



## A G E N D A

### JOINT TRANSPORTATION BOARD

**Monday 16 July 2018 at 6.00 pm**  
**Council Chamber, Town Hall, Royal Tunbridge Wells, TN1 1RS**

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<b>Borough Members:</b>	Councillors Stanyer (Chairman), Backhouse, Dr Hall, Lidstone, Simmons and Woodward
<b>County Members:</b>	Councillors Barrington-King (Vice-Chairman), Hamilton, Holden, McInroy, Oakford and Rankin
<b>Parish Member</b>	Councillor Mackonochie
<b>Quorum:</b>	4 Members (2 KCC members and 2 TWBC members)

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- 1 Apologies**  
To receive any apologies for absence.
- 2 Declarations of Interest**  
To receive any declarations of interest by members in items on the agenda. For any advice on declarations of interest, please contact the Monitoring Officer before the meeting.
- 3 Notification of Visiting Members wishing to speak**  
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 16 April 2018** (Pages 5 - 14)  
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.
- 5 Update Report** (Pages 15 - 18)
- 6 21st Century Way Cycle Route Consultation Report** (Pages 19 - 62)

**7 Highway Works Programme**

(Pages 63 - 84)

**8 Topics for Future Meetings**

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.

**9 Date of Next Meeting**

To note that the next scheduled meeting will be held on Monday 15 October 2018 at 6.00pm.

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**Town Hall**  
**ROYAL TUNBRIDGE WELLS**  
**Kent TN1 1RS**



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### **Notes on Procedure**

- (1) A list of background papers appears at the end of each report, where appropriate, pursuant to the Local Government Act 1972, section 100D(i).
- (2) Members seeking factual information about agenda items are requested to contact the appropriate Service Manager prior to the meeting.
- (3) Members of the public and other stakeholders are required to register with the Democratic Services Officer if they wish to speak on an agenda item at a meeting. Places are limited to a maximum of four speakers per item. The deadline for registering to speak is 4.00 pm the last working day before the meeting. Each speaker will be given a maximum of 3 minutes to address the Committee.
- (4) All meetings are open to the public except where confidential or exempt information is being discussed. The agenda will identify whether any meeting or part of a meeting is not open to the public. Meeting rooms have a maximum public capacity as follows:  
Council Chamber: 100, Committee Room A: 20, Committee Room B: 10.
- (5) Please note that the public proceedings of this meeting will be recorded and made available for playback on the Tunbridge Wells Borough Council website. Any other third party may also record or film meetings, unless exempt or confidential information is being considered, but are requested as a courtesy to others to give notice of this to the Democratic Services Officer before the meeting. The Council is not liable for any third party recordings.

Further details are available on the website ([www.tunbridgewells.gov.uk](http://www.tunbridgewells.gov.uk)) or from Democratic Services.

**If you require this information in another format please contact us, call 01892 526121 or email [committee@tunbridgewells.gov.uk](mailto:committee@tunbridgewells.gov.uk)**

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

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

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## TUNBRIDGE WELLS JOINT TRANSPORTATION BOARD

Monday 16 April 2018

**PRESENT:** Borough Councillors Stanyer (Vice-Chairman), Backhouse, Dr Hall, Lidstone, Simmons and Woodward  
County Councillors Barrington-King (Chairman), Hamilton, Holden, McInroy, Oakford and Rankin  
Parish Councillor Mackonochie

**Officers in Attendance:** Nick Baldwin (former Senior Traffic Engineer), Lisa Gillham (Tunbridge Wells District Manager), Jane Fineman (Head of Finance and Procurement), Hilary Smith (Economic Development Manager), Carol Valentine (West Kent Highway Manager) and Mark O'Callaghan (Democratic Services Officer)

**Other Members in Attendance:** Councillors McDermott and Podbury

### APOLOGIES

TB44/17 There were no apologies.

### DECLARATIONS OF INTEREST

TB45/17 Councillor Simmons advised that he had been involved in arranging a meeting with residents regarding the A26 cycle route.

There were no disclosable pecuniary or significant other interests declared at the meeting.

### NOTIFICATION OF VISITING MEMBERS WISHING TO SPEAK

TB46/17 There were no Visiting Members.

The Chairman noted that nine members of the public had registered to speak.

### MINUTES OF THE MEETING DATED 15 JANUARY 2018

TB47/17 Members reviewed the minutes. No amendments were proposed.

**RESOLVED** – That the minutes of the meeting dated 15 January 2018 be approved as a correct record.

### TUNBRIDGE WELLS TRACKER FOR APRIL 2018

TB48/17 The Board considered the Tracker. Comments were made in respect of the items as follows:

#### **Tracker Item 1 – A26 Cycle Route**

Pam Barnes, resident of Southborough, had registered to speak and commented that whilst she was generally supportive of active travel, the particular proposals were unsafe. Experienced cyclists had warned her of the dangers of vehicles exiting the many concealed driveways along the route. Narrowing the carriageway would decrease safety for cyclists. Progress for cyclists would be slowed by the need to stop safely before each driveway. Egress from many of the existing driveways was already hazardous and an additional separate flow of traffic would increase the risk further. The cycle

path would impede pedestrians who may not be able to hear bells or other warnings due to the noise of the heavy traffic. Previous attempts to provide a cycle path failed on safety grounds and the circumstances had not changed.

Margaret Borland, resident of Southborough, had registered to speak and commented that a lack of visibility around 18 adjoining driveways serving 28 homes was of serious concern. Owing to the high fences and hedges, vehicles exiting driveways would project more than two metres across the pavement before it was possible to see what may be coming. Less confident cyclists already rode on the pavement and tended to be travelling slowly, despite this there had been a number of near misses. Faster moving cyclists would be at higher risk. Cyclists travelling from Tonbridge would be heading downhill and likely to be going at speed, any attempt to emergency stop or swerve could put them into the path of heavy traffic. The plans looked reasonable but conditions on the ground made them very unsafe.

Scott Purchas, for Tunbridge Wells Bicycle Users Group, had registered to speak and commented that a change to more ambiguous language in relation to the cycle route had been noted despite the strong support offered by a public consultation and previous meetings of the JTB. Funding was available and Traffic Regulation Orders had been issued for phases one and three with work expected to commence in 2018. Whilst not perfect, the proposed scheme was an important step in enabling more people to cycle in more safety than at present. Tunbridge Wells was a congested town with a fixed road network, cycling was an opportunity to move vastly more people. Encouraging cycling would reduce the number of cars and make necessary journeys easier, provide capacity for future growth, tackle health problems and reduce pollution. The A26 cycle route was critical to the Cycling Strategy.

Lisa Gillham, Tunbridge Wells District Manager, KCC, thanked the speakers and advised that comments would be fed back to the KCC Cabinet Committee due to decide whether to proceed on 13 July 2018.

Councillor Simmons commented that previous support had omitted this section of the route pending a solution to the safety concerns. The proposals were not the right solution. He was familiar with the conditions as he lived locally and there were numerous problems with the proposals in the area. He appreciated the desire to fill the gap between two sections of cycle route but he felt that it was not possible in the present circumstances.

Councillors Backhouse, Stanyer and Dr Hall concurred and added that the risks associated with the proposals were too great.

Councillor Lidstone acknowledged the concerns that had been raised but was optimistic that a solution could be found. People wanted to cycle so effort was needed to make it as safe as possible.

County Councillor Oakford clarified that the JTB could make recommendations but the decision would be made by the KCC Cabinet Committee and due to the cost of over £1m the KCC Cabinet Member would have final say. He added there were a number of challenges with the project and whilst he supported safe cycling a white line along a main road was not acceptable. A central section of the route through Southborough was originally proposed to have a 20mph limit but this had been rejected as it was on a major route and consequently the speed reduction had been removed from the consultation. The St John's Road end of the route was in such a

poor state of repair that it would not be justifiable to resurface just the edges for a cycle lane and the whole road would need resurfacing. It had previously been stated that the Southborough end would only be safe if the speed could be reduced but a report in October 2016 said there was no justification for reducing the speed which cast doubt over that section of the proposals. There were too many faults with the project and there needed to be a joined up approach. He added that no safety study had been undertaken which was critical for a project of this size and was necessary before a decision could be made.

## **Tracker Item 2 – Pedestrian Crossing on Major York's Road and Langton Road**

In response to a question from Councillor Stanyer, Ms Gillham confirmed that the original plan for a pedestrian crossing at Langton Road had proven to be impractical and officers were looking into alternatives.

County Councillor Rankin advised that a local meeting had been held and agreed to pursue the matter. If a zebra crossing was to be considered a traffic count would be needed to determine whether the speed limit could be reduced. Rusthall Parish Council had been approached to consider contributing financially. She would also be putting some of her Members' Grant towards investigation work and noted that there may be an opportunity to improve access for buses as there was no paved stop heading out of town and buses disgorged onto the grass verge.

## **Tracker Item 3 – Carrs Corner**

Jennifer Hemming, for Calverley Park Gardens Residents' Association, had registered to speak and commented that use of the cycle lane on Calverley Park Gardens, which formed part of one of the main cycle routes into town, was unsafe due to heavy vehicles and speeding traffic. The feasibility study served only to pass off responsibility to act. The suggestion of residents' recording the details of HGVs was insulting and would be ineffective in helping over 2.5k pedestrians each day to cross the road. The support of members to pursue the matter was appreciated. If policy or political barriers could be overcome then solutions to the genuine problems could be found.

Jane Kingsley, for Calverley Park Gardens Residents' Association, had registered to speak and commented that Carrs Corner was a key gateway to the town for pedestrians but only provided for vehicles, the junction needed to be more balanced. HGVs should not be able to choose their own short-cuts through residential streets, damaging pavements, blocking the cycle lane and polluting the air. The Residents' Association had pursued this matter in good faith for two years for a report of no further action. The problems were well known to the residents, councillors and the more than 1.5k signatories to a petition. Action needed to be taken to improve safety for the 1million per year pedestrian crossings at the junction. Detailed feedback and positive suggestions had been distributed to members before the meeting.

County Councillor Rankin strongly supported the comments of the speakers and added that it was only possible to cross the junction by relying on the good will of drivers. It was disappointing that Kent County Council's highway policies appeared to only be concerned with vehicles. She disagreed that through traffic was not a problem as there was still a high number of HGVs. Simple changes were requested to make conditions safer for pedestrians.

County Councillor Oakford appreciated the photographs submitted by the Residents' Association and felt more attention should be afforded to pedestrians. He commented that there was no reason for HGVs to use Calverley Park Gardens as a short-cut and advisory signs were not sufficient. He urged County Members to continue working with officers to see whether any policy issues could be overcome and lobby for changes to policy.

County Councillor Holden commented that the problem was indicative of a wider issue and he was working to adopt a Leicestershire County Council style model to exclude HGVs from 90 per cent of roads. He called for support from other members at a number of forthcoming meetings. Quality of life should take precedence over the economics of the haulage industry and HGVs should not be allowed through town centres.

County Councillor Barrington-King endorsed the Leicestershire model and noted that he would welcome an invitation to the relevant meetings.

Councillor Backhouse confirmed the dangers of Carrs Corner and supported efforts to remove HGVs.

Councillor Lidstone commented that HGVs caused significantly more damage than cars and cars more than bicycles so the cost of efforts to reduce the number of vehicles would be made back in savings in maintenance costs. It was a false economy to not invest in infrastructure and all forms of active travel.

Councillor Woodward welcomed the efforts to reduce the number of HGVs but was cautious of losing focus on the particular problem. The report suggested further discussions to be had but lacked any detail; a sense of urgency was needed.

County Councillor Holden commented that the amount of damage caused by an HGV was conservatively estimated at 10k times that of a car and Leicestershire County Council had funded the cost of re-designating roads through savings in maintenance. Focus on local issues should be maintained and similar problems in Goudhurst were being looked at with a view to reclassify the road as a 'B' road, on which restrictions could be placed.

Councillor Dr Hall noted that most heavy freight should be carried on railways. She added that it was not acceptable for HGVs to dominate town and village centres and many drivers disregarded the restrictions.

County Councillor Rankin sought written confirmation whether restrictions could be placed on the speed, size or weight of traffic on 'B' roads and the statutory authority of doing so, as accounts appeared to be conflicting.

Councillor Backhouse noted that many HGV drivers relied on sat-navs designed for cars.

County Councillor Oakford commented that there needed to be a differentiation between the law and KCC policy and noted that sometimes things are said to be not possible but this may be due to policy which could be challenged.

Councillor Simmons supported the comments of the speakers and called for specific proposals for what could be done to come forward.



Ms Gillham thanked the speakers and confirmed the comments would be fed back to the design team. She understood that discussions between officers and councillors were ongoing

County Councillor Barrington-King endorsed the request for clarification on what was possible on 'B' roads and a clear difference between policy and legislation. He highlighted the clear support from all members of the Board to make progress in this matter.

#### **Tracker Item 4 – St John's 20mph zone (including Currie Road)**

Councillor Lidstone noted from the written update that a resolution for Currie Road appeared to be closely linked to better enforcement of the 20mph zone.

County Councillor Oakford advised that a further £3k had been made available for 20mph roundels to remind motorists within the zone. Only the Police could enforce the limits but Speedwatch was a great help, over 30 drivers with multiple offences had been visited by the Police on the basis of evidence from Speedwatch.

