Traffic Regulation Order (TRO) and consultation only covered the one-way system on the High Street, not the other elements such as street furniture.
- The scheme was deemed a good idea by Members generally.
- It was noted that the TRO scheme improved the traffic flow and helped businesses on the High Street. The public were used to the changes and the TRO had created a nicer environment for eating out by creating one way traffic, which improved the High Street greatly.
- In relation to ongoing solutions to issues such as cars parking on corners and problematic junctions, TWBC were continuing to work with the Business Improvement District and KCC to make improvements to the scheme.
- Restrictions were already in place on parking on corners, and if amendments to restrictions were necessary this would be looked at by both TWBC and KCC through the application process.
- The effect of the one-way system on the junction with Vale Road could be looked at in the future, but it was reiterated that the report being discussed was quite specific regarding the TRO and that there was a long-term project underway with KCC on improvements to the area's traffic.
- Finances played a large part in any decisions made, and questions as to who would fund ongoing works needed to be answered as KCC's budget could not stretch too far after a £47 million overspend last year and overspend pressures in the first quarter of the current year, so ways of saving money were assessed and budgeted and funds would not be made available, so if the TRO was supported and made permanent, it was possible TWBC would have to fund this.
- The BID had so far been very supportive of the scheme.

RESOLVED –

1. That the Joint Transport Board considered representations made in response to the public consultation.
2. That the Board endorsed the making of a permanent Traffic Regulation Order for the northbound one-way restriction in the High Street, Royal Tunbridge Wells between its junctions with Mount Sion and Vale Road.

UPDATE ON PUBLIC REALM 2 BUS GATE

TB7/23 Registered Speakers – Sally Atkinson, Jim Key, Pippa Collard and Cllr Justine Rutland

Before passing over to the reporting Officer, the Chair clarified that the update asked of the Officer for the JTB was purely regarding the enforcement, but that Members could subsequently discuss the scheme more broadly.

TWBC Parking Manager John Strachan provided a figure of 25,373 for Penalty Notices issued from 1st April 2023 until 3rd July. Furthermore:

- He highlighted a downward trend, with numbers of Penalty Notices issued reducing each week - when numbers were first being monitored, in excess of 1000 vehicles a day were driving through the restriction. This was now approximately 200 vehicles a day.
- The restriction had been in place for a couple of years with signage and during the Pandemic enforcement had been suspended.

- Commencement of warning notices being issued began on 20th February 2023 and approximately 18,000 warning notices were issued by 31st March 2023.

Discussion and questions from Members included the following:

- When discussing Department of Transport guidance mentioned by one of the registered speakers (questioning the effectiveness of the scheme by monitoring Penalty Notices that were issued, and if disproportionately high requiring a review of the scheme)
- It was noted by the Officer that TWBC acted as the agent for KCC in carrying out the enforcement for the scheme. KCC had given notice that they would be taking enforcement in-house from 1st April 2024. He also noted that these types of schemes took time to settle down and Department of Transport advice suggested these type of schemes took around 6 months to bed in. KCC advice had been that they would probably wait a year before considering any significant reviews.
- It was felt that unless a review could be pushed forward and the residents consulted with, the residents were being batted back and forth between KCC and TWBC.
- It was then suggested that at this moment in time, the scheme lay entirely with TWBC and KCC did not have any control of the scheme. The KCC Director of Highways had stated it was up to TWBC if they wished to cancel the scheme or make adjustments due to the issues presented by residents, but that they solely benefited from the scheme as all fines went to TWBC, not KCC. KCC were not able to intervene until 2024. KCC were responsible for the signage and if TWBC needed to change highway layouts they would need to go into consultation with KCC who would have to agree it, but the fines and collections of fines could be stopped tomorrow by TWBC if they wished to do so. This was disputed by the TWBC officer, who stated that KCC had informed them of their intention to take on enforcement of Public Realm 1 & 2 in-house, and that it was at KCC's request that they reimplemented Public Realm 2 in February 2023. He highlighted that KCC was the Highway Authority who devolved responsibility of enforcement of Public Realm 2 through an agency agreement with TWBC.
- It was suggested that the scheme could no longer be reversed due to the removal of the island in the road which would be required for pedestrian safety.
- The comments made by local residents were acknowledged by Members and it was suggested that if the scheme could not be reversed, then the suggestions put forward by the speakers and the other residents of Dudley/York Roads could be listened to by the two Councils to resolve the issue.
- It was reiterated that Members were there on the residents' behalf and it was of great concern to the residents and local traders to make this work. The scheme had gone too far to just cancel it, so further consultation and solutions were needed.
- In regards to next steps, budgetary constraints were reflected upon. When the suggestion that some of the revenue created by the Penalty Notice fines were used to create alternative solutions and alleviate the situation for residents of York and Dudley Roads, it was noted by the reporting Officer that any alterations would need to be enacted by KCC as TWBC were 'caretakers' of the scheme. This was disputed by the Chair, with TWBC's initial involvement in the scheme's proposal

and it's part in the Council's planning for the town centre being referenced, but it was clarified that any changes to the layout or highway would be matters for the Highway Authority (KCC), so TWBC officers would not wish to comment on them.

- The Chair summarised that there had been clear indication from residents as to what they wanted, but that enforcement had had an impact on the number of cars passing through the area, which was the aim of it and was positive. The impact on local residents and businesses was the remaining critical issue with the scheme and it was hoped that the two authorities could between them look at the practical solutions proposed by the residents, as well as the need for proper consultation.
- It was noted that at the previous JTB on 17th April a proper review of the PR2 scheme was felt to be more appropriate after 12 months to allow the scheme time to settle. However, it had been noted at the previous meeting that the item had come to the agenda late and that residents had not been given enough time to register to speak at that meeting, and so residents constructive comments at this meeting were appreciated. A suggestion for ward councillors in Culverden and Park and the area's County Councillors to meet with residents to discuss proposals was deemed sensible.

RED BRICK FOOTWAYS

TB8/23 Julian Cook, KCC Highways Manager, introduced the report as set out in the agenda.

Questions and discussion from Members included the following:

- The work of Julian Cook and his team to secure the funding was commended.
- Any new application would require crossovers to be made out of red bricks, but it was possible for residents with previously tarmacked crossovers to apply for red brick replacements, at their own cost. There was to be no retrospective enforcement on crossovers already tarmacked.
- Implementation was set for January 1st 2024 so that Quality Assurance specifications could be completed which required, for instance, enhanced deeper depths of sub-base to ensure quality and longevity. As a result, all contractors completing the works would have all the necessary certificates to work on the public highway. Works would then be checked by KCC, with an extended warranty period that would be the responsibility of the householder and the contractor that they used. A similar process was currently in place for tarmac crossovers in terms of ensuring satisfactory work.
- The quality of bricks to be used in the paving was set out in specifications to ensure safety and consistency. They were Keswick Bricks, which had been used in the St John's Road and Madeira Park area and were the requirement within the specifications.
- The weight of Electric Vehicles were damaging the original clay red bricks, but the new red brick specifications were of greater depth to protect them. Some tarmac would be needed in areas where Utilities were closer to the surface, due to the greater depth of the bricks.

RESOLVED – The report was noted.

HIGHWAY WORKS PROGRAMME

TB9/23 Julian Cook, Highways Manager, introduced the report as set out in the agenda.

Questions and discussion from Members included:

- In relation to the Badsell Road/Maidstone Road design process (p37 – Developer Funded Works), the report stated that it was about to start and when asked when the first design would be available for review by residents, Mr Cook stated he would need to speak with colleagues in the Agreements team for specific details and report back.
- Western Road surfacing works (p27) had been partially carried out recently but was cancelled, or partly-cancelled, due to water works. When asked to confirm when works were likely to recommence, Mr Cook agreed to speak with colleagues and report back.
- In regards to St John's Road new access for residential developments (p37), the area was very heavily trafficked by pedestrians and was also a very wide highway, which was thought meant that a bell mouth junction was not permitted and had not been mentioned in the report. It was clarified that some types of vehicles needed to be accommodated, but this would be checked to confirm what type of junction would be delivered.

TOPICS FOR FUTURE MEETINGS

TB10/23 Discussion included the following:

- Public Realm 2 was proposed as an ongoing item and it was agreed that a quarterly report on enforcement and numbers would be beneficial, as well providing a forum for dialogue with residents.
- Crossovers were discussed, and KCC Officer Julian Cook offered to provide the link for the KCC website with all the information on Vehicle Crossovers / Dropped Kerbs. [Apply for a dropped kerb or access point - Kent County Council](#). The specific KCC dimensions / requirements for a dropped Kerb were to be found under [read the application guidance \(PDF, 564.8 KB\)](#).

DATE OF NEXT MEETING

TB11/23 The next meeting was scheduled for Monday 2nd October at 6pm

NOTES:

The meeting concluded at 7.25 pm.

Proposed New Waiting Restrictions – Various Streets, Tunbridge Wells, Rusthall and Pembury

For Joint Transportation Board on 2 October 2023

Summary

Lead Member: Peter Lidstone

Lead Director: Lee Colyer

Head of Service: Jane Fineman

Report Author: Nicholas Baldwin

Classification: Public document (non-exempt)

Wards Affected: Rusthall, Park, Pembury, St James, Sherwood, Pantiles & St Marks

Recommendations

Officer / Committee recommendations as supported by the Portfolio Holder:

1. That the Joint Transport Board endorse the making of traffic regulation orders for the proposed restrictions without amendment.

1. Introduction and Background

- 1.1 Following requests for new or amended waiting restrictions, as detailed in this report, a traffic regulation order was advertised, with representations being made in respect of some of them.
- 1.2 Where objections are made to proposed waiting restrictions, it is standard practice to bring these before this Board, where issues raised can be discussed prior to any order being made.

2. The Restrictions Proposed

- 2.1 Traffic Regulation Orders (TRO) were advertised on 23 July with the three week consultation period running until 10 August.
- 2.2 The restrictions proposed were the result of approaches from a number of sources. Some originated from concerns being expressed by the Borough Council's contractors, others from the Council's Property Services team, one to resolve an anomaly, one to address access issues and one request from a developer seeking changes to address issues arising out of the creation of a new vehicle access.
- 2.3 It should be emphasised that, whilst most of these proposals involve the introduction of yellow line waiting restrictions, that would normally be a KCC function as highway authority. Exceptionally, however, where TWBC services or operations are compromised, or where a developer funds restrictions, they can be promoted by the Borough Council
- 2.4 TWBC's Contract Services requested restrictions in the following locations
 - Junction of Henwood Green Road and Stanam Road, Pembury
 - Junction of Erskine Park Road and Hill View Road, Rusthall
 - Junction of Erskine Park Road and Manor Road, Rusthall
- 2.5 Whilst each of the junctions listed above were raised as being accessibility issues for refuse collection, it must be remembered that the Highway Code indicates that parking should not take place within 10m of a junction. There is, therefore, a safety reason for not having parked cars too close to an intersection.
- 2.6 TWBC's Estates team requested parking controls be introduced to the driveway and parking area beside Age UK in Wood Street, Tunbridge Wells. The land in question is owned by the Borough Council. The restrictions proposed are No Waiting At Any Time over all but a short section beside the Age UK building where permit parking is proposed.

