

Proposed Amendments to Parking and Traffic Restrictions – Mount Pleasant Road and adjoining roads for the Public Realm Enhancement Scheme

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Originating Authority	Tunbridge Wells Borough Council
Final Decision Taker	Kent County Council
Exemption	Non-exempt
Classification	For Information

Recommendation:

- That the Board endorses the making of Orders A, B, C, D, E, F, G and H as set out in the report.

1 INTRODUCTION

- 1.1 Tunbridge Wells Borough Council's Five Year Plan contains a commitment to enhance the public realm in the town centre of Royal Tunbridge Wells to provide a distinctive community space for residents and visitors.
- 1.2 Following on from the Mount Pleasant Road Phase 1 scheme, the Council's Corporate Priorities for 2017/18 contained a commitment to develop a Phase 2 scheme around the civic centre complex with funding from the Local Enterprise Partnership's Local Sustainable Transport Fund Scheme via Kent County Council (£1m) and its own resources (£300,000).
- 1.3 The Public Realm Phase 2 project is a street scene improvement initiative for Mount Pleasant Road, stretching from its junction with Monson Road to the junction with Church Road. The initial concept sketch for the scheme is at Appendix A and was considered by the Board at its meeting in October 2017, minute TB28/17 refers.
- 1.4 The potential of this space to act as a functional public space is currently constrained in a number of important respects. Chief amongst these is its heavy use as the town centre's principal bus interchange and the associated bus stop infrastructure which is visually prominent and acts to clutter the space and to restrict pedestrian movement. The limited pedestrian crossing facilities at the

junctions with Monson Road and Church Road / Crescent Road, together with the split level and poor connectivity between Mount Pleasant Road and Civic Way also have significant and harmful severance effects.

1.5 The Public Realm Scheme aims to address these issues as follows:-

- Creating a more pedestrian-focussed space by reducing at carriageway width Mount Pleasant Road 10.3m reallocating space to public realm, rationalising bus shelters and installing pedestrian paving on primary desire lines across Monson Road, York Road and Mount Pleasant Road;
- Introducing wide, stepped areas framing the war memorial to enhance it as a focal point and create a stronger link between Mount Pleasant Road and Civic Way, in particular the Amelia cultural and learning hub entrance;
- Installing paving within the carriageway of Mount Pleasant Road to define the setting of the war memorial and create a sense of a public square for use on civic occasions such as Remembrance Sunday; and
- Improving seating and cycle facilities throughout.

1.6 In the early design phase, no vehicle movement restrictions were proposed for this stretch of Mount Pleasant Road. The initial design was to discourage 50% of vehicle movements using design features to encourage drivers to use alternative routes. As part of the design process the project team was challenged to be more aspirational for the design of the scheme, creating a space with even more priority for pedestrians and bus users and introducing traffic restrictions to displace the majority of traffic leaving the area clear for pedestrians, cyclists, buses, taxis, deliveries, accessing vehicles to use.

1.7 The final version of the design is at Appendix B and a number of highways amendments are proposed as part of the scheme. Eight Traffic Regulation Orders were advertised on 9 November and closed for comments on 3 December. In addition, a public engagement event was held in Royal Victoria Place in October. Details of the Orders, referenced A to H are set out below:

2 ORDERS

2.1 **ORDER A** – THE KENT COUNTY COUNCIL (VARIOUS ROADS, THE BOROUGH OF TUNBRIDGE WELLS) (20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS) AMENDMENT No.22 ORDER 2018 - Various Roads

This proposal extends the 20mph Speed limit along the following roads:-

- Mount Pleasant Road From its junction with Monson Road to its junction with Crescent Road and Church Road.
- York Road From a point 20 metres east of its junction with London Road to its junction with Mount Pleasant Road.

- Dudley Road From a point 12 metres east of its junction with London Road to its junction with Mount Pleasant Road.
- Newton Road From its junction with Monson Road to its junction with Mount Pleasant Road.
- Monson Road From its junction with Mount Pleasant Road for a distance of 15 metres in an easterly direction.

2.2 **ORDER B** – THE KENT COUNTY COUNCIL (MOUNT PLEASANT ROAD, THE BOROUGH OF TUNBRIDGE WELLS) (TRAFFIC REGULATION) ORDER 2018 - Mount Pleasant Road

This proposal implements a prohibition of driving. The effect of the proposed Order will be to introduce a prohibition of driving between 9am and 6pm every day except for buses and other exempt vehicles in the following length of road:-

- Mount Pleasant Road From its junction with York Road and its junction with Crescent Road and Church Road.

2.3 **ORDER C** – THE KENT COUNTY COUNCIL (VARIOUS ROADS, TUNBRIDGE WELLS) (PROVISION OF WAITING) No.7 ORDER 2018 - Various Roads

This proposal implements the removal of single yellow lines to be replaced with double yellow lines. The effect of the proposed named Order will be to remove single yellow lines and replace with double yellow lines (DYL) and relocate existing lines due to the relocated of other parking restrictions in the following length of roads:-

CIVIC WAY – DYL - (1) On the west side between its junction with Monson Way and a point 13 metres south of that junction. (2) West side between points 29 metres west and 40 metres west of its junction with Crescent Road. (3) North side between point 5 metres east of its junction with the most westerly junction with Crescent Road to a point 23 east of that junction. To remove DYL from the following (1) On the south-west side (north-south spur) from a point 29 metres west of its most westerly junction with Crescent Road to appoint 48 metres west of that junction.