County Councillor Holden commented that the Police were essential in enforcing the limits, people wanted to see the Police out on the streets and Speedwatch were becoming increasingly disillusioned by the lack of Police support. Some progress had been made but there were signs of backsliding which were being addressed.

Councillor Lidstone commented that the issue on Currie Road came about due to the narrow road and drivers using the pavement to pass; resulting in several near-misses with pedestrians. He was hoping for a report looking more specifically at the issues of rat-running.

#### **Tracker Item 5 – Zone A and C**

The written update was noted.

#### **Tracker Item 6 – Five Oak Green**

Parish Councillor Mackonochie advised that Capel Parish Council were awaiting the consultant report following the completion of a traffic survey and pedestrian survey. He noted that the traffic survey happened to have taken place during a period of snow and, worryingly, the average speed only reduced by 3mph.

#### **Tracker Item 7 – King George V Hill**

County Councillor Barrington-King advised that the matter was included in the report under the item at TB49/17.

#### **Tracker Item 8 – Reducing pinch-points on A26**

The written update was noted.

#### **Tracker Item 9 – HGV Restrictions, Halls Hole Road**

Councillor Backhouse commented that the road was clearly signposted but some drivers were ignoring the warnings.

County Councillor Rankin disputed the written update that signage was adequate as HGVs were still getting stuck in the road.

## **Tracker Item 10 – Cycle stands in Royal Tunbridge Wells**

Philip Munslow, for Tunbridge Wells Bicycle Users Group, had registered to speak and commented that a small investment in providing a comprehensive network of cycle parking could make a big difference and demonstrate that the Council was a modern, forward thinking and caring local authority. Good quality cycle parking in the right locations could provide the nudge for residents to realise it was easy to pop to town on a bicycle and park close to your destination. It would not be most effective to put massed stands in centralised locations, instead, one or two car parking spaces should be sacrificed as close to destinations as possible. Two car parking spaces would provide space for 16 cycle stands. Further details had been distributed to members before the meeting which contained a request for support for cycle parking, a suggestion of where funding could come from and ideas for implementing the project.

Councillor Woodward noted a lack of information on the usage of existing cycle stands and future demand.

Councillor Lidstone commented that Section 106 funds could be put towards the provision of cycle parking and agreed with the speaker that stands needed to be located around the town close to the destinations. He asked whether some of the funding put towards the proposed clusters of stands could be reallocated and spread out around the town.

Hilary Smith, Economic Development Manager, TWBC, advised that she would need to look into the possibility of reallocating funds. She welcomed the details submitted by the Tunbridge Wells Bicycle Users Group and confirmed that both Tunbridge Wells Borough Council and Kent County Council would always take every opportunity to secure further funding. Conversations had been had regarding converting car parking spaces into bicycle parking but there were a number of implications which needed to be explored further before a commitment could be made. She added that there needed to be different types of parking for different users and it was important to also provide stands in secure places like car parks for commuter use.

Councillor Dr Hall commented that the level of demand for cycle parking must be evidenced to justify any loss of car parking.

## **Tracker Item 11 – Junctions of Hastings Road and A21 near Kipping's Cross**

County Councillor Barrington-King advised that he had discussions with Highways England and been disappointed to be told that no measures could be put in place as there had been no fatalities despite a second fatality occurring only recently. He would be pursuing the matter further.

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

## **WAITING RESTRICTIONS: ROYAL TUNBRIDGE WELLS AND PEMBURY**

TB49/17 Nick Baldwin, former Senior Traffic Engineer, TWBC, introduced the report and explained that part of the report provided a follow up on a previous report regarding concerns about King George V Hill. The revised proposals satisfied all parties, were necessary on road safety grounds and involved the loss of only three parking spaces. Other proposed restrictions set out in the report received no objections.

County Councillor Barrington-King welcomed the approach of finding a mutually acceptable solution with the residents.

**RESOLVED** – That the Board endorsed the introduction of new and amended restrictions as proposed by the draft Traffic Regulation Order and summarised in the report.

## **WAITING RESTRICTIONS: WHYBOURNE CREST, RTW**

TB50/17 Sarah Richmond, resident of Royal Tunbridge Wells, had registered to speak and commented that she had distributed detailed feedback to members before the meeting. She explained that the proposals were intended for the benefit of residents, rather than on safety grounds, in response to the increased number of employees based at AXA in Hawkenbury. Despite good intentions the proposals did not meet with the satisfaction of the residents and may be counterproductive. The proposals were being made on the basis of an erroneous consultation as residents had not been fully advised of the proposals and there had not been full disclosure of the available options on which the residents could give an informed response.

Kathy Freeman, resident of Royal Tunbridge Wells, had registered to speak and commented that a letter received from Parking Services on 13 October 2016 stated that no action was proposed for Whybourne Crest, despite this yellow lines had been installed without notice. The proposal to introduce a limited number of parking bays would cause friction in the community and be unfair. The majority of residents were against the proposal. Signed-only restrictions were already in place in some roads in the area; this would be fairer for the residents and would be consistent with the general scheme in Hawkenbury. If signed-only restrictions were installed there would be no immediate need for an amendment to the start time of the restrictions but residents would appreciate the opportunity to review this after the new school had opened.

Glenn McAuliffe, resident of Royal Tunbridge Wells, had registered to speak and commented that the proposals were not supported by the majority of residents and would cause problems. A lack of information may have lead to misinformed responses to the original consultation. The report oversimplified the issues and whilst most houses had off-street parking the space was limited and the restrictions would prevent deliveries and visitors from parking in the street, particularly affecting the high number of retired or homeworking people. Signed-only restrictions were in use in neighbouring areas and appeared to be effective. A recent survey of residents highlighted overwhelming support for signed-only permit parking.

County Councillor Rankin was concerned that the consultation should produce a different result to the views expressed and felt that the restrictions should not go forward without the support of the residents. She added that Whybourne Crest was a distinctive area which would be ruined by yellow lines and a less intrusive scheme which enjoyed the support of residents would be welcomed.

County Councillor Oakford noted members had a duty to represent the views of residents and there was clearly little support for the proposals, a mutually agreeable alternative should be found.

County Councillor Hamilton concurred and added that the local residents should be listened to.

Councillor Backhouse concurred and added that yellow lines should be used sparingly in residential areas so as to not prevent genuine visitors from parking.

Councillor Lidstone sought to clarify when restrictions were due to take effect.

Nick Baldwin, former Senior Traffic Engineer, TWBC, confirmed that the current restrictions were installed following previous approval as part of a package of measures, however it had been subsequently agreed to not enforce the restrictions pending further review. He added that the question of parking restrictions in Hawkenbury had been a long standing item; there had been many consultations over that time and often very few responses. Officers had tried to develop a scheme which satisfied the residents who responded to the consultations. Only after the restrictions were installed were a number of objections raised, consequently each house was written to and the yellow lines were still supported by some. Signed-only restrictions were only permissible where there was a uniform scheme and previous consultations suggested support for some form of mixed scheme. Much correspondence had been received since the publication of the report so it was proposed to withdraw the recommendation and start the process again. It had always been the intention to review the wider Hawkenbury scheme and this would provide an opportunity to revisit the restrictions in Whybourne Crest. In the meantime the painted lines, except the double yellow lines which were necessary for safety reasons, could be blacked out and signs could be removed.

County Councillor Barrington-King welcomed the pragmatic approach and wished to reassure all concerned that there was no doubt as to the integrity of Mr Baldwin's efforts to find a solution. He thanked the residents for their input.

Jane Fineman, Head of Finance and Procurement, TWBC, was pleased with the outcome and noted that the Hawkenbury review was likely to take place in quarter one of 2019.

**RESOLVED** – That the Board endorsed not implementing restrictions in Whybourne Crest pending new proposals.

## **WAITING RESTRICTIONS: CRANBROOK AND HAWKHURST**

TB51/17 County Councillor Barrington-King noted that the item had been withdrawn pending consideration of alternative proposals.

Jane Fineman, Head of Finance and Procurement, TWBC, explained that since the report had been published representations had been received and it had been agreed to look again at the proposals. There were concerns that stark yellow lines through Cranbrook, being a conservation area, were inappropriate. Alternatives including a restricted parking zone or primrose lines would be investigated. A blanket parking zone had not been used outside Royal Tunbridge Wells town centre but this could be trialled with an Experimental Traffic Order in Cranbrook. This would be more expensive and a budget would need to be found. If successful the model could be used in Hawkhurst.

County Councillor Holden noted that Cranbrook had the second highest number of listed buildings in Kent including several examples from the 14th Century; this made it a unique place. Current lines were worn out and were not intrusive but new lines would not be appropriate. Primrose coloured 'heritage' lines were an option or a parking zone had been suggested. The difference in the cost of the two options was not significant and he hoped the Parish Council would be given a voice on the matter. He would be prepared to contribute part of his Members' Grant towards the project and added that further savings could be made by blacking out the old lines rather than removing them.

County Councillor Barrington-King welcomed the approach.

## HIGHWAY WORKS PROGRAMME

TB52/17 Lisa Gillham, Tunbridge Wells District Manager, KCC, advised that there were no further updates and invited questions.

County Councillor Oakford highlighted that the traffic activated sign on Speldhurst Road had still not been connected to power one year after installation.

County Councillor Barrington-King noted that the installation of a handrail in Pembury had also taken one year but was now complete.

Councillor Woodward sought an update as to when Coach Road in Rusthall, marked for several months as having a temporary surface, would be completed. Ms Gillham believed there to have been a defect with the resurfacing and officers were awaiting the return of the contractors.

County Councillor Hamilton question why her contributions from the Members' Grant were not listed at Appendix H. She added that urgent action was required at Horsmonden in response to a number of recent road traffic accidents, the issue had previously been raised and she hoped to expedite the due process. County Councillor Barrington-King noted that the Leader of Kent County Council had expressed his wish that action be taken in this matter.

County Councillor Hamilton commented that many problems, including those at Horsmonden, were as a result of HGVs following sav-navs designed for cars and she asked how authorities could influence the routing of sat-navs. County Councillor Barrington-King suggested that the exploration from County Councillor Holden's work on HGV routing may yield useful information.

County Councillor Oakford noted that HGV sav-navs were considerably more expensive so foreign lorry drivers bought the cheap one and followed wherever it sent them. He added that the Leader of Kent County Council had instructed the Cabinet Member for Highways to take immediate action at Horsmonden.

Councillor Simmons asked whether the materials used for the drain covers on the A26, which appeared to have been marked for repair following nearby resurfacing, were up to standard and what could be done to ensure work was completed properly first time. Ms Gillham advised that the contractors were required to return at their own expense which would affect their profitability and ability to move on to other work.

Councillor Lidstone noted a paucity of road repairs set out at Appendix A and questioned whether full resurfacing would be more cost effective. Ms Gillham commented that resurfacing would be preferred. She added that the list set out the initial schemes for the year given the new financial year's budget. In addition, a separate budget was held for pot holes and reactive maintenance which would be scheduled in due course. County Councillor Barrington-King advised local members to discuss resurfacing requirements with the relevant county member so these could be fed into the system.

Carol Valentine, West Kent Highway Manager, KCC, advised that a more long term approach to asset management had been adopted and approved by Cabinet. This was separate from the money received from the government for pot holes which was ring-fenced for that purpose and formed a large part of the separate budget mentioned earlier.

County Councillor Oakford advised members to use the online reporting tool for pot holes which was by far the most effective way of getting them fixed. He added that there was a budget of £11.1million which included drainage works. Tunbridge Wells was recognised as having some of the worst roads so would get a greater proportion of the funding. County Councillor Barrington-King supported use of the online tool and noted that many of the problems he had reported had been repaired. Ms Valentine agreed that the online tool was the most effective way of reporting pot holes.

Councillor Lidstone noted that the recently resurfaced junction of Upper Grosvenor Road and Dunstan Road was already lifting and in need of repair.

Parish Councillor Mackonochie asked whether a record was kept of completed works to identify areas where works were repeatedly repaired. Ms Gillham advised that the works ordering system kept a record of every job and Highway Stewards often remained in the same area in order to build up historical knowledge. She added that resurfacing or large area patching was preferred but occasionally it was necessary to balance resources.

County Councillor Oakford reminded members that following the particularly bad weather emergency repairs were necessary which were accepted as only temporary fixes.

**RESOLVED** – That the report be noted.

## TOPICS FOR FUTURE MEETINGS

TB53/17 The Chairman, County Councillor Barrington-King, confirmed that no items had been submitted in accordance with the procedure.

## DATE OF NEXT MEETING

TB54/17 County Councillor Barrington-King noted this was his last meeting in the chair and thanked members and officers for their positive contributions.

The next meeting of the Joint Transportation Board would be held on Monday 16 July 2018 commencing at 6pm.

## NOTES:

Councillor Dr Hall left during TB50/17  
The meeting concluded at 8.15 pm.

## **Update Report**

**Recommendation:**

That the report be noted

### **1. INTRODUCTION**

- 1.1 This report provides an update on matters that have previously been subject to consideration by the Joint Transportation Boards and where there has been substantive progress or changes to note.
- 1.2 Any outstanding matters that are pending will not usually be included in the report but are monitored and may be subject to a report or inclusion in an update report on a future date.
- 1.3 Any items where a decision is required will be subject to a full report.