- 2.7 A discrepancy between the restrictions marked on site and those detailed in the current TRO for double yellow lines in Linden Park Road, Tunbridge Wells was identified and the dimensions measured on site have been included in the proposed order.
- 2.8 A long-standing request to amend restrictions in St James Road to assist with deliveries to commercial premises has been included through the proposed introduction of a short length (12m) of 7am to 4pm Monday to Friday restriction where parking is currently unrestricted,
- 2.9 7m of double yellow line are proposed in Brook Road across an access used by TWBC Contract Services when maintaining open space at Oak Road, Tunbridge Wells.
- 2.10 Development in Windmill Street has resulted in the creation of a new access to off-street car parking on a section of the road currently subject to permit parking restrictions. Double yellow lines are proposed to maintain safe access to the site.
- 2.11 The Appendix to this report contains drawings showing the restrictions proposed.

3. Comments Received

- 3.1 22 responses were received to the statutory consultations. These can be summarised depending on the specific restriction proposed as follows:-
 - 10 in respect of the two proposals for Rusthall
 - 7 in respect of the proposals for Wood Street
 - 4 where objections raised but no indication as to which part of the Order concerns related to – i.e. no streets mentioned, just objections to loss of parking.
 - One comment in respect of Stanam Road but not phrased as an objection.
- 3.2 The proposed restrictions for two junctions in Rusthall have resulted in the greatest level of comment and objection. It is also assumed that some of the comments where no roads are mentioned related to these locations, but that cannot be taken as definite, so a response is provided below in respect of each location where yellow lines are proposed.
- 3.3 The two junctions in Rusthall at Erskine Park Road/Hill View Road and Erskine Park Road/Manor Road are where refuse collection has been compromised by vehicles parking at junctions. The restrictions proposed are for 10m of double yellow lining on the inside of each junction (i.e. not opposite the side road).
- 3.4 Objections have been raised to these on the basis that parking space would be lost in an area where demand is high. Whilst that concern is acknowledged, it is important to remember that there is no right to park on a public highway. Furthermore, parking at junctions is never appropriate, as reinforced by the Highway Code where drivers are told not to park within 10m of a junction. This both helps to ensure that vehicles can

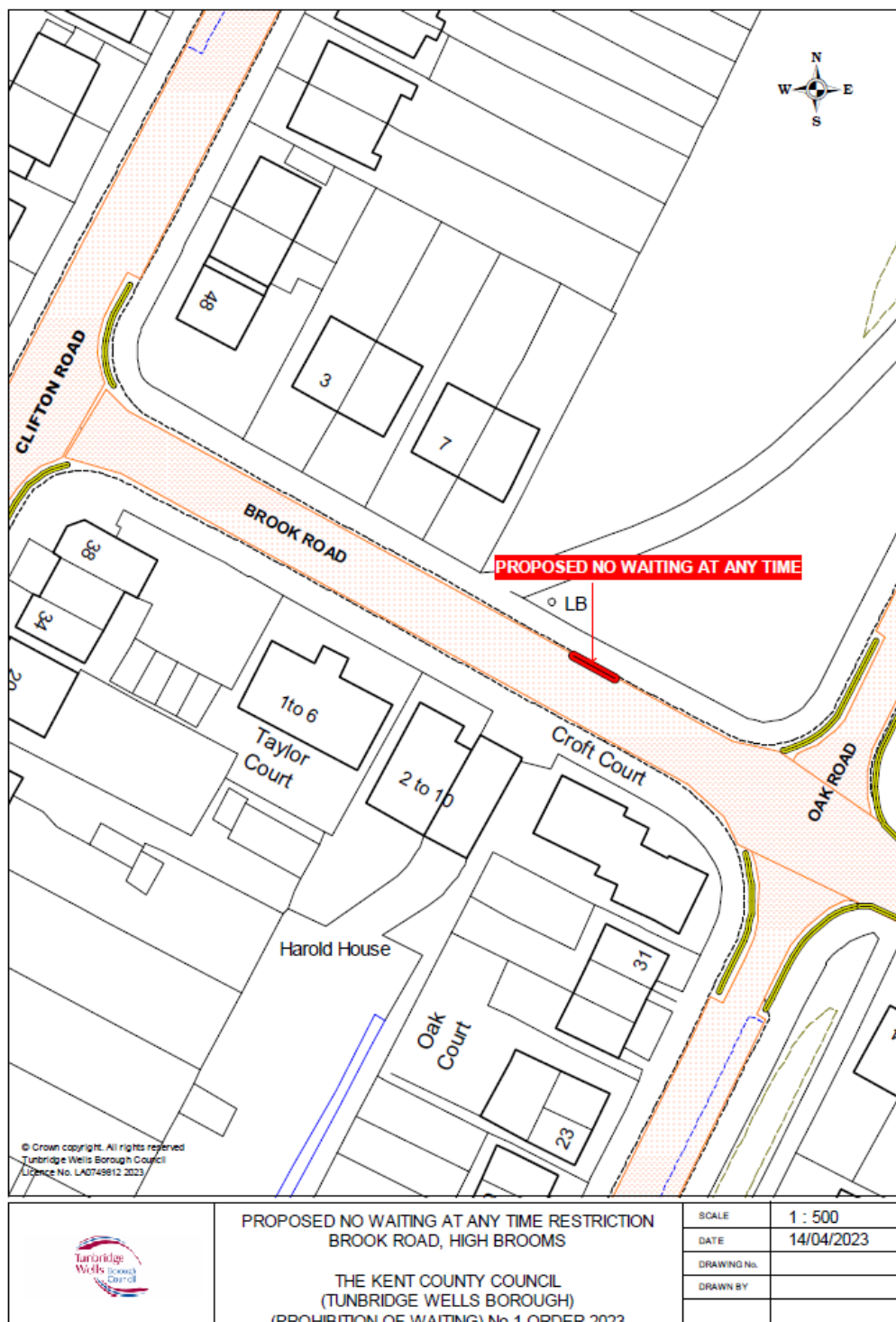
negotiate the turn without having to reverse and also provides intervisibility between drivers and pedestrians, which is an important safety consideration.

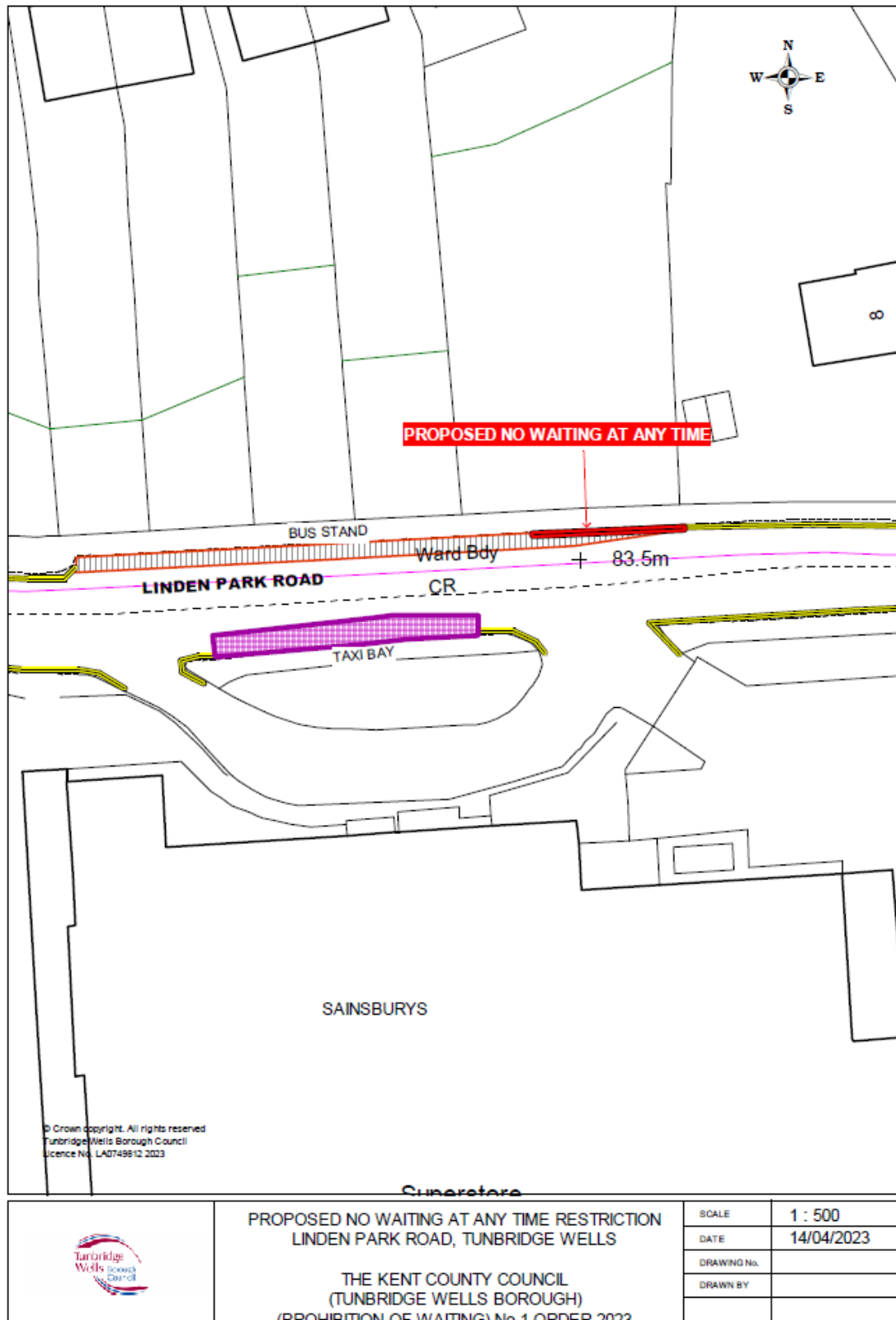
- 3.5 The extent of proposed restrictions has been queried but the 10m proposed is at the minimum amount normally recommended, and suggestions that it is unparalleled in Rusthall, are simply incorrect. Others are the same or longer. Measurements are, in any event, taken from the intersection of centrelines at junctions so the amount of kerbside space 'lost' is less than 10m.
- 3.6 The same reasoning applies to the other junction where restrictions are proposed – Henwood Green Road/Stanam Road, Pembury, although there are no specific objections lodged in respect of that location.
- 3.7 The proposal for St James's Road has resulted from requests over a period of years from a publican to assist with difficulties arising with commercial refuse collection and access to their cellar in a location where vehicles are frequently parked. It is unusual to promote restrictions for this reason, but it was eventually agreed that we would promote a restriction and see what response was made. In the event, only one response was specifically related to this proposal, raising objections on the loss of parking, although other comments were ambiguous since they did not specify which road they were concerned about the loss of parking.
- 3.8 The St James's Road restriction covers the periods of 7am to 4pm Monday to Friday so evenings and weekends remain unrestricted. It is also worth noting that parking can only take place on both sides of the road if drivers park partly on the footway, a practice that is to be discouraged where possible. On balance, it is considered that the restrictions proposed are proportionate.
- 3.9 There appear to be no objections to the Linden Park Road restriction, presumably in part at least because the restriction is already marked on site and has been for several years. The proposal simply removes the anomaly.
- 3.10 No objections appear to relate to the Brook Road proposal, which is only very short, but will help to ensure access is available for maintenance work.
- 3.11 The proposals for Windmill Street are needed since development of the old school playground have resulted in the creation of a new vehicular access to their car park. Three potential spaces in the permit parking bays would be lost and efforts are being made to replace these elsewhere in the vicinity, but do not form part of the current proposal. Although it would appear that objections have been raised, which don't specifically mention Windmill Street, the change is inevitable as a result of the development having been granted consent.
- 3.12 Proposals for restrictions in the TWBC owned driveway beside Age UK have been commented on, with no objections raised. The comments made are queries as to whether access to parking spaces would be maintained with none of those spaces being subject to restriction. We are not seeking to control parking on anything other than TWBC owned land so no currently designated parking bays are affected.

