

TUNBRIDGE WELLS JOINT TRANSPORTATION BOARD TRACKER  
Updated for 20 April 2015 Meeting

	Location/Subject	Issues/Proposals	Latest position	
1	<p><i>St. John's Road Proposal changed from: extension of southbound bus lane and northbound cycleway to: Improvements to the footway and the northbound bus stop and cycle lane alongside the recent developments opposite the bus garage and St John's Church</i></p>	<p><i>Design work progressed, supporting developer S106 funding.</i></p>	<p><i>As a result of work starting on North Farm scheme and commitment to minimise impact on the road network, KCC Lane Rental team has placed an embargo on road works on strategic routes through Tunbridge Wells including the A26. This is likely to push the implementation of this scheme back to the summer of 2015.</i></p> <p><i>Looking to take any window of opportunity to implement the scheme before summer of 2015.</i></p>	Vicki Hubert
2	<p><i>Longfield Road &amp; North Farm Industrial/Retail Park</i></p>	<p><i>Ongoing issues related to congestion and recent developments.</i></p>	<p><i>The scheme is making good progress and has recently been night working so that the more intrusive activities are carried out when there are lighter traffic flows, thereby minimising disruption to residents and businesses during normal working hours. Construction on the new roundabout at Knights Park will commence in the next few weeks. Extensive preparatory works are being carried out for the construction of a new roundabout at Kings Standing Way and a gyratory system at Great Lodge. Work completion is anticipated for late summer.</i></p> <p><i>The Project Team held public exhibitions over two evenings at the end of February so residents and shoppers could talk to us about what we are doing and also have the opportunity to ask any questions. News letters have been circulated to businesses on North Farm, the Borough Council and a vast array of other stakeholders that have expressed their interest in being kept updated on progress. In addition, there is close liaison with the Highways Agency and Balfour Beatty regarding the A21 works.</i></p> <p><i>With regard to the proposed water features, a quotation has been provided to Mr Legg. He is currently going through the process of releasing the funds but the Board should be informed that the Project Manager for the Scheme became aware of a similar proposal had been put forward in another County which scored negatively on a safety audit. The following note was sent to Mr Legg and the Project</i></p>	Andy Moreton

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			<p><i>Manager awaits the considered response:</i></p> <p><i>“Whilst you are undertaking your processes, I thought I should advise that I have become aware that another authority had similar aspirations to install fountains on roundabouts.</i></p> <p><i>I gather that a safety audit was undertaken and although I’m not aware of the final outcome, concern was raised over the distraction factor to drivers and also, overspray falling on to the carriageway, particularly during the winter months. I am told that this had a negative effect on the proposal.</i></p> <p><i>I think it would be advisable to find out what the end result was as my concern is that although funds are available, ducts would be installed at a not insignificant cost, only for the proposals to fall foul of any safety audit that would need to be undertaken at a later date.</i></p> <p><i>I have the contact details for the Officer concerned and am happy to follow this up and report back before you commit any further but will await your confirmation on how you wish to proceed.”</i></p>	
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3	<i>Borough Transportation Strategy</i>	<i>Progress on Borough Transportation Strategy</i>	<i>KCC has agreed to undertake further technical work to support the Transport Strategy and bids for Local Growth Funding for the A26 and A264. Following this, the draft final Strategy will be brought to July JTB.</i>	<i>David Candlin</i>
4	<i>Extension of double yellow lines at Neville Park and Major York's Road Junction</i>	<i>Highway safety/congestion concerns. Extension to double yellow lines required.</i>	<i>Proposal to be advertised – see separate report.</i>	<i>KCC/TWBC</i>
5	<i>How Schemes are identified</i>	<i>Update of Scheme works</i>	<p><i>Highway Improvement schemes are identified using various methods which are all linked to achieving our transport objectives set out in the Local Transport Plan (LTP) for Kent. Schemes are identified which aim to achieve our strategic goals which are Growth without Gridlock, A Safer and Healthier County, Supporting Independence, Tackling a Changing Climate and Enjoying Life in Kent.</i></p> <p><i>The main sources of information and evidence used in identifying these schemes are the local transport strategies for the Districts &amp; Boroughs, casualty data supplied by Kent Police and correspondence from key stakeholder groups such as Councillors and the general public. All schemes must meet with our objectives and the criteria laid out in the LTP to achieve funding.</i></p> <p><i>Two main elements of funding are available for minor highway engineering improvements (schemes under £5 million). These are Casualty Reduction Measures (CRM's) &amp; Local Transport Plan (LTP) improvements. Currently about £2 million a year are spent on Casualty Reduction Measures &amp; Local Transport Plan improvements countywide.</i></p> <p><i>CRM's schemes are identified using the casualty data supplied by Kent Police. Each year a computer programme analyses every road and crash in Kent and highlights crash cluster sites where a number of crashes are occurring. These sites are then assessed by an engineer to ascertain whether there's a recurring reason why the crashes are happening and whether engineering measures can</i></p>	<i>KCC</i>