### **2. UPDATES**

<b>Subject</b>	<b>Update</b>
A26 Cycle Route	Detailed update attached at appendix A

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**To:** Tunbridge Wells Joint Transportation Board  
**By:** Damion Cock  
**Date:** 16 July 2018  
**Subject:** A26 Cycle Route Update  
**Classification:** Information Only

## Introduction

The scheme proposed improvements of the existing cycle route, between Tonbridge (Brook Street junction) and Tunbridge Wells (Grosvenor Road junction). The original plans can be viewed on our website [www.kent.gov.uk/a26cyclerroute](http://www.kent.gov.uk/a26cyclerroute).

The scheme has been split in to three sections:

- Proposal 1 (phase 1) – Grosvenor Road to Yew Tree Road
- Proposal 2 (phase 2) – Yew Tree Road to Bidborough Ridge
- Proposal 3 (phase 3) – Bidborough Ridge to Brook Street

Following consideration of the consultation responses, feedback from Tunbridge Wells Joint Transport Board and further engagement with key stakeholders, Phase one and three will be delivered this financial year as will a short section of the Phase 2 works.

**Phase one**, which covers Grosvenor Road to Speldurst Road will proceed as per the attached revised drawings. On three of the side junctions we will be introducing slight ramps otherwise known as ‘table tops’ to slow traffic as it approaches the A26. We are changing the material type from the proposed grey block paved to a red asphalt surface. Along the length of the cycle route KCC have decided to also apply light segregation as shown on the revised plan. The Traffic Regulation Order consultation for the Mandatory cycle lane, prohibition of waiting and removal of on street parking on the A26 St John’s Road between Beltring Road and Southfield Rd closed on Monday 9 April. Due to the lack of support KCC have taken the decision not to implement the proposed waiting restrictions, however KCC will be installing the mandatory cycle lanes and bus lanes as per our proposals.

Construction of Phase 1 will commence late July 2018 and we are working with our resurfacing team who will be resurfacing of the entire length of the A26 from Grosvenor Road through to Speldhurst Road providing a smooth, freshly lined surface for all commuters. This aspect is being funded with existing maintenance budgets.

**Phase 2**, Yew Tree Road to Bidborough Ridge went to consultation but subsequently will not be implemented largely due to the inadequate road widths for cycle lanes. The proposal required a speed limit reduction to 20mph which is not considered to be suitable in this location. A short section of phase two will be constructed including the installation of cycle lanes on the A26 from junctions with Victoria Road and Church Road.

**Phase 3** between Mabledon, Tunbridge Wells and Brook Street, Tonbridge will be subject to consultation but consists of the creation of a shared pedestrian/cycle route. This would provide a safe route for cyclists and improved footpath for pedestrians.

There were previous proposals to incorporate an additional length of shared surface cycle route and footpath along the A26 from junction with **Birchwood Ave to Mabledon** by widening the existing footpath.

The proposal was subject to consultation which launched on 12<sup>th</sup> February. All consultation responses were collated and reviewed in conjunction with an independent stage 1 road safety audit. Due to the lack of local support and a number of risks that cannot be eliminated (mainly poor visibility exiting residential properties) a decision has been made not to proceed with this element of the scheme.

Regular discussions have taken place between officers and KCC's Cabinet Member for Planning, Highways, Transport & Waste, Mike Whiting along with KCC's local Member and Deputy Leader, Peter Oakford. They are both in support of our current position.

### **Conclusion**

1. This report is for Members information.

## 21st Century Way Cycle Route Consultation Report

<b>Report Author / Lead Officer</b>	Hilary Smith – Economic Development Manager
<b>Head of Service / Service Manager</b>	David Candlin – Head of Economic Development and Property
<b>Originating Authority</b>	Tunbridge Wells Borough Council
<b>Final Decision Taker</b>	Kent County Council
<b>Exemption</b>	Non-exempt
<b>Classification</b>	For Recommendation

### Recommendation:

- That the Board support the project to be delivered in 2018/19

### SUMMARY

The Borough Cycling Strategy, adopted in 2016, identifies the 21<sup>st</sup> Century Way cycle route between Tunbridge Wells town centre and the North Farm Estate as a priority utility cycling route. The route exists currently but requires further improvement to encourage more use.

The proposed designs for the route were published for a six week consultation beginning on 8<sup>th</sup> November 2017. Following the consultation it is now recommended that JTB agrees to support Tunbridge Wells Borough Council (TWBC) and Kent County Council (KCC) in taking the scheme forward.

### Route to Implementation/Timetable:

A timetable for implementation will need to be approved by KCC but it is anticipated that the cycle route will be delivered in stages starting in Autumn 2018.

The Traffic Regulation Orders are currently out for consultation. The closing date is 2nd July 2018.

### BACKGROUND/INTRODUCTION

1. Tunbridge Wells Borough Council adopted its Cycling Strategy in March 2016. The Strategy encourages active travel and identifies the shared commitment of TWBC and KCC to provide an enhanced cycle route network. It acknowledges that levels of cycling in Tunbridge Wells are relatively low at present, and that whilst the Borough has some cycle routes that link Royal Tunbridge Wells town centre to suburban areas, these are either incomplete or require further enhancement. The Borough Cycling Strategy is available to view on the TWBC website.

2. The Cycling Strategy identifies a network of routes within the urban areas of Royal Tunbridge Wells, Southborough, Paddock Wood and Cranbrook which require implementation and/or improvement.
3. The 21<sup>st</sup> Century Way links to several other cycle routes around the local area, as shown in the Borough's 2016 cycling strategy. Once completed, it is hoped that the route will link with Route 1, the Tonbridge to Tunbridge Wells link via the A26, Route 8, A26 London Road to Dowding Way via Barnetts Wood and Route 2, Pembury to Tunbridge Wells via the A264. It will also link to the route along Longfield Road and then to the new A21 Non-motorised user route and the Tonbridge Road link to the Hospital.

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

4. Support is requested to take forward the 21<sup>st</sup> Century Way cycle route proposals and implement the scheme within the financial year 2018/19. By implementing this route it is hoped that this will encourage more local residents to walk and cycle, which has health benefits and provides an alternative to the private car.

## **WHO HAVE WE CONSULTED AND HOW?**

5. The consultation programme started on 8 November 2017 and included a number of elements as follows:
  - Publication of the route proposals on the [Kent County Council Consultation Portal](#) along with a questionnaire for feedback.
  - A drop-in evening held at The Hub in Grosvenor & Hilbert Park on 22 November 2017 attended by TWBC officers and KCC cycling officer.
  - Promotion of the consultation via social media and via TWBC website.
  - Leaflet drop to all properties (residential and business) along the route between Goods Station Road and the North Farm Estate – with details of the drop in event and the online questionnaire.
  - Signs on lamp columns along the proposed route to inform about the consultation.
  - Direct mail-out to the cycling forum.
  - Officer attendance at the meeting of the Tunbridge Wells Access Group (27 November 2017)
6. The consultation closed on 20 December 2017. A statutory consultation on the Traffic Regulation Orders for aspects of the route is currently being undertaken. This started on the 8<sup>th</sup> June and will end on 2<sup>nd</sup> July.

## **WHAT FEEDBACK HAS BEEN RECEIVED?**

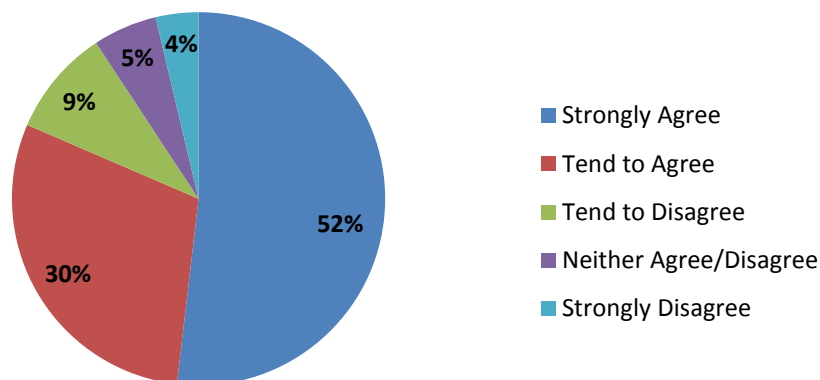
7. A total of 55 individuals responded to the consultation via the online or paper questionnaire. 3 letters were sent to the council.

6 responses were on behalf of organisations. These were:

- Tunbridge Wells Bicycle Users Club
- Tonbridge Bicycle Users Club
- The Tunbridge Wells Access Group
- Ramblers Association: Parish Footpath Warden

- Southborough Town Council
  - A parish council (unknown)
8. Overall the majority of people that responded either strongly agree or agree with the proposed route improvements at 82%. This compares with 11% of respondents that either disagreed or strongly disagreed with the proposals and 6% that neither agreed nor disagreed.

## Consultation Responses



9. There is a substantial level of support for the scheme amongst the respondents, but the consultation also raised a number of issues/concerns and these are set out in the table below. A response is provided to each of these.

Issue	Response
Cycle lanes should be physically segregated. In particular, a mandatory cycle lane on Goods Station Road should be provided.	It is not possible to provide a segregated route away from motorised vehicles. However, as far as is possible the route goes through park areas and along public rights of way (PROWs). There are also two 20mph zones proposed along the route which will provide a low speed environment. One zone is proposed around Goods Station Road (as there is insufficient road width for a cycle lane) and the other is around Oak Road/Clifton Road.
Concern about the use of shared pedestrian/cycle facilities.	Additional signage will be installed to highlight where paths are for shared use. Tactile paving is in place in the parks to help alert those with visual impairments that there may be potential conflict ahead. Any broken tactile will be repaired as part of the works.

	In areas where the shared use paths are currently narrower e.g. around Dowding Way, vegetation will be cleared in order to increase the width of the path.
Concern about pedestrian/cyclist conflict particularly near The Hub in Grosvenor and Hilbert Park.	More signage will be installed throughout the park where there are high levels of pedestrian footfall, particularly around The Hub and the play area. This will highlight that cyclists and pedestrians should be aware and considerate of each other.
The Cycle dismount sign on Sandhurst Road area is unnecessary and the link should instead be re routed in order to avoid having to dismount and cross a busy road.	The routing of the cycle link along Sandhurst Road around the gas works site is temporary. The Gas Works site is allocated for housing development and access for cyclists/ pedestrians will be provided across the site.
It was suggested that the route should instead follow down Clifton Road rather than Oak Road as proposed in the plans.	Officially, the route will pass down Oak Road as there is a safer crossing point across Sandhurst Road. KCC are also investigating options to improve access into Colebrook Green from Oak Road. Clifton Road is also included in the 20mph zone so can be used instead if this is preferred.
Lighting of the route is poor and this should be taken into account in order to encourage usage of the route. This is especially the case throughout the park.	Additional lighting is proposed through the un-lit section of Grosvenor & Hilbert Park. Lighting is also proposed for the public right of way on Home Farm Lane.
General support was given to 20mph but concerns were raised about enforcement.	There are 2 proposed 20mph areas along the route. Both are already relatively low speed environments and residential neighbourhoods. Sign-only 20mph areas will initially be introduced.
The 21 <sup>st</sup> Century Way should be linked up to other cycle routes in order to encourage people to use it, especially the new NMU link of the A21.	The route links to the A26 via the town centre. The route also links to the existing shared use cycle route along Longfield Road which then connects to the A21 NMU and the Tonbridge Road link to the hospital.
Safe crossing points should be provided across busy roads and cyclists given priority at the junctions along Dowding Way.	<p>There is a toucan crossing at the junction of Lamberts Road / Dowding Way which cyclists can safely use. Vegetation clearance will also be done to widen the shared use footway between the park and Lamberts Road.</p> <p>It is recognised that there are wide junctions at several of the car showrooms along Dowding Way but it is not possible to provide priority for</p>

	cyclists along this stretch of the route. Cyclists will continue to share the pavement. Where it is possible to improve the cross-overs at the junction for cyclists this will be done. In addition, KCC has written to these businesses to encourage them not to park at these junctions. A safety audit has been conducted of the route.
Design improvements should be made to the route opposite Fountains retail park to the roundabout to increase cyclist safety.	This is challenging because of the location of utilities on the verge adjacent to the road. However, design work for this stretch of the route is underway.
Broken surfacing on Goods Station Road, particularly around the drains.	This will be addressed as part of the improvement to the route.
There should be better provision and higher quality cycle parking provided at High Brooms station with better access up to the platform with a bike.	Since the consultation has taken place, Southeastern (with help from a grant from KCC) has installed a two-tier cycling parking facility at the station, doubling the previous provision. Concerns about accessing the platform is outside the scope of this project but can be highlighted to the TOC.
Cars parking on the cycle route is an issue particularly in the residential areas of Addison Way / Temple Way	This issue is recognised and cyclists will continue on the carriageway as this is a low speed residential environment.

## HOW WILL THE DECISION BE COMMUNICATED?

10. TWBC and KCC will communicate the decision to progress the scheme via social media, website and press releases as appropriate. A direct email alert to all those who responded will also be sent.

## CONCLUSIONS

11. The consultation feedback has shown that there is significant support for improving the cycle route along the 21<sup>st</sup> Century Way.