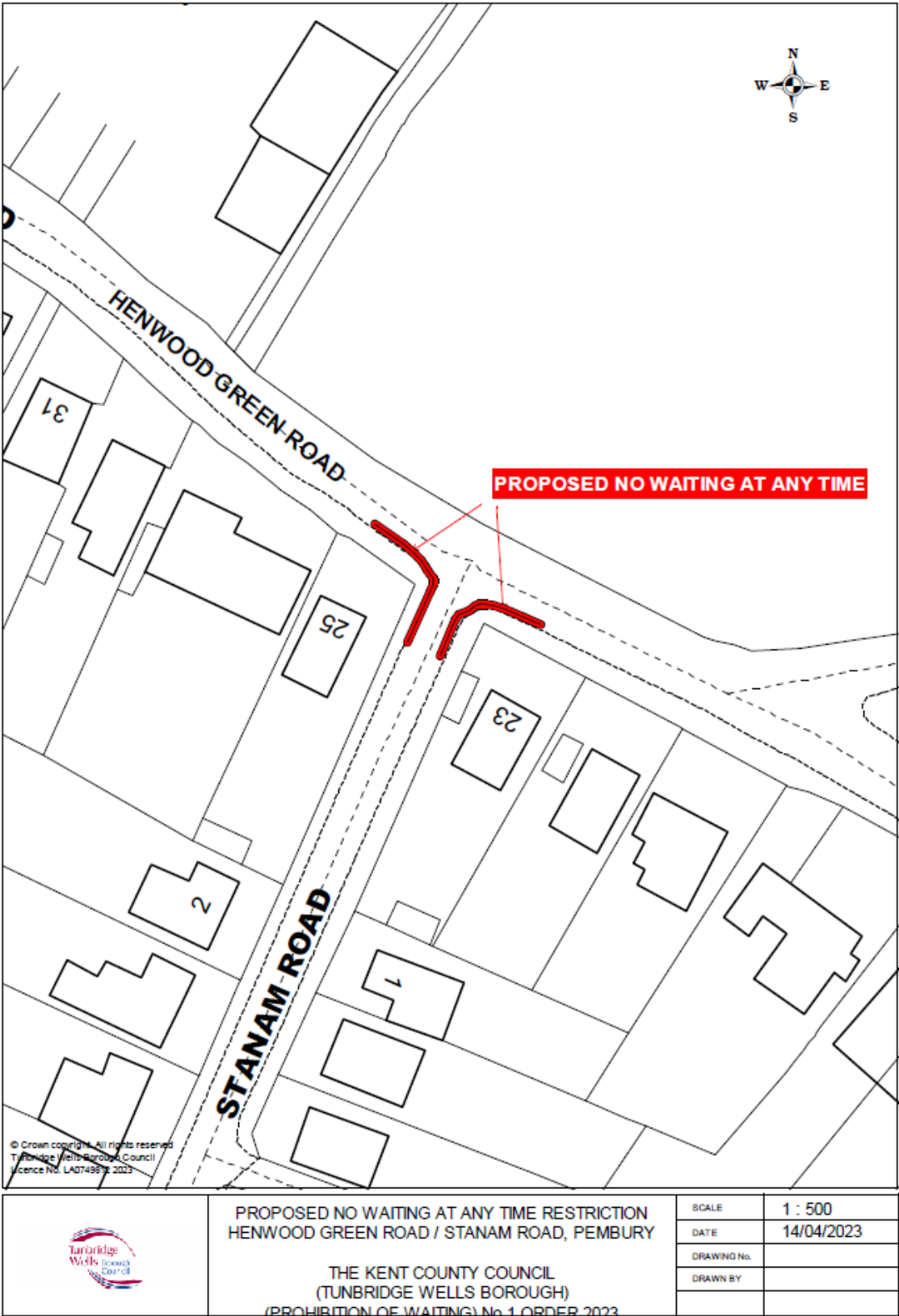
4. Conclusion and Recommendation

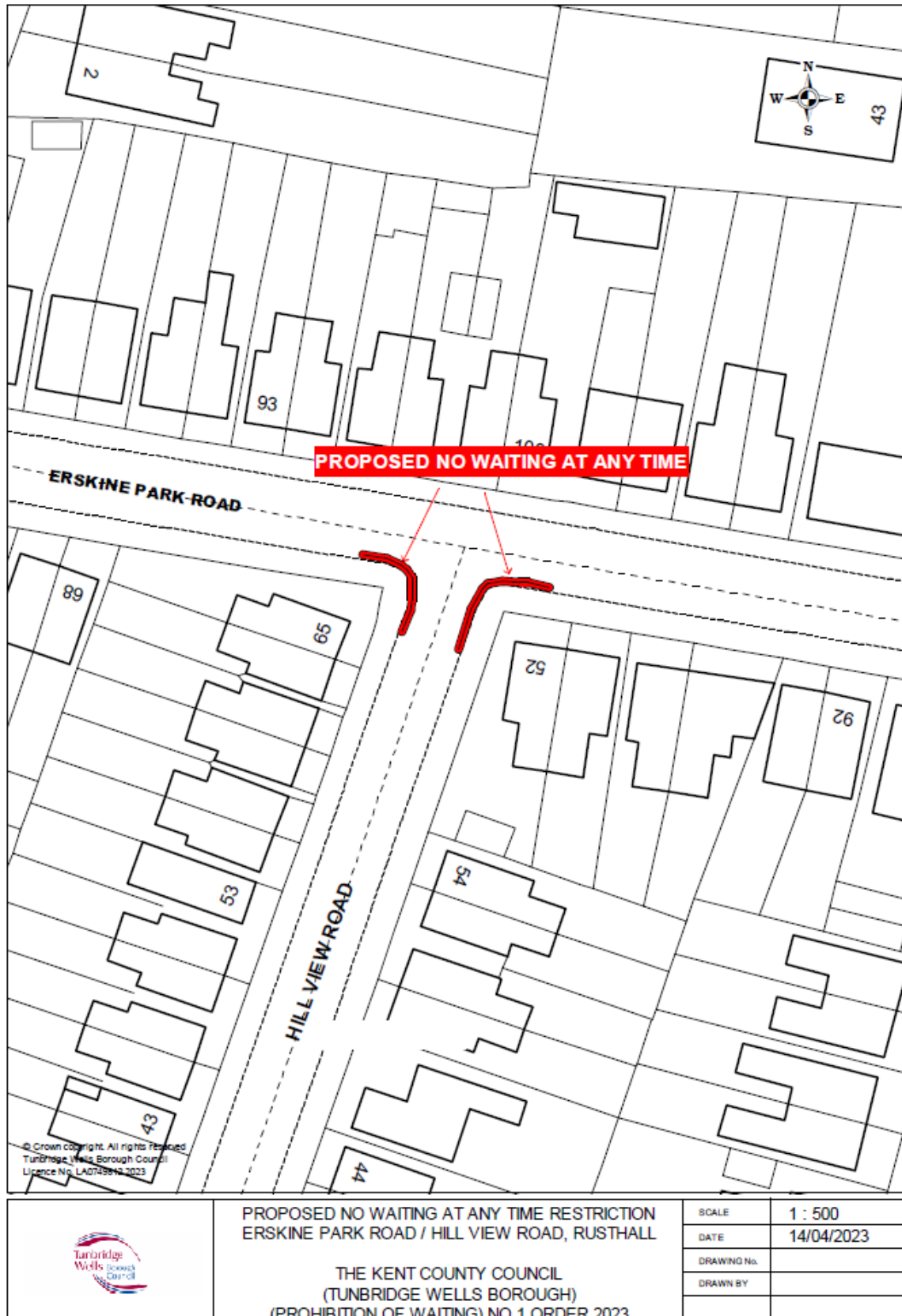
- 4.1 Although there have been a number of objections, in particular to the two proposals for restrictions at junctions in Rusthall, part of the reasoning behind these seems to have been based on a misunderstanding of what the proposals entailed. The 10m distance quoted is measured from the centreline of the intersection of two roads so the actual amount of roadside space involved is much less, being only about 7m at a typical junction, which equates to less than two car lengths. When combined with the wording in the Highway Code, there is no justification for dropping the proposals or reducing the extent of the restrictions proposed.
- 4.2 As far as the other comments and objections are concerned, none raised issues which were unexpected. Restrictions on parking on a public highway are often unpopular but it must always be remembered that nobody has a right to park, it only being tolerated where it does not cause a safety or congestion issue. Restrictions are only proposed when problems are highlighted and no other reasonable course of action is appropriate.
- 4.3 Members are, therefore, recommended to endorse the making of traffic regulation orders as advertised.