MOUNT PLEASANT ROAD – DYL - On the west side from its junction with York Road to a point 70 metres south of its junction with Church Road. To remove SYL from the west side from a point 16 metres south of its junction with York Road to a point 42 metres north of its junction with Church Road.

YORK ROAD -DYL – (1) On the north side from its junction with Mount Pleasant Road to a point 70 metres west of that junction. (2) On the south side from its junction with Mount Pleasant Road to its junction with London Road. To remove DYL (1) On the north side from a point 21 metres west of its junction with Mount Pleasant Road to a point 70 metres west of that junction. (2) On the north side from its junction with Mount Pleasant Road to a point 15 metres west of that point. To remove SYL On the south side from a point 30 metres east of its junction with London Road to a point 23 metres west of its junction with Mount Pleasant Road.

2.4 **ORDER D** – THE KENT COUNTY COUNCIL (MOUNT PLEASANT ROAD, TUNBRIDGE WELLS) (PROVISION OF GOODS LOADING BAY) No. 2 ORDER 2018 - Mount Pleasant Road

This proposal implements the provision of a Goods Loading Bay. The effect of the proposed named Order will be to install a Goods Loading Bay in the following length of road:-

- Mount Pleasant Road – To install the bay on the west side from a point 18 metres north of its junction with Church Road for a distance of 21 metres in a northerly direction.

2.5 **ORDER E** – THE KENT COUNTY COUNCIL (VARIOUS ROADS, TUNBRIDGE WELLS BOROUGH) (DISABLED PERSONS PARKING BAY) ORDER No.1 2018 - Civic Way

This proposal relocate the Disabled Persons Parking Bays in Civic Way on the west side from its current location of a point 10 metres south of its junction with Monson Road to a point 20 metres south of that junction to a point 13 metres south of its junction with Monson Way for a distance of 40 metres in a southerly direction

2.6 **ORDER F** – THE KENT COUNTY COUNCIL (VARIOUS ROADS, ROYAL TUNBRIDGE WELLS) (PROVISION OF POLICE BAYS) ORDER 2018 - York Road

This proposal is for the removal of the Police Bay located in York Road on the north side from a point 15 metres west of its junction with Mount Pleasant Road to a point 21 metres west of that junction

2.7 **ORDER G** – THE KENT COUNTY COUNCIL (VARIOUS ROADS, TUNBRIDGE WELLS BOROUGH) (PROVISION OF PARKING PLACES) ORDER 2018 Mount Pleasant Road & Civic Way

This proposal is for the implementation of the removal Time Limited Parking Bays in the following length of roads:-

- Mount Pleasant Road – To remove the bays located on the west side from a point 23 metres north of its junction with Church Road to a point 42 metres north of that junction.
- Civic Way – To remove the bays located west/south side from a point 42m south of its junction with Monson Road to a point 84 m south of that junction.

2.8 **ORDER H** – THE KENT COUNTY COUNCIL (VARIOUS ROADS, TUNBRIDGE WELLS BOROUGH) (CAR CLUB PARKING PLACES) (AMENDMENT 1) ORDER 2018 - Mount Pleasant Road

This proposal is to relocate the Car Club Parking Bay from the west side of Mount Pleasant Road between the points 23 metres and 29 metres north of its junction with Church Road to the west side of Civic Way

2.9 Full details of the representations received are contained in Appendix C. A summary of the numbers is set out in the table below:

TRO	support	objection	No specific support / objection	Total
Order A 20mph speed limit various roads	15	3	16	34
Order B Prohibition of driving	1	26	7	34
Order C Amend Single/double yellow lines in various roads	9	11	14	34
Order D Loading bay installation	1	3	30	34
Order E Relocation of disabled parking	1	4	29	34
Order F Remove police parking bay	2	3	29	34
Order G Remove time limited bays	2	5	27	34
Order H Car club bay	1	3	30	34

3 CONCLUSION

3.1 Whilst it is acknowledged that some additional traffic will be displaced to already congested parts of the town, recent studies into these junctions by KCC have shown that there is very limited potential for physical improvements to increase highway capacity. Instead, traffic improvements around the town can be achieved through behavioural change. Limiting through-traffic within the Phase 2 area is a bold move towards embracing the potential to encourage more pedestrian, cyclist and public transport trips. Phase 1 forms the top third of a ped-friendly spine road running north to south through the town centre, and Phase 2 should continue this ambition. Phase 3 will eventually complete the link between the two distinct shopping areas in the town, and assist in attempts to make the town centre more pedestrian and cyclist friendly. Until this is achieved, ambitions to encourage more local trips into the town by foot or cycle rather than the private car will not come to fruition: the town centre must be a welcoming and safe environment for all modes of transport, and these plans for Phase 2 will help to achieve this.

Appendices to the Report

- Appendix A – Public Realm Phase 2 Concept Sketch
- Appendix B – Public Realm Phase 2 Final Scheme Design
- Appendix C – Representations to proposed Traffic Regulation Orders (TO FOLLOW)