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## APPENDICES TO THE REPORT

Appendix A – Route plans 1 of 4

Appendix B – Route plans 2 of 4

Appendix C – Route plans 3 of 4

Appendix D – Route plans 4 of 4

Appendix E - Portfolio Holder decision report for release of s106 funding

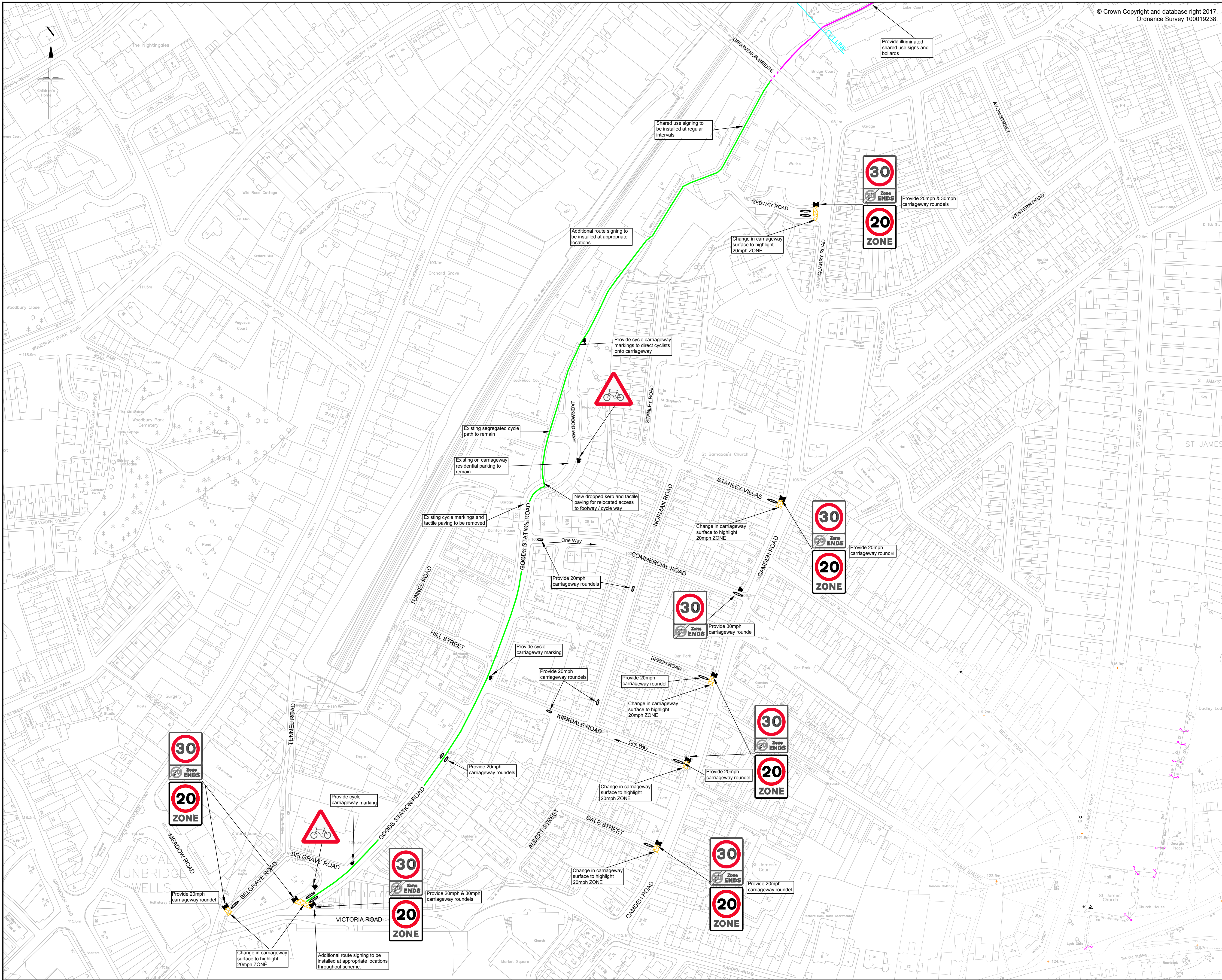
Appendix F – Consultation Document

Appendix G – Consultation Questionnaire

Appendix H – Consultation Postcards

Appendix I – Equalities Impact Assessment





Notes

- Locations of signs and carriageway markings are estimated.
- Street lighting to be agreed and confirmed prior to construction.

Key:

- ON ROAD / FOOTWAY CYCLE ROUTE
- CYCLE ROUTE THRU' PARKS & PROWS
- CYCLE CARRIAGEWAY MARKINGS
- SPEED ROUNDELS CARRIAGEWAY MARKINGS

0	17.08.17	FIRST ISSUE	amf	JW	JW
Rev	Revision Date	Purpose of revision	Drawn	Checked	Appr'd

**Kent County Council**  
Ashford Highway Depot  
Henwood Industrial Estate  
Ashford  
TN24 8AD  
Tel: 03000 418181

Project  
**TUNBRIDGE WELLS BOROUGH COUNCIL**  
**21st CENTURY WAY CYCLE ROUTE**

Drawing title  
**CONSULTATION PLAN**

Drawing status  
**CONSULTATION**

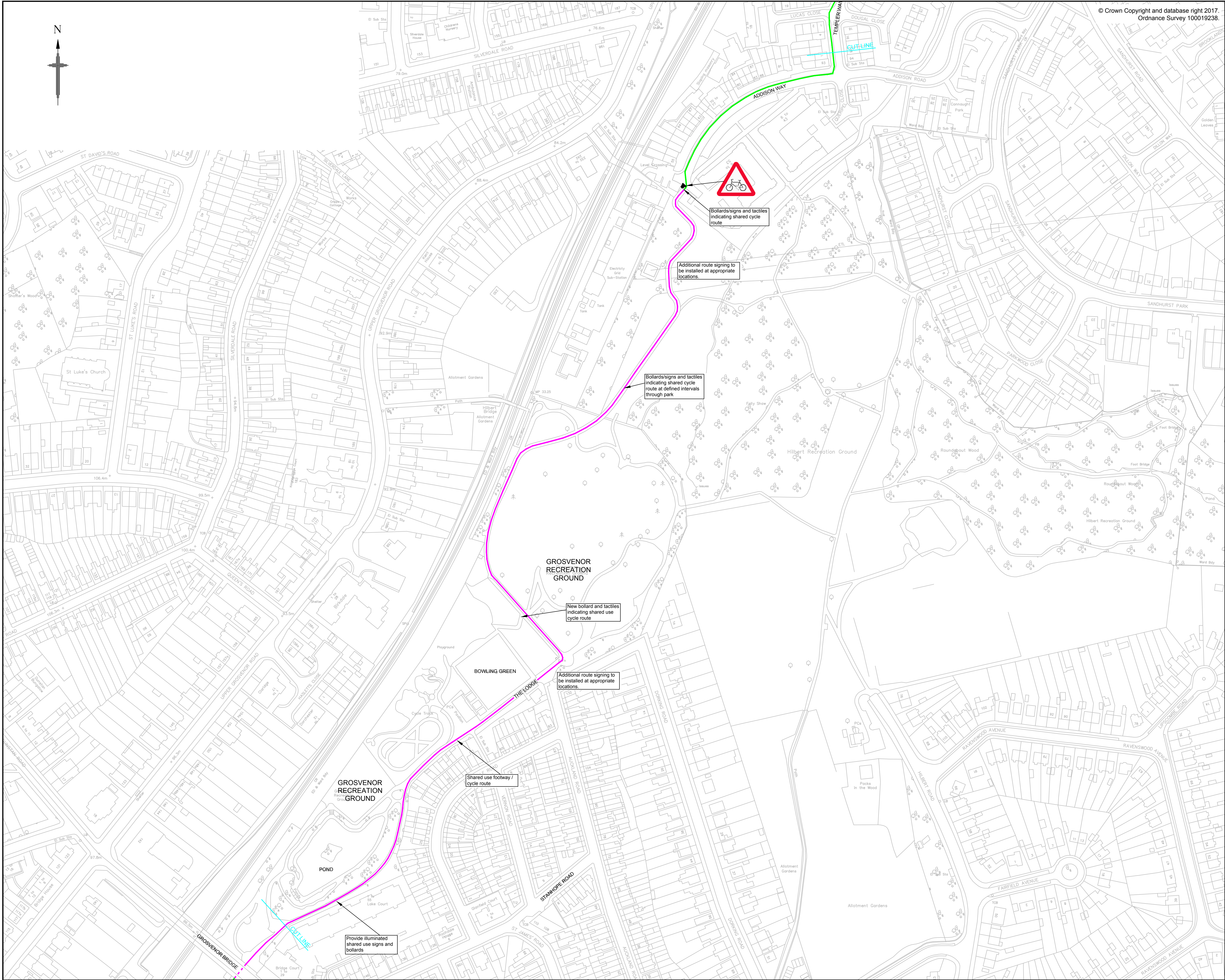
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Notes

- Locations of signs and carriageway markings are estimated.
- Street lighting to be agreed and confirmed prior to construction.

Key:

- ON ROAD / FOOTWAY CYCLE ROUTE
- CYCLE ROUTE THRU' PARKS & PROWS
- CYCLE CARRIAGEWAY MARKINGS
- SPEED ROUNDELS CARRIAGEWAY MARKINGS

0	18.08.17	FORST ISSUE	amf	JW	JW
Rev	Revision Date	Purpose of revision	Drawn	Checked	Appr'd



**Kent County Council**  
Ashford Highway Depot  
Henwood Industrial Estate  
Ashford  
TN24 8AD  
Tel: 03000 418181

Project  
**TUNBRIDGE WELLS BOROUGH COUNCIL**  
**21st CENTURY WAY CYCLE ROUTE**

Drawing title  
**CONSULTATION PLAN**

**SHEET 2 OF 4**

Drawing status  
**CONSULTATION**

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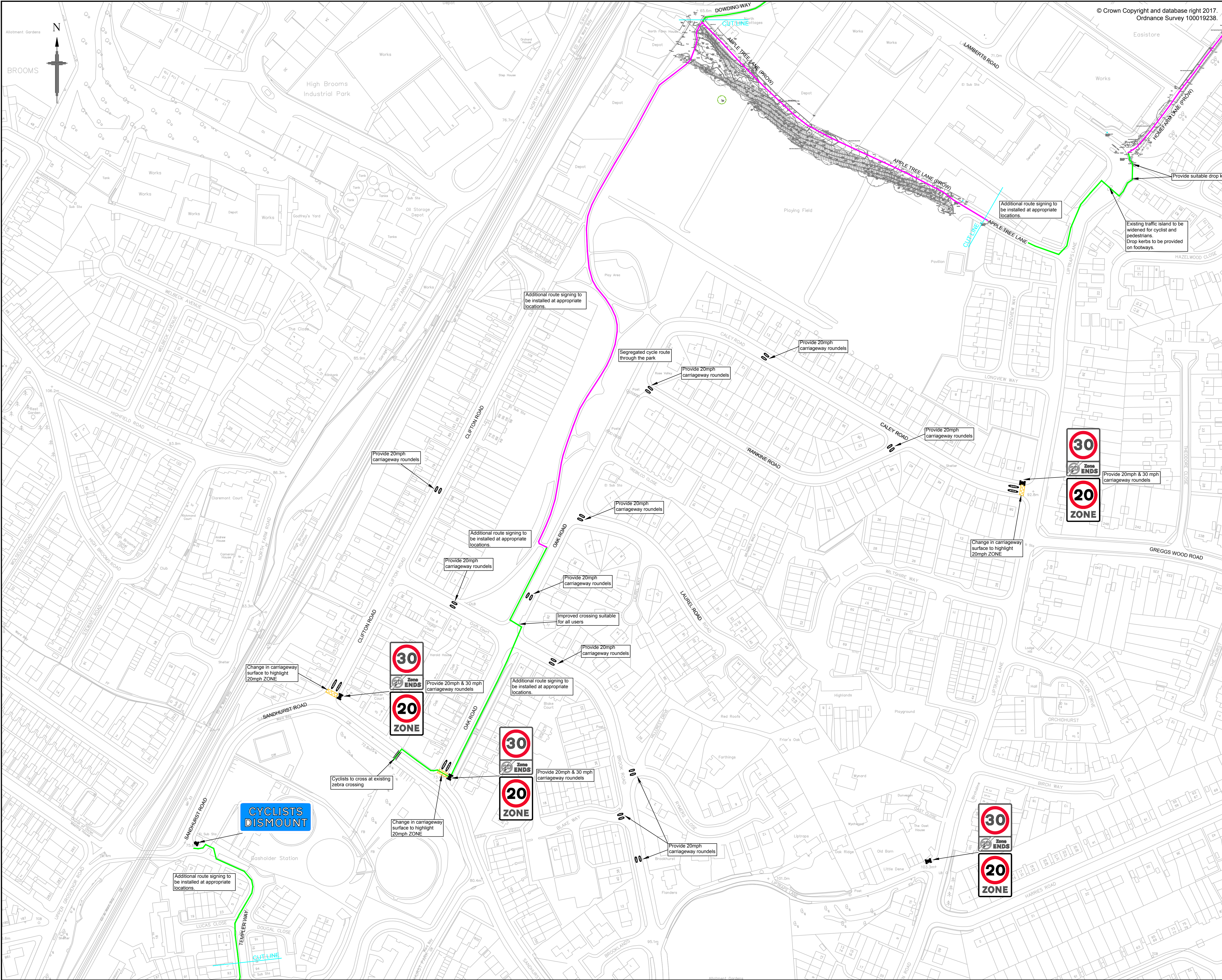
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Appendix B



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Notes

- Locations of signs and carriageway markings are estimated.
- Street lighting to be agreed and confirmed prior to construction.