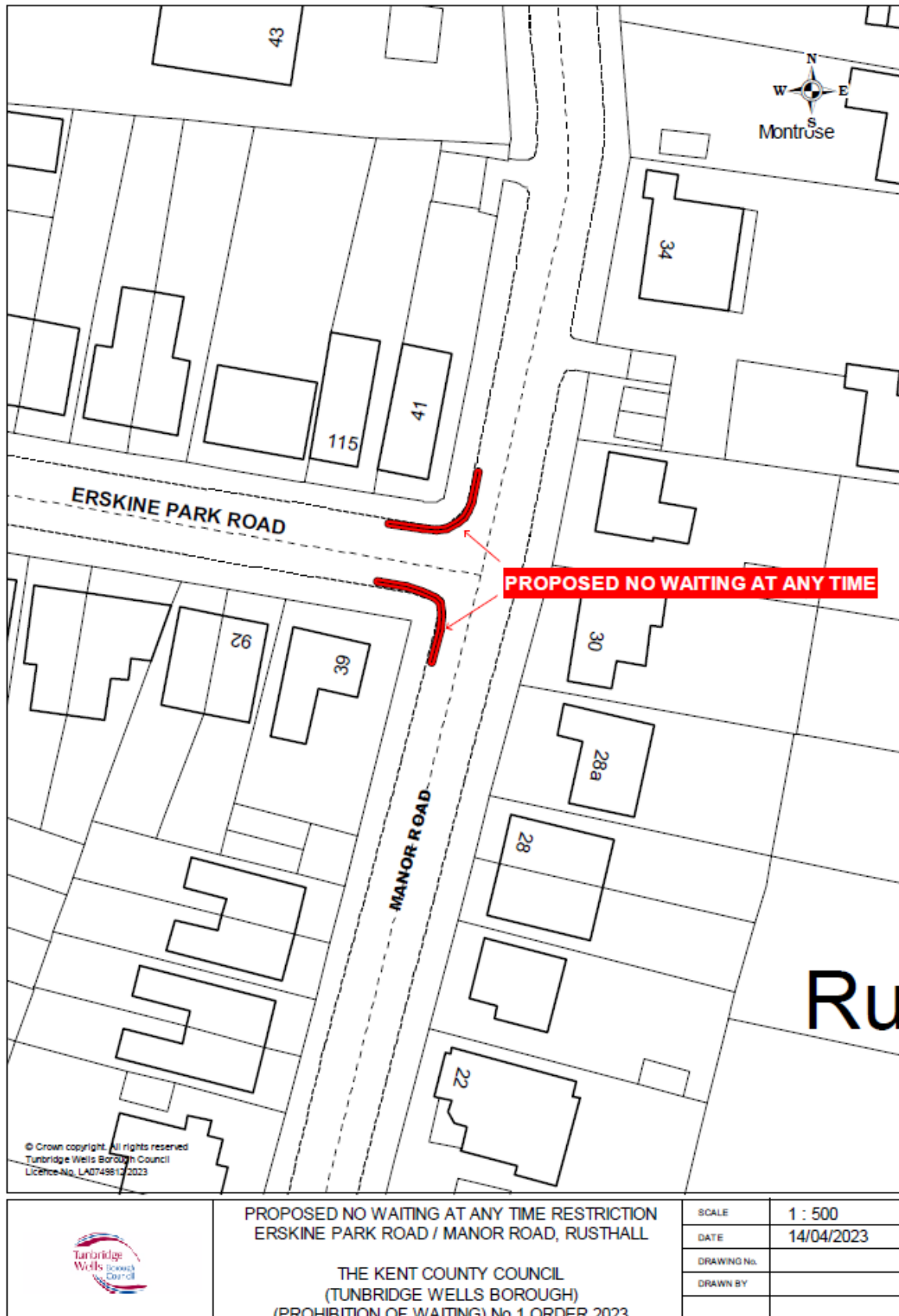
Appendix to Proposed New Waiting Restrictions – Various Streets, Tunbridge Wells, Rusthall and Pembury – Drawings