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		<p><i>prevent them reoccurring. If this is the case the site will be visited by a safety / design engineer &amp; police officer to agree on the measures to be implemented. Around 60 schemes a year are implemented via this process.</i></p> <p><i>Other schemes not directly related to reducing casualties are collated annually from the sources described above and assessed accordingly to their benefits as detailed in the LTP. The ones with the highest cost / benefit ratio according to this system are then implemented according to the available budget.</i></p> <p><i>All the schemes identified using these processes are reported to the local Joint Transportation Boards as part of the annual work programmes. Some minor highway improvements that do not meet with the priorities set out in the LTP but are locally important can be funded via the Members Combined Grant. Full details of the processes above can be found on the following page on the County's Website <a href="http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/local-transport-plan">www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/local-transport-plan</a>.</i></p> <p><i>Major schemes (over £5 million) will generally be funded directly by the Government or by contributions from developers or a combination of both. In the Growth Deal announced in July 2014, the Government allocated £442 million from the Local Growth Fund (LGF) to capital projects across the South East Local Enterprise Partnership (SELEP) area. Of this, almost £100 million has been allocated to 21 transport schemes in Kent.</i></p>	
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6	<i>Grass verges on King George V Hill</i>	<i>Verge damage due to cars parking on the verges</i>	<p><i>A joint scheme is being designed by KCC and Tunbridge Wells. A site visit has taken place and costings in place for the works.</i></p> <p><i>3 options either:</i></p> <ul style="list-style-type: none"> <li><i>i. remove the grass verges and create a hard standing area for parking to continue;</i></li> <li><i>ii. lay grasscrete as an alternative surface for parking; or</i></li> <li><i>iii. preserve the grass verges, to stop the parking.</i></li> </ul> <p><i>The schemes will ensure the red bricks are protected.</i></p>	<i>KCC</i>
7	<i>Street Lighting Review</i>	<i>A review of the street column switch off</i>	<p><i>Full review underway to include both the lighting and the switch off.</i></p> <p><i>Further report to follow at a future meeting.</i></p>	<i>KCC</i>
8	<i>Grosvenor Bridge Repairs</i>	<i>Schedule of repairs for Grosvenor Bridge, Tunbridge Wells</i>	<p><i>See Appendix D to item 7c of this JTB 20 April 2015 for detailed update.</i></p> <p><i>Works programmed September 2015 for 4 months. Programme is subject to Network Rail consent regarding access.</i></p>	<i>David Brenton</i>
9	<i>Petition to install pedestrian crossings in Major York's Road and Langton Road</i>	<i>A petition was submitted to KCC, via the JTB, requesting the installation of pedestrian crossings on Major York's Road and Langton Road.</i>	<p><i>feasibility, design and costing works to be undertaken during 2015/16 by KCC, as part of a Local Transport Plan bid and both schemes to go forward for investigation and design funding in the next round of bids.</i></p> <p><i>Members are asked to note that the number of schemes throughout Kent outstrips the level of funding available and the success of the scheme cannot be guaranteed.</i></p>	<i>Steven Noad</i>

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10	<i>Carr's Corner/Crescent Road/Calverley Road</i>	<p><i>Original work to introduce a casualty reduction scheme was completed (see report item 7d Appendix A JTB 20 April 2015).</i></p> <p><i>Subsequent damage to the roundabout has highlighted a number of ongoing issues regarding signage.</i></p> <p><i>The Town Forum has asked that it be able to provide its views to KCC. The Vice-Chairman of JTB suggested that the Town Forum submit its views at the next meeting of the Board.</i></p>	<i>The Tunbridge Wells Town Forum to provide its views to KCC officers for consideration.</i>	<i>Steven Noad</i>