Key:

- ON ROAD / FOOTWAY CYCLE ROUTE
- CYCLE ROUTE THRU PARKS & PROWS
- CYCLE CARRIAGEWAY MARKINGS
- SPEED ROUNDELS CARRIAGEWAY MARKINGS

0	18.08.17	FIRST ISSUE	amf	JW	JW
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved



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Ashford Highway Depot  
Henwood Industrial Estate  
Ashford  
TN24 8AD  
Tel: 03000 418181

Project  
**TUNBRIDGE WELLS BOROUGH COUNCIL**  
**21st CENTURY WAY CYCLE ROUTE**

Drawing title  
**CONSULTATION PLAN**  
**SHEET 3 OF 4**

Drawing status  
**CONSULTATION**

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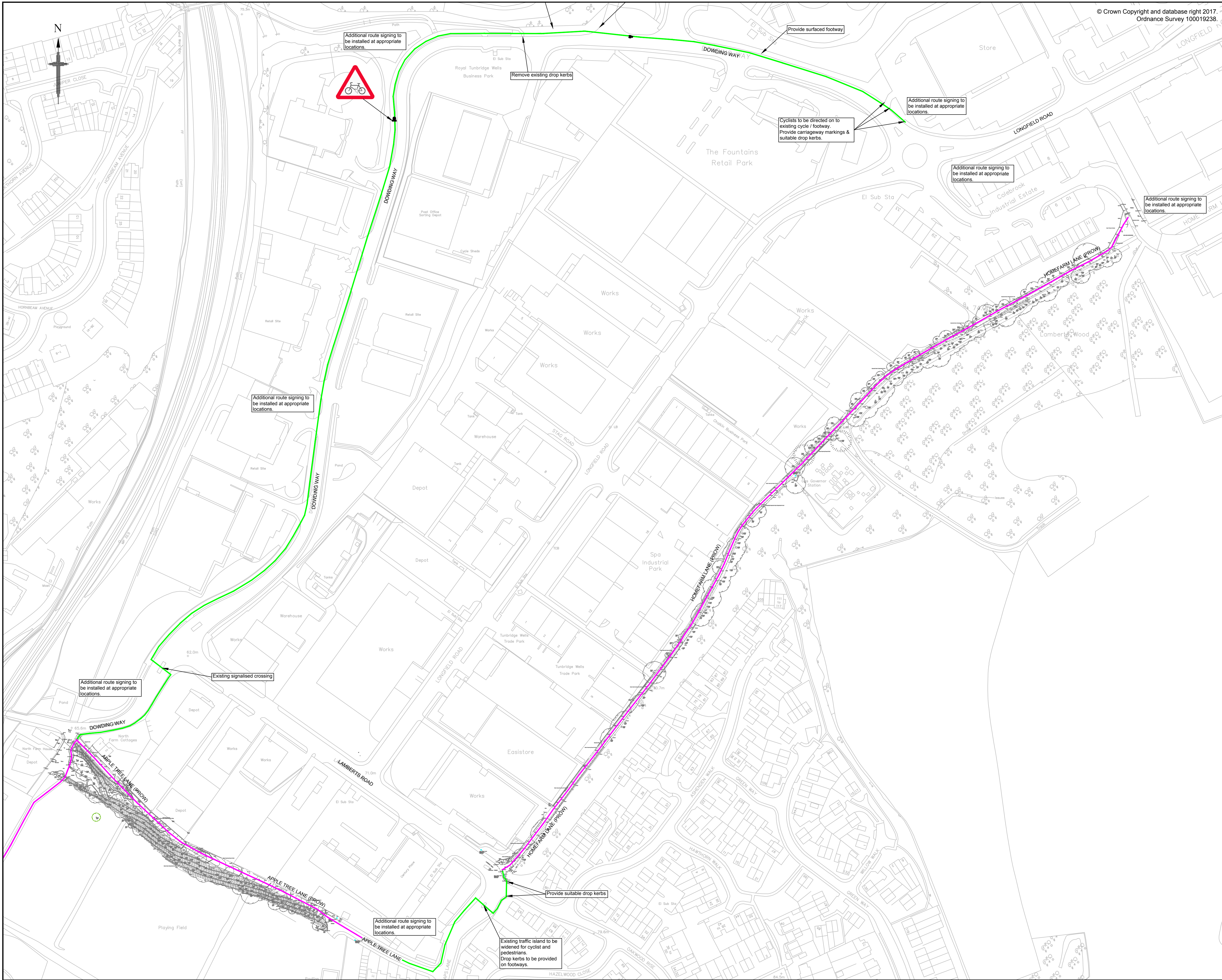
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Rev  
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Ordnance Survey 100019238.

Notes

1. Locations of signs and carriageway markings are estimated.

2. Street lighting to be agreed and confirmed prior to construction.

Key:

ON ROAD / FOOTWAY CYCLE ROUTE

CYCLE ROUTE THRU' PARKS & PROWS

CYCLE CARRIAGEWAY MARKINGS

SPEED ROUNDELS CARRIAGEWAY MARKINGS

0	18.08.17	FIRST ISSUE	amf	JW	JW
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved

Kent County Council

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Ashford Highway Depot

Henwood Industrial Estate

Ashford

TN24 8AD

Tel: 03000 418181

Project

TUNBRIDGE WELLS BOROUGH COUNCIL

21st CENTURY WAY CYCLE ROUTE

Drawing title

CONSULTATION PLAN

SHEET 4 OF 4

Drawing status

CONSULTATION

Scale

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Drawing number

TW-68-EXT-0228-004

Rev

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## Delegated Portfolio Holder Decision

Is the final decision on the recommendations in this report to be made via this function?

**Yes**

## Release of Section 106 Funding for 21<sup>st</sup> Century Way Cycle Route.

<b>Final Decision-Maker</b>	Delegated Portfolio Holder Decision
<b>Portfolio Holder(s)</b>	Councillor Alan McDermott, Portfolio Holder for Planning and Transportation
<b>Lead Director</b>	Lee Colyer, Director of Finance, Policy and Development
<b>Head of Service</b>	David Candlin, Head of Economic Development
<b>Lead Officer/Report Author</b>	Hilary Smith, Economic Development Manager
<b>Classification</b>	Non-exempt
<b>Wards affected</b>	St. James and Sherwood

### This report makes the following recommendations to the final decision-maker:

That £222,403.28 of Section 106 funding is released by Tunbridge Wells Borough Council to Kent County Council, to improve the 21<sup>st</sup> Century Way cycle route which runs between Royal Tunbridge Wells town centre and the North Farm Estate. This is a priority cycle route identified in the Borough Cycling Strategy.

### This report relates to the following Five Year Plan Key Objectives:

The Council's Five Year Plan (2017-2022) recognises the importance of encouraging active travel to bring health and environmental benefits and to reduce congestion. The plan supports the extension of the borough's cycle network and the introduction of 20mph schemes.

### Timetable (\* please delete those not applicable)

<b>Meeting</b>	<b>Date</b>
Discussion with Portfolio Holder	25/04/2018
Report published	
Decision due not before	(date report published + 5 clear working days)

# Release of Section 106 Funding for 21st Century Way Cycle Route

## 1. PURPOSE OF REPORT AND EXECUTIVE

- 1.1 This report seeks approval for the release of Section 106 funding linked to the planning consents from a number of developments along the route of the 21<sup>st</sup> Century Way. The funds will be transferred to Kent County Council to implement improvements to the existing cycle route. TWBC officers will continue to work with KCC to agree the final design and implementation programme.

## 2. INTRODUCTION AND BACKGROUND

- 2.1 The s106 funds set out below were agreed in order to improve the pedestrian and cycling infrastructure in the vicinity of the listed developments. If any sum remains unused for the purpose defined within the planning agreement under which it was collected, on the expiry of the time limit for use (as set out in the relevant agreement) the developer or landowner making the contribution may seek repayment.

- 2.2. The s106 monies are allocated in a phased approach, across four sections of the route. We are seeking approval to transfer the funds set out in the table below to KCC:

<b>Phase 1 – Town centre to Sandhurst Road (incl. Grosvenor and Hilbert Park)</b>	
Castelli Diaries, Dowding Way (04/00649)	£4,500
Former Good Station Yard, Good Station Road (06/01969)	£33,000 (already transferred)
Land at Medway Depot, Medway Road (08/02371)	£31,250
<b>Phase 2A – Sandhurst Road to Dowding Way (including Oak Road Park)</b>	
Audi Dowding Way (12/02480)	£30,200
<b>Phase 2B – Dowding Way</b>	
Fountains/Spa Retail Park, Dowding Way (07/02381)	£91,028.38
Royal Tunbridge Wells Business Park (98/01553)	£10,299.32
<b>Phase 3 – Home Farm Lane (PROW)</b>	
Sparshatts site, Longfield Road (17/00245) (Not yet	£19,000

<b>received)</b>	
Former Courier House and Printing Works, Longfield Road (14/500619)	£36,125.58

- 2.3. This money will be transferred directly to KCC. The cycle path will run mainly on KCC highways, but 25% of it will pass through the Grosvenor and Hilbert Park and Colebrook Recreation Ground which are the property of TWBC.
- 2.4. Money from Phase 1, 2A and 2B will be transferred to KCC Highways (£167,277.70). Funding identified in Phase 3 will be transferred to the KCC Public Rights of Way team to improve Apple Tree Lane and Home Farm Lane (£36,125.58 immediately and £19,000 will follow once received).
- 2.5. Money from the Sparshatts site, Longfield Road development (17/00245) has not yet been received by Tunbridge Wells Borough Council. Once this £19,000 has been received, it will be transferred to the KCC Public Rights of Way team for Phase 3. This is specifically for lighting along Home Farm Lane, or, to improve cycleways within 1 mile of the site.
- 2.6. In addition, KCC has identified an additional £20,000 from underspend on other projects that can be utilised for Phase 1 of the route. KCC are already holding £33,000 from the Former Goods Station Yard development (06/01969) for Phase 1 and Public Rights of Way are also holding £128,000 from the Knights Wood Development (13/02885) for Phase 3.

## 3 AVAILABLE OPTIONS

- 3.1 Agreement is now required for the release of £222,403.28 to KCC Highways and Public Rights of Way for improvements to the cycle route.
- 3.2 Not utilising this S106 funding would mean returning it to the various developers. This would be a lost opportunity to promote sustainable transport in the town and to move forward the implementation of the Borough Cycling Strategy, creating a network of safe cycling routes.
- 3.3 It should be noted that £222,403.28 will be transferred to KCC and of this, £55,600.82 will be considered as TWBC capital expenditure, relating to the works in the two parks.

## 4 PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 The Borough Cycling Strategy was adopted by Cabinet in March 2016. Action 1 of the Strategy states that;

*“A network of high quality cycle routes will be completed in the urban areas of Royal Tunbridge Wells, Southborough, Paddock Wood and Cranbrook. Where possible, inter-urban and leisure cycling routes will be delivered. Where a proposed route requires new or upgraded public rights of way, partners will work with landowner(s) to secure implementation”.*

- 4.2 The Strategy identifies the need to improve the existing 21<sup>st</sup> Century Way cycle route between Royal Tunbridge Wells town centre and the North Farm Estate. The route broadly follows the alignment of the Tunbridge Wells to Tonbridge railway line. At present the 21<sup>st</sup> Century Way is incomplete and requires improvements on the existing stretches. This scheme plans to improve the route along Goods Station Road, through Grosvenor & Hilbert Park and Colebrook Recreation Ground and onto Dowding Way and also along Apple Tree Lane and Home Farm Lane Public Rights of Way.

The scheme will include:

- Improved signage
- 20mph speed restrictions in residential areas along the route (subject to another consultation)
- Shared use pedestrian/cycle paths
- Segregated pedestrian/cycle paths
- Re-surfacing and improved cross-overs
- New lighting where required
- Vegetation clearance

The cycle route design will meet all national minimum design standards. An initial design stage safety audit has been completed and another one will be carried out at the construction stage

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## 5 CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 5.1 Consultation on the route has been undertaken. Comments were submitted via an online portal, and an evening consultation event was held with TWBC and KCC officers in attendance. Postcards were delivered to properties along the route, and notices were put up to notify residents of the consultation.
- 5.2 Where revised or new Traffic Regulation Orders are required to enable the implementation of proposals, these will be subject to a separate process of statutory public consultation in due course.
- 5.3 Stakeholders including the Tunbridge Wells Cycling Forum, the Friends of Grosvenor and Hilbert Park and the Access Group have been consulted on proposals, prior to confirmation of final designs and consideration by formal committees.

## 6 NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 The funding will be transferred in full payment to Kent County Council (Highways and Public Rights of Way teams) in order to undertake the work required.