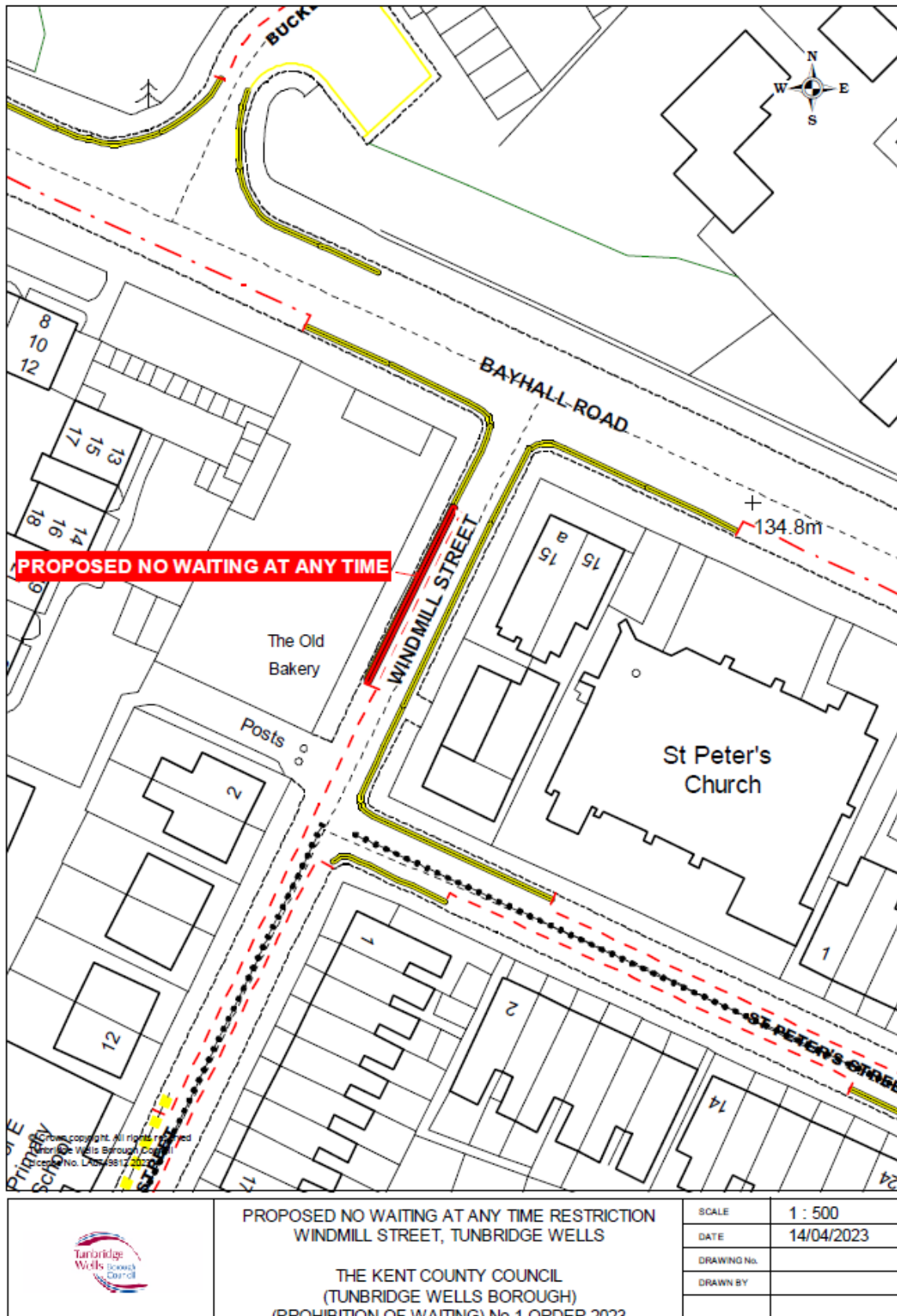


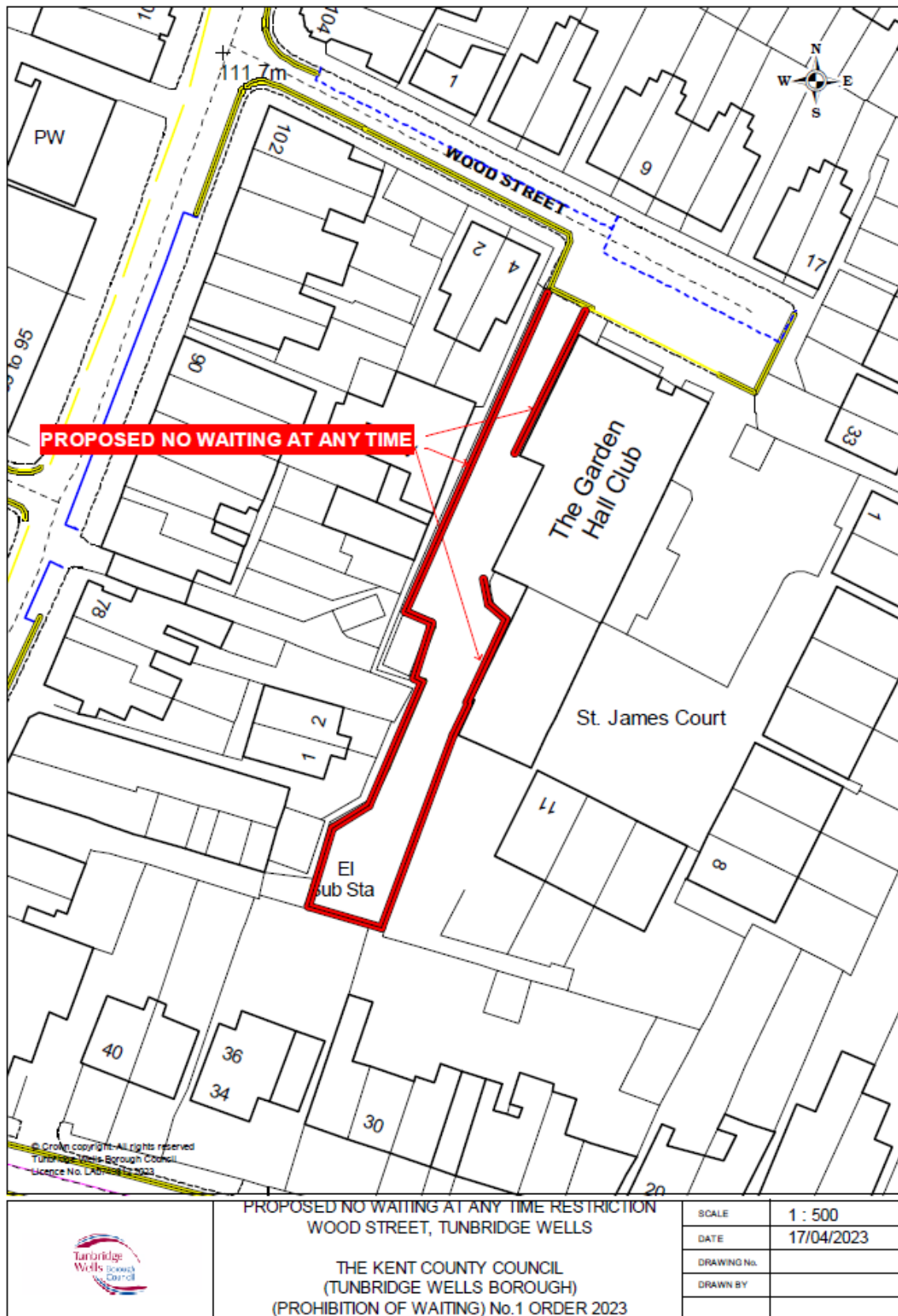


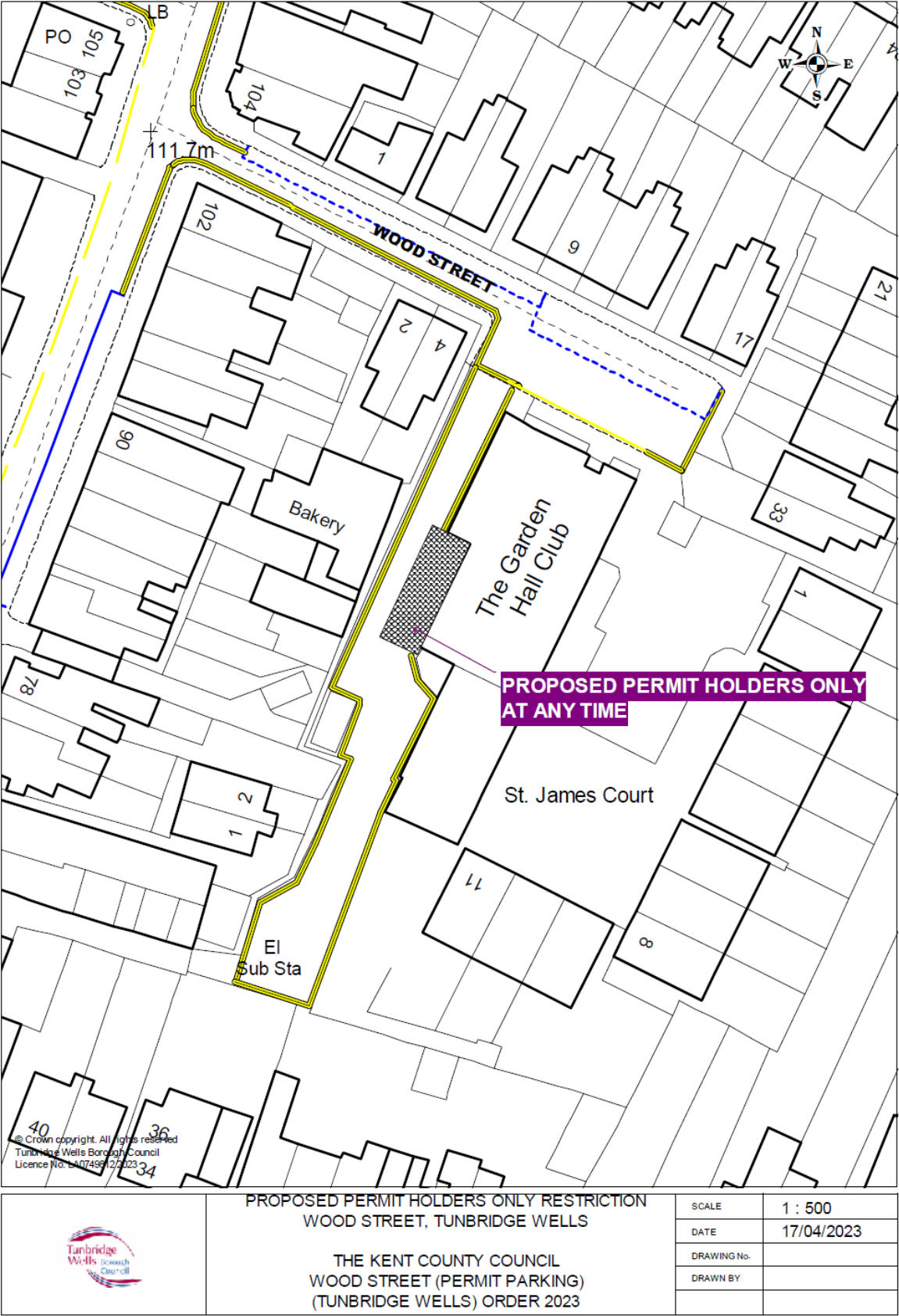


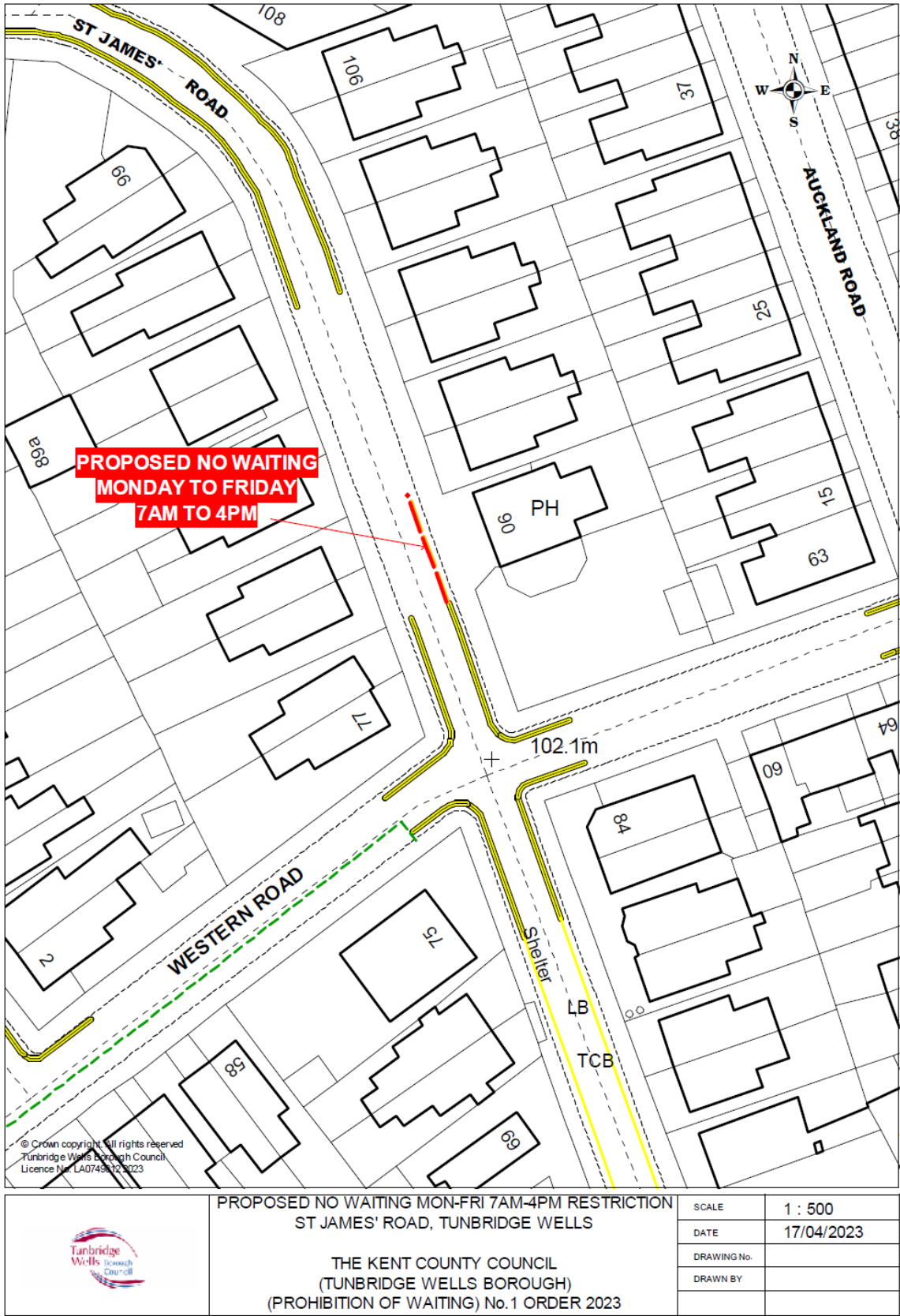












Proposed Extension of Zone HB Permit Parking in Clifton Road, Tunbridge Wells

For Joint Transportation Board on 2nd October 2023

Summary

Lead Director: Lee Colyer – Director of Finance, Policy and Development

Head of Service: Jane Fineman – Head of Finance and Procurement

Report Author: Nick Baldwin – Senior Engineer

Classification: Public document

Wards Affected: Sherwood

Recommendation

That the Board notes the response to a public consultation exercise and recommends against implementing any changes to permit parking restrictions in Clifton Road subject to a verbal update at the meeting.

1. Introduction and Background

- 1.1 At the April 2023 meeting of this Board a report was considered which outlined the responses to an informal consultation in permit parking Zone HB, which covers parts of Clifton Road, Brook Road and Oak Road.
- 1.2 All residents of the zone were contacted and their views sought on the principle of controlling more roadside space with permit parking restrictions. These currently restrict parking to 2 hours between 9am and 5pm on Mondays to Fridays with an exemption for permit holders.
- 1.3 42 responds to that consultation favoured more roadside space being controlled whilst 27 were against the idea. Although not an overwhelmingly favourable response it was deemed sufficient to progress to a formal consultation with the agreed proposal being

to promote a restriction which would make all of Clifton Road subject to the same permit parking restriction.

2. Formal Consultation

- 2.1 A formal consultation was commenced on 31st August and closed on 21st September 2023. At the time of writing, 13 responses had been received but that will be verbally updated at the meeting.
- 2.2 Of those received 6 supported the proposals and 7 objected. The level of response has been disappointing, especially bearing in mind that letters were sent to all addresses in the zone asking that comments be made whether in support of or against change.
- 2.3 It should be noted that some respondents, both for and against, commented that the main issues arose after 5pm and/or at weekends, when no current or proposed restrictions apply.

3. Comment on Responses

- 3.1 In the original consultation only 42 respondents favoured an increase in the amount of space subject to permit parking out of a total of 238 properties. That is less than 18%. 6 positive responses to the formal consultation equates to 2.5%.
- 3.2 Whilst some weight has to be given to the initial response, it has to be remembered that it was not a response to a specific proposal, just the principle of change. Even so, 18% support is a very low figure and does not demonstrate significant interest in the idea of imposing more restrictions.
- 3.3 To justify making changes requires a much higher level of engagement and differential between support and objection. Neither consultation has shown that many residents actively want change.
- 3.4 This report was written whilst the consultation was still live in order that deadlines for submission of reports could be met and it may be that more responses are submitted in the final couple of days, in which case these will be reported verbally at the meeting, possibly impacting on the recommendation.

4. Recommendation

- 4.1 Bearing in mind the foregoing comments, there is no justification for amending the permit parking restrictions in Zone HB, but that is provisional on any responses submitted in the final two days of the consultation.
- 4.2 Members are therefore recommended not to endorse the making of advertised changes to Clifton Road (Zone HB) permit parking restrictions.

Active Travel Projects Update Report

For Joint Transportation Board on 2 October 2023

Summary

| | |
|-------------------------|---|
| Lead Member: | Councillor Justine Rutland, Cabinet Member for Economic Development |
| Lead Director: | Lee Colyer, Director of Finance, Policy and Development (s151) |
| Head of Service: | David Candlin, Head of Economic Development and Property |
| Report Author: | Hilary Smith, Economic Development Manager |
| Classification: | Public document (non-exempt) |
| Wards Affected: | Speldhurst & Bidborough, Rusthall, Culverden, Park, Pantiles & St Marks, St John's, St James', Sherwood, Southborough & High Brooms |

For Information

1. This paper provides an update on two Active Travel projects that TWBC and KCC are working on together, funded by Active Travel England.
2. This paper is for information only.

1. Introduction and background

1.1 In 2022 Tunbridge Wells Borough Council submitted a number of projects to Kent County Council (KCC) to be considered for Active Travel England (ATE) funding in. Two projects Tunbridge Wells projects were selected for submission by KCC and awarded funding by ATE as follows:

- Langton-Rusthall-Royal Tunbridge Wells Town Centre Cycle Route Design
- Better Streets Pilot Project for St John's and St James' Areas Community Engagement and Design

1.2 The progress on each of these projects to date is outlined below.

2. Langton-Rusthall-Town Centre Cycle Route Design

2.1 This project is funded through Active Travel England's Capability Fund which is aimed at providing support for planning cycling and walking networks and/or route design.