## 7 CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off (name of officer and date)
<b>Legal</b> including Human Rights Act	There are no known legal implications relating to the spend of the s106 funding other than those set out above and in the comments below	Tracey Wagstaff  Senior Lawyer (Planning)  12.04.2018
<b>Finance</b> and other resources	This s106 funding is available and if not spent will be returned to the developer. The works have been properly procured by KCC and when further s106 monies are available, the route can be further extended and improved.	Jane Fineman  Head of Finance and Procurement  09.05.2018
<b>Staffing establishment</b>	There are no staffing implications.	Nicky Carter  Head of HR and Customer Services  01.11.2017
<b>Risk management</b>	There is a risk that the s106 funding will not be spent due to an inability or unforeseen complexity in preparing and implementing proposals. The deadline for spend is in some cases soon, so action is being taken in partnership with KCC to ensure that the funding can be spent by this date.	Hilary Smith  Economic Development Manager  10.05.2018
<b>Environment and sustainability</b>	The improvement of the 21 <sup>st</sup> Century Way proposal supports the use of walking and cycling by residents and those who work in North Farm. It is hoped that this will encourage the uptake of cycling for work, leisure etc. and as a result reduce the number of trips made by private car. This will improve local air quality and mitigate environmental impacts and support measures to improve health through increased physical activity  This outcome will support the council to address	Karin Grey  Sustainability Manager  29.11.2017

## Appendix E

	<p>its obligations under:  <u>Section 40, National Environment and Rural Communities Act 2006:</u>  “40(1) Every public authority must, in exercising its functions have regard so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.”</p>	
<b>Community safety</b>	<p>Dedicated cycle routes and 20mph zones contribute to the Community Safety Partnership’s road safety priority.</p>	<p>Terry Hughes</p> <p>Community Safety Manager</p> <p>30.10.2017</p>
<b>Health and Safety</b>	<p>There are no known negative health and safety implications relating to the preparation of route design proposals. Any issues relating to implementation of proposals will be addressed in due course. Road safety audits will be commissioned by KCC. TWBC will review the KCC road safety audit once completed.</p>	<p>Mike Catling</p> <p>Corporate Health and Safety Advisor</p> <p>30.10.2017</p>
<b>Health and wellbeing</b>	<p>There are no known negative health and wellbeing implications. The provision of good quality walking and cycling infrastructure is clearly of benefit in terms of encouraging active travel for commuting and other journeys. Any safety issues will be considered.</p>	<p>Tracey Beattie</p> <p>Mid-Kent Environmental Health Manager</p> <p>30.10.2017</p>
<b>Equalities</b>	<p>Decision-makers are reminded of the requirement under the Public Sector Equality Duty (s149 of the Equality Act 2010) to have due regard to (i) eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Act, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different groups.</p> <p>The decisions recommended through this paper could directly impact on end users. An equality impact assessment on the Cycling Strategy in 2015 identified that cycle routes will require features to address the needs of people with mobility, visual or sensory impairments. In deciding whether to release funding, Members should note that it will be necessary for TWBC to work with KCC to identify how we can take steps to meet the needs of people with disabilities. There may be sections of shared use within the cycle route that are used by pedestrians and cyclists. This could have a potential impact on people with mobility, visual or sensory impairments. Consultation with the Access Group</p>	<p>Sarah Lavallie</p> <p>Corporate Governance Officer</p> <p>31.10.2017</p>

	has taken place and the information will be used to consider how the needs of people with disabilities can be met. Further consideration of the impact on protected characteristics will also be addressed within an equality impact assessment of the cycle route.	
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### **8 REPORT APPENDICES**

The following documents are to be published with this report and form part of the report:

- Initial scheme designs

### **9 BACKGROUND PAPERS**

- None







## Improving the 21<sup>st</sup> Century Way Cycle Route, Tunbridge Wells

Public Consultation 8<sup>th</sup> November to 20<sup>th</sup> December



### Introduction

Kent County Council and Tunbridge Wells Borough Council are proposing to improve the 21<sup>st</sup> Century Way cycle route between Royal Tunbridge Wells Town Centre and the North Farm Estate. The improvements will benefit both cyclists and pedestrians.

### What are we proposing?

At present the 21<sup>st</sup> Century Way is incomplete and requires improvements on the existing stretches. This scheme plans to improve the route along Goods Station Road, through Grosvenor & Hilbert Park and Doorstep Green and onto Dowding Way. Additional improvements will be made to the existing Public Rights of Way (PROW) along Home Farm Lane (to link to the Knights Wood area) and on Apple Tree Lane. The route will also provide improved access to High Brooms station.

The scheme will include:

- Improved signage
- 20mph schemes in residential areas along the route
- Shared use pedestrian/cycle paths
- Segregated pedestrian/cycle paths
- Re-surfacing and improved cross-overs
- New lighting where required
- Vegetation clearance

The cycle route design will meet all national minimum design standards. An initial design stage safety audit has been completed and another one will be carried out at the construction stage.

An initial Equality Impact Assessment (EqIA) has also been undertaken to assess the possible impacts of this scheme on people with protected characteristics as defined in the Equality Act 2010. The EqIA will be updated after the consultation to take into account any relevant information received. The EqIA can be viewed on our website and is available in hard copy on request (see details below).

## **What is a shared use pedestrian/cycleway?**

An unsegregated shared use path is a facility used by pedestrians and cyclists without any measures of segregation between modes.

## **What is a segregated pedestrian/cycleway?**

A segregated shared use path is a facility used by pedestrians and cyclists with some form of infrastructure or markings in place designed to separate these two modes.

## **What is a 20mph scheme?**

20mph (mile per hour) schemes intended to slow traffic speeds, are being implemented by many more local authorities across the country. If successful, 20mph schemes can bring a variety of benefits including:

- A reduction in collisions and casualties
- Improved quality of life for residents (less noise and improved air quality)
- Encouraging walking and cycling – and associated health benefits

## **Why are we proposing to do this work?**

The 21<sup>st</sup> Century Way is a priority cycle route that was identified in the [Borough's 2016 Cycling Strategy](#). The route is incomplete at present and requires upgrading to make it safer and more attractive to those wishing to cycle. Encouraging more people to cycle will help to reduce congestion, improve air quality and promote healthier lifestyles.

## **Have Your Say**

We would like to give you an opportunity to let us know what you think of this proposal and we invite you to complete the consultation questionnaire, which is available on our website [www.kent.gov.uk/21stcenturywaycycleroute](http://www.kent.gov.uk/21stcenturywaycycleroute)

Alternatively, paper copies of this leaflet, plans and questionnaire are available from The Gateway (8 Grosvenor Road, Tunbridge Wells TN1 2AB) or on request via the contact details below. Plans showing the proposal in more detail are also available.

If you have any questions regarding these proposals or require hard copies please email [business@tunbridgewells.gov.uk](mailto:business@tunbridgewells.gov.uk) or call 01892 554229. Please use the reference '21<sup>st</sup> Century Way Cycle Route Consultation' to identify the scheme.

The project team will be available to answer your questions and detailed plans can be viewed on the **22<sup>nd</sup> November** at The Hub in Grosvenor and Hilbert Park between 3:30pm-8pm.

**The closing date for this consultation is midnight 20<sup>th</sup> December 2017.**

### **Next Steps**

Following the consultation a report will be compiled summarising the analysis of the responses. This report will be made available to consultees. The consultation responses and EqlA will be used to inform the decision on whether to proceed with this scheme.

If the decision is taken to proceed it is intended to start work onsite in Spring 2018.

### **Alternative formats**

If you require any of the consultation material in an alternative format or language please email [alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk) or call 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.

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## 21<sup>st</sup> CENTURY WAY CYCLE ROUTE CONSULTATION QUESTIONNAIRE



We would like to receive your views and comments on the proposed 21<sup>st</sup> Century Way cycle route.

A consultation event will be held on **22<sup>nd</sup> November** at The Hub in Grosvenor and Hilbert park, between 3:30pm and 8pm. The cycle route proposals will be available to view and members of the project team will be available to answer any questions that you may have.

Alternatively, paper copies of this leaflet, plan and questionnaire are available from The Gateway, 8 Grosvenor Road, Tunbridge Wells TN1 2AB. If you have any questions regarding these proposals or require hard copies please email [business@tunbridgewells.gov.uk](mailto:business@tunbridgewells.gov.uk) or call 01892 554229. Please use the reference '21<sup>st</sup> Century Way Cycle Route Consultation' to identify the scheme.

You can respond online at [www.kent.gov.uk/21stcenturywaycyclerroute](http://www.kent.gov.uk/21stcenturywaycyclerroute). Alternatively fill in the questionnaire below and return at the consultation event or post to: 21<sup>st</sup> Century Way Consultation, Town Hall, Royal Tunbridge Wells, Kent, TN1 1RS.

**Please ensure your completed questionnaire reaches us by 20<sup>th</sup> December.**

We wish to offer our thanks in advance for all comments received.

**1. Please tell us your post code\*:** \_\_\_\_\_

*\*Please note: we are unable to consider your comments unless you provide a valid post code. We use this to help us to analyse our data. It will not be used to identify who you are.*

**2. How did you find out about this consultation? (Please tick *all* that apply)**

Press	Email	Word of Mouth	Social Media	Kerbside Notice	Other*

**\*2a. If you have answered 'Other' please specify:**

\_\_\_\_\_

**3. Are you responding as a ...? (Please tick *one* box)**

*Please select the option from the list below that most closely represents how you will be responding to this consultation.*

Resident	Business	Parish or Town Council	Voluntary or Community Sector organisation	*Other

**\*3a. If you are responding on behalf of an organisation or have selected 'other' please tell us the name of the organisation or in what capacity you are responding:**

\_\_\_\_\_

- 4. To what extent do you agree or disagree with the improvements being proposed for the 21<sup>st</sup> Century Way cycle route? (Please tick *one* box)**

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know

- 5. Do you have any suggestions as to how the proposals could be improved?**

- 6. If you have any other comments please provide these below.**

**About You (Optional)**

We want to make sure that everyone is treated fairly and equally, and that where we take account of the needs of all those in the community.

We are therefore asking these additional questions. We won't share the information you give us with anyone else. We'll use it only to help us make decisions and improve our services.

If you would rather not answer any of these questions, you don't have to.

**7. Are you.....? (please tick *one* box)**

Male	<input type="checkbox"/>
Female	<input type="checkbox"/>
I prefer not to say	<input type="checkbox"/>

**8. Which of these age groups applies to you? (please tick *one* box)**

0 - 15	25-34	50-59	65-74	85 + over
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16-24	35-49	60-64	75-84	I prefer not to say
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**9. To which of these ethnic groups do you feel you belong? (Source: 2011 census) (please tick *one* box)**

<input type="checkbox"/> White English	<input type="checkbox"/> Asian or Asian British Indian
<input type="checkbox"/> White Scottish	<input type="checkbox"/> Asian or Asian British Pakistani
<input type="checkbox"/> White Welsh	<input type="checkbox"/> Asian or Asian British Bangladeshi
<input type="checkbox"/> White Northern Irish	<input type="checkbox"/> Asian or Asian British other*
<input type="checkbox"/> White Irish	<input type="checkbox"/> Black or Black British Caribbean
<input type="checkbox"/> White Gypsy/Roma	<input type="checkbox"/> Black or Black British African
<input type="checkbox"/> White Irish Traveller	<input type="checkbox"/> Black or Black British other*
<input type="checkbox"/> White other*	<input type="checkbox"/> Arab
<input type="checkbox"/> Mixed White and Black Caribbean	<input type="checkbox"/> Chinese
<input type="checkbox"/> Mixed White and Black African	<input type="checkbox"/> Other ethnic group*
<input type="checkbox"/> Mixed White and Asian	<input type="checkbox"/> I prefer not to say
<input type="checkbox"/> Mixed other*	

\*If your ethnic group is not specified in the list, please describe it below:

--



## Appendix G

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

**10. Do you consider yourself to be disabled as set out in the Equality Act 2010?** (please tick **one** box)

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
I prefer not to say	<input type="checkbox"/>

**10a. If you answered Yes to Q10, please tell us the type of impairment that applies to you.** You may have more than one type of impairment, so please tick **all** that apply. If none of these apply to you, please select Other, and give brief details of the impairment you have.

<input type="checkbox"/>	Physical impairment
<input type="checkbox"/>	Sensory impairment (hearing, sight or both)
<input type="checkbox"/>	Longstanding illness or health condition, such as cancer, HIV/AIDS, heart disease, diabetes or epilepsy
<input type="checkbox"/>	Mental health condition
<input type="checkbox"/>	Learning disability
<input type="checkbox"/>	I prefer not to say
<input type="checkbox"/>	Other*

\*If Other, please specify below:

**11. Do you regard yourself as belonging to any religion or belief?** (please tick **one** box)

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
I prefer not to say	<input type="checkbox"/>

**11a. If you answered Yes to Q11, which one applies to you?** (please tick **one** box)

<input type="checkbox"/>	Christian	<input type="checkbox"/>	Hindu	<input type="checkbox"/>	Muslim	Other religion, please specify below:
<input type="checkbox"/>	Buddhist	<input type="checkbox"/>	Jewish	<input type="checkbox"/>	Sikh	<input type="text"/>

**12. Are you...?** (please tick **one** box)

<input type="checkbox"/>	Heterosexual/Straight	<input type="checkbox"/>	Gay woman/Lesbian	<input type="checkbox"/>	Other
<input type="checkbox"/>	Bi/Bisexual	<input type="checkbox"/>	Gay man	<input type="checkbox"/>	I prefer not to say

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## 21st Century Way Cycle Route Consultation

8 November to 20 December 2017  
[kent.gov.uk/21stcenturywaycyclerule](http://kent.gov.uk/21stcenturywaycyclerule)

Tunbridge Wells Borough Council and Kent County Council are undertaking a public consultation on proposals to improve the **21st Century Way Cycle Route**, which connects Tunbridge Wells town centre to the North Farm Estate.