2.2 The route linking Langton Green – Rusthall – Royal Tunbridge Wells town centre was included in the Tunbridge Wells Local Cycling & Walking Infrastructure Plan (LCWIP) Phase 1 which was published as part of the evidence base for the Submitted Local Plan.

2.3 Consultants have been appointed to prepare a design for the route that would enable TWBC/KCC to apply for future Active Travel Funding to implement the route proposals.

2.4 Initial engagement meetings have or will been held with local stakeholders including the Commons Conservators, Speldhurst and Rusthall Parish Councils, Royal Tunbridge Wells Town Forum and Tunbridge Wells Bicycle Users Group.

2.5 The consultants are now assessing route options before moving onto the design phase of the project.

2.6 The estimated completion date for the project is December 2023.

3. Better Streets for St John's and St James' Areas

- 3.1 This project is funded through Active Travel England's Tranche 4 which funds both the development of designs for, and the delivery of, cycling and walking infrastructure.
- 3.2 The Council regularly receives feedback from residents about traffic-related issues affecting them in the streets in which they live and further work is required to understand these issues and develop options to create more pleasant streets for all users.
- 3.3 A pilot study area was identified as part of the Local Cycling and Walking Infrastructure Plan Phase 2, which was published as part of the evidence base for the Submission Local Plan. The study area covers mainly the wards of St John's and St James' but also smaller parts of Culverden, Park, Sherwood and Southborough & High Brooms.
- 3.4 A Working Group comprising Councillors and local residents has been formed to support the project.
- 3.5 As an initial phase of the project, TWBC has undertaken a comprehensive engagement with residents to understand their everyday experiences of moving through the study area.
- 3.6 The engagement resulted in a total of 581 participants responding to a survey and/or a map to pinpoint specific locations of concern. The headline issues identified included speeding traffic, parking issues and a poor street environment.
- 3.7 Consultants have now been appointed to work with TWBC to undertake further community engagement and develop design options for improvement schemes or measures that are supported by the community.
- 3.8 As with the previous project, the aim is to put TWBC in a more advanced state of preparation to bid for further Active Travel England funding to implement agreed schemes or measures.
- 3.9 The estimated completion date for this project is December 2023.

4. Recommended Course of Action

- 4.1 That Members of the JTB note the information in this paper.
- 4.2 That a further report on these projects is brought to the January meeting of the JTB.

To: **Tunbridge Wells Joint Transportation Board**

By: **KCC Highways, Transportation & Waste**

Date: **2 October 2023**

Subject: **B2160 Maidstone Road/Mascalls Court Road
Paddock Wood Junction Improvements**

Classification: **Information Only**

Summary: **This report updates Members on the background to the schemes and programme for delivery**

1. Introduction

- 1.1 A report was presented to the October 2021 meeting of this Board at the start of the development of the scheme. Two years have passed, and it is an appropriate time to update the Board.

2. Background

- 2.1 Paddock Wood is a housing growth area within the Tunbridge Wells Local Plan. Three developments at Mascalls Court Farm, Mascalls Farm and Church Farm were given planning consent in 2018. Development progress is at various stages but has started at all three sites and together they will deliver nearly 1,000 new homes. As part of the traffic mitigation to accommodate these new developments, improvements were identified for the B2017 Badsell Road/A228 (A228 roundabout) and the B2017 Badsell Road/B2160 Maidstone Road/Mascalls Court Road (B2160 junction) junctions.
- 2.2 The proposed improvement of the A228 roundabout is for an enlarged roundabout within the existing highway boundary to provide a larger diameter, wider entries and more circulating space. The proposed improvement of the B2160 junction is to locally realign Badsell Road to change the current staggered priority junction into a traffic signal-controlled crossroads together with pedestrian crossing facilities.
- 2.3 As three developments are involved with no individual developer willing to take overall responsibility or liability to implement the works under a S278 agreement, the former Leader of the County Council decided in 2014 that KCC would deliver the junction improvements and the S106 agreements were completed on that basis.
- 2.4 The cost of both junction improvements was estimated at £3.695m in 2015 and this matches the total of the contributions that were requested in the three S106 agreements that were completed in 2018. With indexation to cater for inflationary cost increases, this has now risen to circa £4.79m. This contribution is available and being held by KCC.

3. A228 Roundabout

- 3.1 The proposed roundabout identified at the planning stage of the developments was highly constrained by needing to keep within the existing highway boundary. The layout was also highly aspirational with proposals for three lane entries to the roundabout and three lanes around the circulation area.
- 3.2 Further work by our consultants has confirmed that this layout is impractical with a roundabout of such modest diameter. Any improvement within the highway boundary would at best only provide marginal capacity improvements, but it is considered that these would be offset by the inconvenience and disruption to traffic during the works.
- 3.3 Any meaningful improvement of this roundabout can only be achieved by making it bigger and that in turn would require land acquisition and higher cost. It is considered that such a scheme is only likely to be achievable as a standalone scheme or more likely as part of a Colts Hill Bypass that may be identified as a requirement within the Borough Council evolving Local Plan that is currently in the Examination in Public stage.
- 3.4 As a consequence, no further work is currently being done to progress the improvement of this roundabout.

4. B2160 Junction

- 4.1 The proposed improvement is to locally realign Badsell Road to change the current staggered priority junction into a traffic signal-controlled crossroads together with pedestrian crossing facilities. The scheme has a deliberate focus on providing for the high number of pedestrian movements associated with Mascalls Academy and residents in the evolving development at the Mascalls Farm site. The bypassed section of the B2170 will be severed where it currently connects to the B2160 and a turning head provided. It will remain as a route for pedestrians and as vehicular access to two residential properties. The scheme is shown on Drawing No. 60660469-ACM-01-SW-DR-HW-0102 in Appendix A.
- 4.2 Finalising the scheme has proved difficult because it is located on a watercourse route that generally follows the west side of the B2160 from Gedges Lakes to the south and passing in a culvert under the B2160 at the junction. While the junction scheme is modest in layout it does increase the impermeable area and with the increasing concern relating to climate change there has been a focus on mitigating the potential enhanced flood risk that was not a primary consideration when the outline scheme evolved as part of the planning for the three housing development sites.
- 4.3 The Environment Agency has required comprehensive flood risk modelling and analysis. At the time of writing this report, the Environment Agency has not fully signed off the proposals, but it is understood that acceptable flood risk mitigation can be achieved by the provision of storage/attenuation basins situated on the severed area of land between the existing B2017 and the realigned section of new road as shown on the scheme plan.

5. Programme

- 5.1 Subject to final acceptance of the flood mitigation proposals by the Environment Agency, the intention is to submit a planning application for the scheme in October 2023. The application will be, what is known as, a Regulation 3 application and will be submitted to KCC Planning Applications Group for determination.
- 5.2 Subject to planning consent, the intention is to proceed with the detailed design of the scheme and procurement of a contractor so that initial works can take place in summer 2024 to take advantage of the school holidays and also a planned closure of the B2160 by the water company to undertake works to their pipe infrastructure. Some advance site clearance may be undertaken in February 2024 prior to the bird nesting season. The scheme construction works are expected to take up to 9 months and therefore should be completed by spring 2025.

6. Public Engagement

- 6.1 The principle of the scheme was established as part of the consideration of the planning consents for the three developments and hence public consultation in the normally accepted sense is not appropriate. However, because of the passage of time, and as a pre cursor to submitting the planning application, a plan of the scheme and explanatory letter was distributed to local residents and other interested groups and organisations such as emergency services and bus operators in early August 2023.
- 6.2 At the time of writing this report, KCC had received one enquiry from a local resident making three comments as follows (i) What noise prevention is going to be put in place as they have concerns about the current level of noise along Badsell Road, largely associated with anti-social behaviour from motorists. *KCC Response: Space for noise mitigation is limited due to the land available but KCC will review requirements with our designers* (ii) Suggestion made to undertake offline works first to mitigate disruption. *KCC Response: The appointed contractor will be responsible for the sequencing and programming of the work, but they will want to optimise their programme and it is likely they will construct the offline works as an early phase in the project,* (iii) Will a pedestrian access be provided from the new development near to Maidstone Road. *KCC Response: Currently there is only one access planned from the development, located at the western end of the new road but KCC will discuss the possibility of providing an additional access with the housing developer.*
- 6.3 KCC Officers are also planning to attend the Paddock Wood Town Council full council committee meeting on 18 September to give a further briefing on the scheme.

7. Funding

- 7.1 As a result of the scheme delay, dealing with the flood risk assessments and high inflation and high interest rates, the estimated cost of the scheme has increased to about £4.25m although that does include an allowance for risk.
- 7.2 The s106 agreements for the three developments were structured on the basis of both this junction and the A228 roundabout being improved. It did

not contemplate a scenario of only one junction improvement being able to proceed. KCC wrote to the three developers in early August 2023 explaining the situation and asking for their agreement for their contributions being directed to the B2160 junction improvement with any surplus being held for use to fund future feasibility studies for a wider improvement of the A228 roundabout, or towards sustainable transport measures in the local area.

- 7.3 No response has yet been received from the developers yet although this is understandable because of the holiday period, but any update will be reported verbally to the Board meeting.

8. Summary

- 8.1 Improvement of the A228 roundabout cannot proceed at the present time.
- 8.2 The scheme for the B2016 junction has been finalised following expected formal acceptance of the flood risk mitigation aspects by the Environment Agency.
- 8.3 A planning application for the scheme will be submitted soon with a view to construction commencing in summer 2024.
- 8.4 The three developers have been contacted with regard to the redirection of their s106 contributions to reflect the current situation of the A228 roundabout not being able to proceed.
- 8.5 The B2160 junction improvement will help offset the highway implications of three major housing development sites in Paddock Wood that are together delivering nearly 1,000 new homes and in particular will provide enhanced pedestrian crossing facilities.
- 8.6 Further Reports will be presented at appropriate key stages as the scheme progresses towards construction, or as requested by the Board.

9. Recommendation(s)

For Information Only

10. Background Documents

Appendix A – Drawing No. 60660469-ACM-01-SW-DR-HW-0102

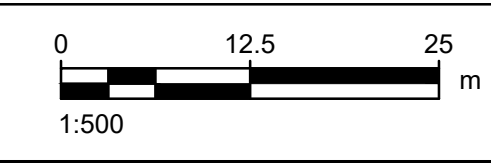
Contact Officer

Report Author:

Barry Stiff / Victoria Van Veghel
Major Capital Programme Team
Senior Project Manager / Assistant Project Manager



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PROJECT

Mascalls Farm
Paddock Wood

CLIENT

KENT COUNTY
COUNCIL

CONSULTANT

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NOTES

1. DO NOT SCALE FROM DRAWING.
2. THE INFORMATION ON THIS PLAN IS GIVEN WITHOUT OBLIGATION OR WARRANTY. NO LIABILITY OF ANY KIND WHATSOEVER IS ACCEPTED BY AECOM FOR ANY ERRORS OR OMISSIONS.
3. THIS DRAWING HAS BEEN DEVELOPED BY AECOM BASED ON THE DEVELOPER DESIGN AND INFORMATION PROVIDED IN THE PLANNING APPLICATIONS.
4. DRAWING IS BASED ON ORDNANCE SURVEY MAPPING AND HIGHWAY BOUNDARY PLANS PROVIDED BY KCC IN OCTOBER 2021.
5. ALL ITEMS IN GREY ARE EXISTING UNLESS MENTIONED OTHERWISE.

| LEGEND: | |
|---------|--|
| | PROPOSED KERB |
| | EXISTING CARRIAGEWAY |
| | PROPOSED CARRIAGEWAY |
| | EXISTING FOOTWAY |
| | PROPOSED FOOTWAY / ISLAND |
| | PROPOSED SHARED USE FOOTWAY / CYCLEWAY |
| | PROPOSED TACTILE |
| | PROPOSED CORDUROY PAVING |
| | PROPOSED VERGE |
| | EXISTING TREE TO BE REMOVED |
| | EXISTING TREE TO BE RETAINED |

ISSUE/REVISION

| I/R | DATE | DESCRIPTION |
|-----|------|-------------|
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ISSUE PURPOSE / SUITABILITY

SUITABLE FOR INFORMATION

LOCATION PLAN



PROJECT NUMBER

60660469

SHEET TITLE

BADSELL ROAD
/ MAIDSTONE ROAD
JUNCTION IMPROVEMENT PLAN

SHEET NUMBER

60660469-ACM-01-SW-DR-HW-0102

To: Tunbridge Wells Joint Transportation Board

By: KCC Highways and Transportation

Date: 2nd October 2023

Subject: Highways Forward Works Programme: 2022/23 and 2023/24

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2022/23 and 2023/24.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. This reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2022/23 - 2023/24. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too is in need of revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified..

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, inflationary pressures such as material price increases, conflicting works, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

Road, Footway & Cycleway Renewal and Preservation 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**
- **Externally Funded Schemes**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway Fund – see Appendix H

Conclusion

1. This report is for Members' information.

Contact Officers:

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

| | |
|------------------|---|
| Richard Emmett | Senior Highway Manager West Kent |
| Julian Cook | Tunbridge Wells Highway Manager |
| Alan Casson | Strategic Asset Manager |
| Earl Bournier | Drainage Asset Manager |
| Helen Rowe | Structures Asset Manager |
| Sue Kinsella | Street Light Asset Manager |
| Toby Butler | Traffic Operations and Technology Manager |
| Jamie Hare | Development Agreements Manager |
| Nikola Floodgate | Road Safety and Active Travel Group Manager |

Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

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 Mr Byron Lovell | | | |
|--|-----------------|--|-----------------------|
| Road Name | Parish | Extent of Works | Current Status |
| A264 Langton Road | Tunbridge Wells | From Major Yorks Road to Rusthall Road | Completed |
| A26 St Johns Road | Tunbridge Wells | From north of Culverden Park to Grosvenor Road Roundabout | Completed |
| B2162 Lamberhurst Road | Horsmonden | Between Goudhurst Road and the B2162 Lamberhurst Road | Completed |
| Calverley Park Gardens | Tunbridge Wells | From the junction with Calverley Road to Pembury Road | Completed |
| Garden Road (including Part of Lansdown and Sandrock Road) | Tunbridge Wells | From the junction of Camden Road to Ferndale | Completed |
| A264 Langton Road | Tunbridge Wells | <u>Retexturing</u> East of junction with Farnham Lane | Completed |
| B2085 Glassenbury Road | Cranbrook | <u>Retexturing</u> 50m above junction with Trunden Road | Completed |
| A262 Goudhurst Road | Cranbrook | <u>Retexturing</u> 100m east of Chalk Lane | Completed |
| A268 High Street | Hawkhurst | <u>Retexturing</u> 50m west of crossroads | Completed |
| Surface Treatments – Contact Officer Mr Jonathan Dean | | | |
| Micro Surfacing | | | |
| Road Name | Parish | Extent of Works | Current Status |

Agenda Item 9

| | | | |
|--------------------------|-----------------|--|----------------------|
| BRENCHLEY ROAD | Brenchley | B2160 Matfield to Petteridge Lane | POSTPONED UNTIL 2024 |
| MAIDSTONE ROAD | Horsmonden | Brenchley Road (crossroads) to Kirkins Drive (The Foundry) | Completed |
| CHESTNUT AVENUE | Southborough | Yewtree Road to Powdermill Lane | Completed |
| BALLARDS HILL | Horsmonden | Brick Kiln Lane to North Road | Completed |
| SANDROCK ROAD | Tunbridge Wells | Landsdown Road to Pembury Road | Completed |
| WHETSTED ROAD | CAPEL | B2017 Five Oak Green Road to A228 Whetsted Road (all legs) | Completed |
| BALCOMBES HILL | Goudhurst | Peasley Lane to WC | Completed |
| Surface Dressing | | | |
| GEDGES HILL | Paddock Wood | Coopers Lane (Miss out HFS) to Mascalls Court Road | Completed |
| UPPER HAYESDEN LANE | Penshurst | T&M Boundary to A21 | Completed |
| SPELMONDEN ROAD | Horsmonden | A262 Spelmonden Road to B2162 Lamberhurst Road | Completed |
| NEILLS ROAD | Lamberhurst | Free Heath to county boundary (Newbury Lane) | Completed |
| FREE HEATH ROAD | Lamberhurst | Neills Road to B2169 Furnace Lane | Completed |
| BEDGEBURY ROAD | Goudhurst | Peasley Lane to Rogers Rough Road | Completed |
| FORDECOMBE ROAD | Speldhurst | Old House Road to A264 | Completed |
| GODDARDS GREEN ROAD (S1) | Benenden | New Pond Road to East End Village Sign | Completed |
| NORTH ROAD | Goudhurst | Blind Lane to A262 | Completed |

| Retread (Cold In situ Road Recycling) | | | |
|--|-----------------|---|---|
| RECTORY PARK ROAD | Horsmonden | Whole Road | Completed |
| GRANDSHORE LANE | Cranbrook | A229 to Cranbrook Road | Completed |
| MARDEN ROAD | Colliers Green | From School back towards A262 | Completed |
| ROUND GREEN LANE | Colliers Green | Right Side of Triangle | Completed |
| Footway Improvement - Contact Officer Mr Neil Tree | | | |
| St. Johns Road | Tunbridge Wells | <u>Footway Reconstruction</u> Sections to be identified between St. Johns School and Leighton Close (West side) | To be designed and programmed. |
| Yew Tree Road | Tunbridge Wells | <u>Footway Preservation</u> From the junction with Powder Mill Lane to the entrance to Yew Tree Road Car Park | Designed and programmed to commence in October 23 |
| Sandhurst Road (Phase 2) | Sherwood | <u>Footway Preservation</u> From Sandhurst Park to Ferndale and Brook Road to Sherwood Road (lower) inc section of Birken Road to Friars Way | Designed and programmed to commence in October 23 |
| Highgate Hill | Cranbrook | <u>Footway Preservation</u> From junction with Copthall Avenue to pedestrian entrance of property "Leonards" (Eastern side) | Designed and to be programmed |
| A268 - Rye Road | Cranbrook | <u>Footway Preservation</u> From junction with Conghurst Lane to property "Silver Birches" | Designed and to be programmed |

Agenda Item 9

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|---------------------------------|-----------------|--|---|
| Upper Grossvenor Road (Phase 2) | Tunbridge Wells | <u>Footway Preservation</u> From Grosvenor Bridge to the junction with Silverdale Road | Designed and programmed to commence in September 23 |
| Langton Road | Tunbridge Wells | <u>Footway Preservation</u> From Burnt House Lane to Ferbies | Completed |
| Speldhurst Road | Tunbridge Wells | <u>Footway Preservation</u> From the junction of Winstone Scott Avenue to Burnt House Lane | Completed |
| Warrington Road | Paddock Wood | <u>Footway Preservation</u> Entire extents | Designed and programmed to commence in October 23 |
| Bogey Lane | Tunbridge Wells | <u>Footway Preservation</u> From Bishops Down Park Road to Moleyneux Park Road (Remote Footway) | Completed |
| Beulah Road | Tunbridge Wells | <u>Footway Preservation</u> Entire Length | Designed and programmed to commence in October 23 |
| New Road | Paddock Wood | <u>Footway Preservation</u> Entire Length | Designed and programmed to commence in October 23 |
| Walnut Close | Paddock Wood | <u>Footway Preservation</u> Entire Length | Designed and programmed to commence in October 23 |
| The Granary | Paddock Wood | <u>Footway Preservation</u> Entire Length | Designed and programmed to commence in October 23 |

Agenda Item 9

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|----------|--------------|--|---|
| Pinewood | Paddock Wood | <u>Footway Preservation</u> Entire Length | Designed and programmed to commence in October 23 |
|----------|--------------|--|---|

Appendix B – Drainage

| Drainage Repairs & Improvements - <i>Contact Officer Earl Bourner</i> | | | |
|--|-----------------|---|---|
| Road Name | Parish | Description of Works | Current Status |
| Frittenden Road | Sissinghurst | Drainage Improvements | Under further investigation |
| Major York's Road | Tunbridge Wells | Drainage scheme for repair / replacement of existing highway drainage | Design work in progress to develop a final detailed design for comment. |
| Lower Green Road | Rusthall | Ongoing investigation works into finding the best solution to prevent further flooding to properties in the lowest point of the Carriageway. Drainage improvement works now developed and agreed with Southern Water. | Works Completed |
| Lower Haysden Lane | Tunbridge Wells | Investigations into where the water is coming from that is running across the CW from Upper Haysden Lane | Ongoing |
| Langton Road | Tunbridge Wells | Investigation into drainage system | Works Completed |
| Penshurst Road | Bidborough | Investigations into water on the carriageway | Have spoken to landowner, waiting for come back |

Agenda Item 9

| | | | |
|-----------------------------|---------------|---|--|
| The Green | Langton Green | Investigations into water pooling on the carriageway at crossing point for the school | With engineer - Ongoing |
| High Street | Hawkhurst | Investigations into internal flooding to property on Theobalds | Works Completed |
| Golford Road | Cranbrook | Investigation into flooding of the carriageway | Works Completed |
| New Pond Road | Benenden | CCTV survey to find cause of blockage causing flooding to high street | Works Completed |
| Knoxbridge | Knoxbridge | Improvement works to stop internal flooding. | Works Passed over to contractor |
| Goudhurst Road / Folly Hill | Staplehurst | Improvement Works to stop internal flooding | Works passed to contractor |
| Mile Oak Road | Brenchley | Improvement works to prevent flooding to properties | Works with engineer |
| Brick Kiln Lane | Horsmonden | Ongoing investigation into flooding of properties | Works with engineer |
| Brenchley Road | Matfield | Ongoing works to prevent flooding to properties | Discussed with Land owners and further works programmed. |