The route was identified as a priority route in the Borough's 2016 Cycling Strategy and requires upgrading to make it safer and more attractive to those wishing to cycle. Encouraging more people to cycle will help to reduce congestion, improve air quality and promote healthier lifestyles.

The consultation will be open from 8 November to 20 December 2017, and can be viewed online at **[kent.gov.uk/21stcenturywaycyclerroute](http://kent.gov.uk/21stcenturywaycyclerroute)**

The project team will be available to answer your questions on the **22nd November** at **The Hub** in **Grosvenor and Hilbert Park** between **3:30pm–8pm**.

The proposals can also be viewed at **The Gateway** (8 Grosvenor Road, Tunbridge Wells TN1 2AB).

If you have any queries regarding these proposals or require hard copies please email **[business@tunbridgewells.gov.uk](mailto:business@tunbridgewells.gov.uk)** or call **01892 554229**. Please use the reference '21st Century Way Cycle Route Consultation' to identify the scheme.

If you require any of the consultation documents in an alternative format or language please email **[alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk)** or call **03000 421553** (text relay service number **18001 03000 421553**). This number goes to an answering machine, which is monitored during office hours.



**KENT COUNTY COUNCIL  
EQUALITY ANALYSIS / IMPACT ASSESSMENT (EqIA)**

**This document is available in other formats, Please contact  
alternativeformats@kent.gov.uk or telephone on 03000 421553 (this number goes to an answer machine which is monitored  
during office hours)**

**Directorate: Growth, Environment & Transport**

**Name of policy, procedure, project or service: 21<sup>st</sup> Century Way Cycle Route Scheme, Royal Tunbridge Wells**

**What is being assessed? Highway Project new cycle route**

**Responsible Owner: Tim Read**

**Date of Initial Screening: 19/5/17**

**Date of Full EqIA :N/A**

Version	Author	Date	Comment
1	K Cullen	19/5/17	First draft
2	K Cullen	9/6/17	Changes following site visits and design process
3	A Agyepong	7/11/2017	Comment for review
4	A M Fletcher	8/11/2017	Comment added
5	H Smith B Parsons	25/06/18	Comments added and changes made following consultation.

## Screening Grid

Characteristic	Could this policy, procedure, project or service, or any proposed changes to it, affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact <b>HIGH/MEDIUM</b> <b>LOW/NONE</b> UNKNOWN		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
Age	Yes – possible temporary negative effects from construction works. Construction works might affect local road routes to and from places. Yes – older and younger users may perceive that at busy times other users will not safely give way to more vulnerable users – especially the shared cycle/pedestrian parts of the route. There are some sections of segregated shared use through delineation, and where possible, when cycling on the road.	High	Low	The design will meet recommended guidance from the Department for Transport (e.g. LTN 02/08), Manual for Streets, The Traffic Signs Regulations and General Directions 2016 and Kent Design Guide. Particular attention needs to be given to minimum widths on the route to encourage use by trailers and adapted bikes. The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind. Safety audits will be completed at the design and construction stage. The need for the scheme has been identified through consultation and assessment	Yes – The improved provision of a dedicated cycle route is expected to improve road safety and reduce road traffic casualties amongst less experienced and vulnerable users, including adolescent and elderly groups. Yes - Increased travel independence for both older and younger people as there is a safer, more cost effective direct transport option to access work, leisure and tourism opportunities that doesn't rely on the ability to drive. The proposals will also improve the pedestrian environment for example in the 20mph sections. This will be to the benefit of young and elderly pedestrians who are the most vulnerable. There will also be a

Page 55				<p>by KCC in partnership with local District development and transport strategies. The route was included in the Tunbridge Wells Cycling Strategy (2016) document which was widely consulted on before adoption. The proposals provide an improved cycle route to enhance public safety by providing traffic calmed or low speed sections, dedicated cycle lanes and segregated routes. This will particularly benefit elderly users who are more likely to have reduced confidence to cycle on roads and younger, more inexperienced users. Ongoing review of design and construction will take place to ensure the needs of older and younger riders are taken into account.</p>	<p>low speed environment where possible, through the introduction of 20mph zones and increased signage and reduced carriageway widths to slow traffic. There will also be increased signage through areas of high pedestrian footfall e.g. around the Hub and play area of Grosvenor and Hilbert park, to highlight that cyclists and pedestrians should be considerate of each other.</p>
<b>Disability</b>	Yes – as above	High	Low	<p>Yes, as above. The route design should where feasible take into account the needs of those with restrictions on their mobility, wheelchair users, recumbent bikes and trailers. In particular the needs of those with visual impairment</p>	<p>Yes – Improvements to the route should improve access to the local area for those using walking aids, wheelchairs and mobility scooters. Repair of broken tactile paving will also be undertaken through the park, to alert those with visual impairments that there</p>

Page 56				should be considered as there are parts of the route where cyclists and pedestrians will be in close proximity.	may be potential conflict/ crossing ahead. There will also be increased signage through areas of high pedestrian footfall e.g. around the Hub and play area of the park, to highlight that cyclists and pedestrians should be considerate of each other. Access to a major hospital via A21/Tonbride Road will become more accessible as patients and staff will be able to access it from the north using a new segregated pedestrian/cycle route. This aims to facilitate a modal shift from private car to sustainable transport modes which should have a positive effect on local air quality which should benefit those who are at risk or suffer from chronic illnesses. 15% of disabled people actively travelled for transport in 2014 (TFL, 2015). National research shows cycling is the third most popular sport amongst disabled people with approximately 10% taking part in cycling.
	Gender	No	None	No	N/A
	Gender identity	No	None	No	N/A
	Race	No	None	No	N/A



Religion or belief	No	None		No	N/A
Sexual orientation	No	None		No	N/A
Marriage and Civil Partnerships	No	None		No	N/A
Carer's responsibilities	Yes	Medium	None	It is not foreseen that there will be a negative impact for these individuals in the community if the new route is constructed but rather there will be a positive impact in assisting with mobility, safety and improving health and air quality.	Yes. An improved pedestrian/cyclist route will increase mobility for all, especially those with physical disabilities.

## Part 1: INITIAL SCREENING

**Proportionality** - Based on the answers in the above screening grid what weighting would you ascribe to this function – see Risk Matrix

Low	Medium	High
Low relevance or Insufficient information/evidence to make a judgement.	Medium relevance or Insufficient information/evidence to make a Judgement.	High relevance to equality, /likely to have adverse impact on protected groups

State rating & reasons : **LOW** – this is a Highway scheme that provides a new complete cycle route between Royal Tunbridge Wells Town Centre (via Goods Station Road) to the North Farm Industrial Estate and Knights Park residential and commercial/leisure area servicing residential areas in between. It will also improve cycle network access for those using High Brooms Rail station.

Context: -

### Current Situation:

Highways England have recently completed the NMU (Non Motorised User) route facility as part of the A21 dualing scheme (Tonbridge – Pembury) and the section along Tonbridge Road to the hospital. There are some pedestrian/cycle links completed between this and the central area of North Farm. This Scheme is intended to provide a continuous cycle link between the A21 NMU and central Tunbridge Wells providing a new continuous link for users.

### Benefits:

The scheme will promote healthy living by encouraging cycling and walking within the area. This will inturn assist with reducing congestion on the roads and also aid reduction of CO2 emissions. The route will encourage more people to cycle to work, school or to access local goods and services sustainably and undertake longer journeys via the A21 NMU. The route will also support a reduction of local vehicular trips and improve local air quality.

### Aims and Objectives:

This complete route was identified within the Tunbridge Wells Borough Cycling Strategy 2016 – 2020 as being high priority route needed to join current and proposed links within the local cycle network. With the construction of the NMU and the new cycle links between Pembury and Tonbridge, this link is needed to join the new routes to the existing cycle network and also link to further improvements planned such as to the cycle route along the A26.

Construction of the route will reduce the need and desire to travel by private car and thereby lower congestion. The scheme will deliver enhancements to

non motorised users to make this mode more attractive when compared to the private car. The scheme will also promote healthier living and increase opportunities for Active Travel to users.

**Beneficiaries:** Cyclists and Pedestrians

## **Information and Data:**

DfT annual average daily flows for 2016 for the closest point to the new route at the junction of Crescent Rd/Church Rd indicate that only 1% of vehicles using the A264 are pedal cycles.

In 2016 Kent County Council consulted widely on a draft KCC Active Travel Strategy.

The Public Consultation received a relatively high number of responses (561), with 486 people responding as individuals, 18 responding in professional capacity, and 57 people responding on behalf of organisations.

The top factor stated that prevented people from travelling actively was:

- A lack of suitable routes (mentioned by 57.9% of respondents)

The most important issues that were raised were:

- the need to improve the infrastructure and initiatives for walking and cycling.
- Concern about it being difficult to achieve given the existing infrastructure and budget constraints.
- The need to improve and maintain the condition of the existing infrastructure, to ensure that it is safe to use.

## **Involvement and Engagement:**

Tunbridge Wells Borough Council with the assistance of KCC undertook a Public Engagement Exercise during 2017 to inform local residents and the wider community of scheme proposals and are currently consulting on the two proposed 20mph residential areas.

We also engaged with local groups in the area who may be impacted by the development proposed, for example: Friends of Grosvenor & Hilbert Park, Tunbridge Wells Bicycle Users Group, Tunbridge Wells Cycling Forum, and the Tunbridge Wells Access Group.

**Potential Impact:** Highway scheme - Low impact.

**Adverse Impact:** None.

**Positive Impact:** Medium.

## **JUDGEMENT**

**Option 1 – Screening Sufficient:** No

**Justification:** N/A.

**Option 2 – Internal Action Required:** Yes

**Option 3 – Full Impact Assessment:** Yes

**Monitoring and Review:** Kent County Council being the highway authority will manage the delivery and overall construction and maintenance of the scheme. Regular project group meetings will be held to inform/update, monitor and review and work in partnership with Tunbridge Wells Borough Council. This document will be regularly reviewed to reflect any concerns raised through the process. In particular the public engagement process will seek comments from protected groups and responses and will be used to inform further reviews of this document.

## **Sign Off**

I have noted the content of the equality impact assessment and agree that no actions are required to mitigate any currently known adverse impact(s).

### ***Senior Officer***

Signed:

Name:

Job Title: Head of Transportation

Date:

### **DMT Member**

Signed:

Name:

Job Title: Director of Highways,  
Transportation and Waste

Date:

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age/ Disability / Carers Responsibilities	During construction age groups reliant on walking may experience reduced accessibility as works reduce access. Shared pedestrian/cycle routes may increase the perceived vulnerability of older and younger people using pedestrian facilities.	Adequate advance notice of closures and signage during planned works. A safety audit will be completed at the design and construction stage The design will meet all statutory requirements including the Equality Act 2010, and recommended cycle route design guidance from the Department for Transport. Particular attention needs to be given to minimum widths to encourage use by trailers and adapted bikes, whilst reducing the risk of access by unauthorized	Feedback from stakeholders, community groups, residents and users will be collated and used to inform and develop the design and construction process	KCC Highways Schemes team	2018/2019	The design should consider current users and potential users and this should be included in design costings There may be additional costs regarding the construction elements and these will be assessed on a case by case basis.

		vehicles. A Public Engagement Exercise took place in 2017, to include direct information to local residents and local stakeholders. Proposals will also be advertised on KCC website consultation page.				
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## Highway Works Programme 2018/19

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

### Recommendation:

- That the report be noted.

### INTRODUCTION

This report provides an update and summarises schemes that have been programmed for delivery in 2018/19.

**Footway and Carriageway Improvement Schemes** – see Appendix A

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

**Transportation and Safety Schemes** – see Appendix D

- **Casualty Reduction Measures** – see Appendix D1
- **Local Transportation Plan** – see Appendix D2
- **Externally Funded Works** – see Appendix D3
- **Local Growth Fund** – see Appendix D4

**Developer Funded Works** – see Appendix E

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Member Fund** – see Appendix H

This report is for Members' information.

## **Contact Officers:**

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

Carol Valentine	West Kent Highway Manager
Lisa Gillham	District Manager
Alan Casson	Senior Asset Manager
Katie Moreton	Drainage & Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreement Manager
Emma Green	Schemes Programme Manager (West)

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## **1.1 Legal Implications**

1.1.1 Not applicable.

## **1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

## **1.3 Risk Assessment**

1.3.1 Not applicable.

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## **Appendix A – Footway and Carriageway Improvement Schemes**

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

<b>Machine Resurfacing – Contact Officer Mr Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A26 Eridge Road	Tunbridge Wells	Major Yorks Road to Nevill Terrace	Completed
B2188 Fordecombe Road	Speldhurst	100m either side of junction with Old House Lane	Completed
<b>Surface Treatments – Contact Officer Mr Clive Lambourne</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Alders Road	Capel	The Bridge (Alders Stream) to Five Oak Green Road	Part Completed – Further works to be programmed
Badsell Road	Five Oak Green	Whetsted Road to Badsell Roundabout	To be programmed for Summer/Autumn 2019
Tudeley Road	Tudeley	Postern Lane to Woodgate Way	To be programmed for Summer/Autumn 2019
Pearsons Green Road	Brenchley	Churn Lane to Crook Road	Completed
Sychem Lane	Capel	Durtells entrance to Alders Road	Completed
Hayesden Lane	Bidborough / Tonbridge	Penshurst Road to A21 Overbridge	Completed
Cryals Road	Matfield	Section 1 - Sandhole Cottage to Highwood Section 2 - Outside Eqty Farm	Completed

Surface Dressing			
Road Name	Parish	Extent of Works	Current Status
Tong Road	Brenchley	Cuckoo Lane to Tibbs Court Road	To be programmed for July 2018
Horden Road	Cranbrook	Pook Hill to Husheath Road	To be programmed for July 2018
Forest Road	Tunbridge Wells	Bayham Road to Frant Road	To be programmed for July 2018
Free Heath Road	Lamberhurst	Metal gate to Neills Road	To be programmed for July 2018
Cornford Lane	Pembury	High Street to Halls Hole Road.	To be programmed for July 2018

## Appendix B – Drainage Report

Drainage Repairs & Improvements - <i>Contact Officer Katie Moreton</i>			
Road Name	Parish	Description of Works	Current Status
Nothing to report			

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## **Appendix C – Street Lighting**

Structural testing of KCC owned street lights 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.

<b>Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Goods Station Road	Tunbridge Wells	Replacement of 1 steel column	Completion by August 2018
Grosvenor Road	Tunbridge Wells	Replacement of 1 steel column	Complete but for painting
Humboldt Court	Tunbridge Wells	Replacement of 2 concrete columns	Completion by end August 2018
Kibbles Lane	Tunbridge Wells	Replacement of 1 steel column	Complete - minor remedial work to be carried out
London Road	Tunbridge Wells	Replacement of 2 steel columns	1 complete. 1 column erected, awaiting bracket and lantern
North Street	Tunbridge Wells	Replacement of 1 steel column	Completion by end August 2018
Park Street	Tunbridge Wells	Replacement of 1 steel column	Completion by end August 2018
Warwick Park	Tunbridge Wells	Replacement of 4 steel columns	Works complete, 4 old column take downs to be completed
Chieveley Drive	Tunbridge Wells	Replacement of 1 Column	Complete
Meadow Road	Tunbridge Wells	2 replacement columns	1 Complete, 1 remaining
Boyne Park	Tunbridge Wells	13 replacement columns	Complete
Warwick Park	Tunbridge Wells	13 replacement columns	Remedial's with 1 column
Avards Close	Sandhurst	1 replacement column	Complete

## Appendix C

Amherst Road	Tunbridge Wells	1 replacement column	Complete
Frankfield Rise	Tunbridge Wells	1 replacement column	Complete
Pembury Northern Bypass	Pembury	1 replacement column	Completion August/September 2018
Stone Court Lane	Pembury	1 replacement column	Completion August/September 2018
Prospect Road	Southborough	5 replacement columns	Completion August/September 2018
Lansdowne Road	Tunbridge Wells	1 replacement column	Completion August 2018
Bishops Down	Tunbridge Wells	1 replacement column	Completion August/September 2018
Broadwater Down	Tunbridge Wells	2 replacement columns	Completion August/September 2018
Eridge Road	Tunbridge Wells	1 replacement columns	Completion August/September 2018
Langton Road	Tunbridge Wells	6 replacement columns	Completion August/September 2018
Mount Ephraim	Tunbridge Wells	2 replacement columns	Completion August/September 2018
Ramslye Road	Tunbridge Wells	4 replacement columns	Completion August/September 2018
Amherst Road	Tunbridge Wells	3 replacement columns	Completion August/September 2018
Coniston Avenue	Tunbridge Wells	1 replacement columns	Completion August/September 2018
Chieveley Drive	Tunbridge Wells	7 replacement columns	Completion August/September 2018

## Appendix C

Park Street	Tunbridge Wells	1 replacement column	Completion August/September 2018
Bayhall Road	Tunbridge Wells	1 replacement column	Completion August/September 2018
Calverley Road	Tunbridge Wells	2 replacement columns	Completion August/September 2018
Sandhurst Road	Tunbridge Wells	5 replacement columns	Completion August/September 2018
Aspen Way	Southborough	1 replacement column	Completion August/September 2018
Blackthorn Avenue	Southborough	1 replacement column	Completion August/September 2018
Crendon Park	Southborough	3 replacement columns	Completion August/September 2018
Crundwell Road	Southborough	1 replacement column	Completion August/September 2018
Norstead Gardens	Southborough	3 replacement columns	Completion August/September 2018
North Farm Road	Tunbridge Wells	1 replacement column	Completion August/September 2018
Prospect Road	Southborough	7 replacement columns	Completion August/September 2018
Darnley Drive	Southborough	2 replacement columns	Completion August/September 2018
Pennington Place	Southborough	1 replacement column	Completion August/September 2018
Warwick Park	Tunbridge Wells	1 replacement column	Completion August/September 2018
St James Road	Tunbridge Wells	1 replacement column	Completion August/September 2018

## Appendix C

Upper Grosvenor Road	Tunbridge Wells	1 replacement column	Completion August/September 2018
Silverdale Road	Tunbridge Wells	1 replacement column	Completion August/September 2018
Culverden Down	Tunbridge Wells	2 replacement columns	Completion August/September 2018
Albion Road	Tunbridge Wells	1 replacement column	Completion August/September 2018
Glenmore Park	Tunbridge Wells	1 replacement column	Completion August/September 2018
Sandrock Road	Tunbridge Wells	1 replacement column	Completion August/September 2018



## **Appendix D – Transportation and Safety Schemes**

### **Appendix D1 – Casualty Reduction Measures**

Casualty Reduction Schemes programme update for the Tunbridge Wells Borough.

<b>Casualty Reduction Schemes – <i>Contact Officer Michael Hardy</i></b>			
<b>Location</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
A228 Maidstone Road j/w Whetsted Road (North)	Tunbridge Wells	Installation of advanced warning signs prior to junction approach	To be designed and installed within 18-19 financial year.

### **Appendix D2 – Local Transportation Plan**

Local Transport Plan programme update for the Tunbridge Wells Borough.

<b>Local Transportation Plan – <i>Contact Officer Michael Hardy</i></b>			
<b>Location</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Major York's Road	Tunbridge Wells	Pedestrian crossing point	Complete
Carr's Corner/Calverley Park Gardens	Tunbridge Wells	Investigation into improving pedestrian facilities. Incorporating speed and classification of vehicles to improve safety for the area.	Ongoing discussions with Cllr Rankin to progress possible alterations.

## **Appendix D3 – Externally Funded Schemes**

Externally Funded Schemes programme update for the Tunbridge Wells Borough.

<b>Externally Funded Schemes – <i>Contact Officer Andy Padgham</i></b>			
<b>Location</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
21 <sup>st</sup> Century Way	Tunbridge Wells	Installation of shared use footway/cycleway facilities.	20mph zones to enable on-street cycle routes in Goods Station Road and Oak Road; public consultation due to complete on 2 July 2018. If zones proceed, to be implemented Summer 2018. Cycle route works being designed for sections in Grosvenor & Hilbert Park and Dowding Way for implementation in Autumn/ Winter 2018/19. Public Rights of Way sections in Apple Tree Lane and Home Farm Lane being implemented by PROW section with highways link between under design.
Tonbridge Road Pembury	Pembury	Installation of new shared use footway/cycleway facility, including streetlighting. Funding from Highways England.	Complete.

## **Appendix D4 – Local Growth Fund**

Local Growth Fund programme update for the Tunbridge Wells Borough.

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

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

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

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

### **\*LSTF schemes to be updated by Development Planning\***

<b>Scheme</b>	<b>Status</b>
<b>Tunbridge Wells A26 cycle route design –</b> Installation of a cycle route either as a whole route or parts of a route on the A26 from Grosvenor Road, Tunbridge Wells to Brook Street, Tonbridge	<b>Phase one</b> , which covers Grosvenor Road to Speldurst Road will proceed as per the revised drawings. The Traffic Regulation Order consultation for the Mandatory cycle lane, prohibition of waiting and removal of on street parking on the A26 St John's Road between Beltring Road and Southfield Rd closed on Monday 9 April. Due to the lack of support KCC have taken the decision not to implement the proposed waiting restrictions, however KCC will be installing the mandatory cycle lanes and bus lanes as per our proposals. Construction of Phase 1 will commence late July 2018 <b>Phase 2</b> , Yew Tree Road to Bidborough Ridge went to consultation but subsequently will not be implemented largely due to the inadequate road widths for cycle lanes. <b>Phase 3</b> between Mabledon, Tunbridge Wells and Brook Street, Tonbridge will be subject to consultation but consists of the creation of a shared pedestrian/cycle route.
<b>Tunbridge Wells way finding signs –</b> Installation of way finding monoliths to assist pedestrians and tourists in Tunbridge Wells	Partnership Agreement to be signed by TWBC. Tender for sign design, build and install can then be released.

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**Appendix E – Developer Funded Works**

<b>Developer Funded Works (Section 278), Contact Officer: Jamie Hare</b>				
<b>Ref.</b>	<b>Scheme location</b>	<b>Parish</b>	<b>Description</b>	<b>Current status</b>
TN003125	Benenden School	Benenden	Signing and lining traffic calming measures	Application received, technical approval granted
TW003079	Standen Street, Iden Green	Benenden	Improved bell-mouth access into development at the junction of Standen Street and improved drainage in Woodcock Lane.	Solicitors instructed
TW003107	Home Farm, Penshurst Road	Bidborough	New bell-mouth access into Home Farm development	Technical approval granted. LOA being prepared
TW003124	Common Road, Sissinghurst	Cranbrook & Sissinghurst	New crossing points associated with the build of 62 new dwellings	Application received, technical approval granted
TW003092	Common Road	Cranbrook & Sissinghurst	New development access and footway link to bus stop.	Awaiting technical approval
TW002044	Former Sissinghurst Primary School, The Street	Cranbrook & Sissinghurst	New bell-mouth entrance to housing development	Works completed, remedials awaited
TW003086	Spelmonden Farm (A262)	Goudhurst	Closure of existing vehicle access with new to be established west of existing.	Technical approval granted LOA aigned
TW003131	Station Business Park, Gills Green	Hawkhurst	Widening of entrance access	Awaiting technical approval
TW003100	Woodman Hall, Rye Road	Hawkhurst	New bell-mouth access into development	Agreement signed
TW003097	Springfield Ind. Estate, Cranbrook Road	Hawkhurst	New bell-mouth access into development	Application received, awaiting technical approval
TW003095	Highgate Hill	Hawkhurst	New bell-mouth access into development	Solicitors instructed
TW003083	Lillesden House, Hastings Road	Hawkhurst	Improvements to existing access and new southern access	Awaiting technical approval
TW003065	Birchfield, Rye Road	Hawkhurst	New bell-mouth access into new	Agreement signed

## Appendix E

			housing development and adjust of speed limit terminal point eastwards.	
TW003057	'Smugglers' (former Bowles Lodge site)	Hawkhurst	New vehicle access south of old access	Agreement signed
TW003049	Hawkhurst Castle, Cranbrook Road	Hawkhurst	Realignment and closure of Hertenoak Road at junction of Cranbrook Road	Solicitors instructed

## Appendix F – Bridge Works

Bridge Works – <i>Contact Officer Katie Moreton</i>			
Road Name	Parish	Description of Works	Current Status
No works planned			

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## **Appendix G – Traffic Systems**

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

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

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## **Appendix H – Combined Member Fund**

Combined Member Grant programme update for the Tunbridge Wells District:

The following schemes are those which have been approved for funding by both the relevant Member and by the Director of Highways and are up to date as of 18<sup>th</sup> June 2018.

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

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

### 2017/18 Combined Member Grant Highway Schemes

#### **Paul Barrington-King – Tunbridge Wells East**

<b>Scheme</b>	<b>Cost</b>	<b>Status</b>
Ferndale handrail	1,800	Installation due mid-July
SID installation, High Street Pembury	6,625	Awaiting location confirmation
Liptraps Lane, dropped crossings	-	Awaiting location confirmation
Pembury Gateways	-	Designs underway, locations to be confirmed

#### **Sean Holden - Cranbrook**

<b>Scheme</b>	<b>Cost</b>	<b>Status</b>
-	-	-

#### **Sarah Hamilton – Tunbridge Wells Rural**

<b>Scheme</b>	<b>Cost</b>	<b>Status</b>
Horsmonden Parish, contribution	-	Gateway designs with KCC to be costed for delivery

#### **Catherine Rankin – Tunbridge Wells South**

<b>Scheme</b>	<b>Cost</b>	<b>Status</b>
Banner Farm Estate feasibility investigation	TBC	Ongoing discussions with contractor to confirm feasible options

#### **Peter Oakford – Tunbridge Wells North**

<b>Scheme</b>	<b>Cost</b>	<b>Status</b>
Installation of vehicle activated sign and slow markings on Speldhurst Road	-	Complete
Additional roundels through St Johns 20mph zone	2,000	Final checking process underway
Southborough Primary School traffic management investigations	3,441	Designs to be finalised

#### **James McInroy – Tunbridge Wells West**

<b>Scheme</b>	<b>Cost</b>	<b>Status</b>
Additional roundels through St Johns 20mph zone (contribution to Cllr Oakford Scheme)	500	Final checking process underway
Apsley Street 1-way investigation	TBC	Cost estimate to be finalised

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