Appendix C – Street Lighting

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

| Street Lighting Column Replacement – <i>Contact Officer: Sue Kinsella</i> | | | |
|--|-----------------|-----------------------------|----------------------------|
| Road Name | Location | Description of Works | Current Status |
| Parkwood Close | Tunbridge Wells | Replacement of 1 Column | Complete |
| London Road | Southborough | Replacement of 8 Columns | Complete |
| Forest Road | Tunbridge Wells | Replacement of 2 Columns | Completion Nov/Dec 2023 |
| Pembury Northern Bypass | Pembury | Replacement of 2 Columns | Completion Jan/Feb 2024 |
| Garden Road | Tunbridge Wells | Replacement of 1 Column | Completion Nov 2023 |
| Goods Station Rd | Tunbridge Wells | Replacement of 1 Column | Completion Jan/Feb 2024 |
| Langton Road | Tunbridge Wells | Replacement of 2 Columns | Completion Jan/Feb 2024 |
| Sandrock Road | Tunbridge Wells | Replacement of 1 Column | Completion Jan/Feb 2024 |
| Grosvenor Road | Tunbridge Wells | Replacement of 1 Column | Completion Jan/Feb 2024 |
| High Street | Pembury | Replacement of 1 Column | Completion Nov 2023 |
| Upper Grosvenor Rd | Tunbridge Wells | Replacement of 1 Column | Completion Nov 2023 |
| Neville St | Tunbridge Wells | Replacement of 1 Column | Completion Jan/Feb 2024 |
| Waterloo Road | Cranbrook | Replacement of 2 Columns | Completion Jan/Feb 2024 |
| Stone Street | Cranbrook | Replacement of 1 Column | Completion Jan/Feb 2024 |
| Pembury Road | Tunbridge Wells | Replacement of 1 Column | Completion Oct/Nov 2023 |
| London Road | Tunbridge Wells | Replacement of 1 Column | Completion Jan/Feb 2024 |
| | | | |

| | | | | |
|--------------|-------------|------------|---|--|
| TW00203 8 | Gibbet Lane | Horsmonden | New footway and junction to Gibbet Lane | With 3 rd party who are in discussion with housing society on taking remaining works forward. |
|--------------|-------------|------------|---|--|

Agenda Item 9

Appendix D – Transportation and Safety Schemes

THERE ARE NO PROJECTS OF THIS KIND TO REPORT

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Swale District, in order to meet Kent County Council's strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 31st of August.

| Local Transport Plan Funded Schemes | | |
|--|----------------------|----------------|
| Road Name | Description of Works | Current Status |
| Casualty reduction measures (reactive) – | | |
| | | |
| | | |
| LTP Schemes - Swale | | |
| | | |
| | | |

Externally Funded Schemes

The Schemes Planning & Delivery team is implementing schemes within **Tunbridge Wells District** funded by external corporations whilst still meeting Kent County Council's strategic targets with the road network.

| Externally Funded Schemes | | | |
|---------------------------|----------------------|-------------------|----------------|
| Road Name | Description of Works | Source of Funding | Current Status |
| | | | |
| | | | |

Appendix E – Developer Funded Works

| Developer Funded Schemes | | | | |
|--------------------------|----------------------------------|-----------------|--|---|
| Ref. | Scheme Location | Parish | Description | Current Status |
| TW003019 | Benhall Mill Road | Tunbridge Wells | Two new bell-mouth access points into new development off north east side of Benhall Mill Road. | Works completed maintenance period underway. |
| TW003447 | Hornbeam Avenue | Southborough | New bellmouth access for small residential development | Works completed awaiting sign off. |
| TW003049 | Hawkhurst Castle, Cranbrook Road | Hawkhurst | Realignment of Heartenoak Road junction with Cranbrook Road | Solicitors instructed. Design agreed , final legal to be finished, works should be Autumn 2023 |
| TW003054 | Knights Wood | Tunbridge Wells | Creation of links from the existing Knights Way into the proposed Knights Wood development which is significantly under way. | Final snagging works being undertaken |
| TW003449 | Highgate Hill / Copthall avenue | Hawkhurst | New bell-mouth access into development | Works underway 4 way traffic light design submitted for Highstreet / Rye Rd / Cranbrook Rd and new pedestrian crossing for Rye Rd |
| TW003445 | Brick Kiln farm Hartley Rd | Cranbrook | New access junction for significant residential development | Works underway |
| TW003069 | Mascalls Court Farm, Green Lane | Paddock Wood | New bell-mouth access for new development | Works significantly completed |
| TW003083 | Lillesden House, Hastings Road | Hawkhurst | Improvements to existing access and new southern access | Fully constructed , first certificate issued works on maintenance period. |
| TW003101 | Knights Wood, Phase 1A | Tunbridge Wells | Junction changes and bus stop improvements | Final works due by end of 23 |

Agenda Item 9

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| TW003060 | Knights Wood Phase 1B | Tunbridge Wells | Residential development | Awaiting completion certificate and put onto maintenance |
| TW003089 | Knights Wood Phase 1C | Tunbridge Wells | Residential development | Awaiting completion certificate and put onto maintenance |
| TW003111 | Knights Wood Phase 2 | Tunbridge Wells | Residential development | Awaiting completion certificate and put onto maintenance remedials to be carried out |
| TW003286 | Knights Wood Phase 3 | Tunbridge Wells | Residential development | Significantly built |
| TW003287 | Knights Wood Phase 4 | Tunbridge Wells | Residential development | Under construction |
| TW003102 | Former Dairy Crest depot, St Johns Road | Tunbridge Wells | New access to housing development, footway works and bus stop | Agreement signed, works partially complete |
| TW003123 | Union House, Eridge Road & Linden Park Road | Tunbridge Wells | Highway works associated with development | Works completed awaiting final sign off |
| TW003126 | Hawkenbury | Tunbridge Wells | Various junction improvements to Maryland Road, Hawkenbury Road & Forest Road | Most works complete , small amount remaining. |
| TW003439 | Henwood Green Road | Pembury | New bell-mouth access into development | Maintenace period underway. |
| TW003187 | Heartenoak Road | Hawkhurst | 62 house development involving footway works, provision of bellmouth and passing places | Maintenance period complete , some surfacing needed then signed off. |
| TW003245 | Turnden | Cranbrook | 36 house development requiring provision of new bellmouth and footway | Works completed. |
| TW003246 | Badsell Road | Paddock Wood | Large housing development requiring new | Small amount of work remaining |

Agenda Item 9

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| | | | bellmouth, road widening, pedestrian crossing and footway works | |
| TW003443 | Coppers Lane / Maidstone Rd | Matfield | New spine road and associated highway works for new residential development | Awaiting first certificate sign off. |
| TW003352 | Flagstones Hartley Road Cranbrook | Cranbrook and Sissinghurst | New Bellmouth for small housing development | Works nearly completed remedials to be carried out |
| TW003434 and TW003435 | Church Road Paddock Wood | Paddock Wood | New Bellmouth and road widening for new housing development and associated traffic calming measures | Minor amount of work left |
| TW003412 | Highgate Hill | Hawkhurst | New bell-mouth access into retirement development | Maintenance period underway |
| TW003453 | Marsh Quarter Lane Sandhurst Jct with A268 | Sandhurst | Junction improvements in relation to new housing development | Maintenance period underway |
| TW003445 | Brick Kiln Farm, Hartley Rd, Cranbrook | Cranbrook | New junction and associated traffic calming measures, speed reduction for new residential development | Works underway |
| TW003459 | Sychem Lane | Five Oak Green | New junction for residential development | Contacted developer for initial discussions no response. |
| TW003448 | Furnace Lane | Horsmonden | New Bellmouth and associated works for new residential development | Works on maintenance period |
| | Badsell Rd / Maidstone Rd realignment of junction | Paddock Wood | S106 works by KCC Major schemes for new aligned junction and traffic signals | KCC major projects to start to design |

Agenda Item 9

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|--------------|------------------------------------|----------------|---|---|
| TW00346 2 | Five Oak Green Road | Five Oak Green | Amended bell mouth | Works underway |
| TW00346 3 | 26 - 38 Commercial Road | Paddock Wood | New bell mouth for residential development | Maintenance period underway |
| TW00346 4 | St. Johns Road (old bus depot) | Tun Wells | New access for residential development | Works underway |
| TW00347 4 | Dowding Way | Tun Wells | New entrance for Concrete plant batch site. | Works imminent |
| TW00347 5 | Longfield Rd Fountains Retail park | Tun Wells | New exit for retail park | Agreement signed awaiting work start date |
| TW00347 2 | Cobnut close | Sissinghurst | Footway provision and minor road alteration for residential development | Works underway |
| TW00347 1 | The Street | Sissinghurst | New junction into new residential development | Agreement signed awaiting works date. |

Agenda Item 9

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|--------------|--|-----------------|---|---|
| TW00347 8 | Church Rd and Mount Pleasant Rd | Tunbridge Wells | Former ABC Cinema site New in and out for proposed retirement development | Initial plans submitted and review underway. |
| TW00347 0 | Eridge Rd , near petrol station | Tunbridge Wells | New junction entrance to proposed retirement development | Agreement signed awaiting works start date. |
| TW00346 9 | Owlsnest Pembury Rd , outside Pembury Hospital | Pembury | New 4-Way traffic signals and new junction access to care home | Initial designs submitted and discussions ongoing. |

Appendix F – Bridge Works

THERE ARE NO PROJECTS OF THIS KIND TO REPORT

| Bridge Works – <i>Contact Officer: Helen Rowe</i> | | | |
|--|--------------------|-----------------------------|-----------------------|
| Road Name | Parish/Town | Description of Works | Current Status |
| | | | |

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.

THERE ARE NO PROJECTS OF THIS KIND TO REPORT

| Traffic Systems - <i>Contact Officer: Toby Butler</i> | | |
|--|-----------------------------|-----------------------|
| Location | Description of Works | Current Status |
| | | |

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Swale District

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed
- recently completed on site.

The list is up to date as of 31st of August

The details given below are for highway projects only. This report does not detail

- contributions Members have made to other groups such as parish councils
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the Highway Manager for the Tunbridge Wells District, Julian Cook.

[Peter Oakford]

| Details of Scheme | Status |
|---|-----------------|
| Yew Tree Road - Southborough Car Park additional signage for carpark locally. | Complete |

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.

Contacts: Richard Emmett / Julian Cook 03000 418181

Topics for Future Meetings

For Joint Transportation Board on Monday 2 October 2023

Procedural Item

To consider any topics for future meetings, of which prior notice must be sent to the Chairman and the Democratic Services Officer no later than 4pm on the last working day before the meeting. There cannot be any substantive debate/discussion or any decision on any topics raised, except to agree whether the topic may come forward in future.

Date of the Next Meeting

For Joint Transportation Board on Monday 2 October 2023

Procedural Item

To note that the next scheduled meeting is Monday 15 January 2024