

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

19 September 2011

Report of the Director of Kent Highways and Transportation

Part 1- Public

Matters For Information

1 PETITIONS SUBMITTED TO KENT HIGHWAY SERVICE

Summary

An update on petitions currently being considered by Kent Highways.

1.1 Petitions currently under consideration

1.1.1 In keeping with recent practice, this report on petitions received by KCC Highways is a standing item on the Board's agenda paper. For this meeting, the County Council will be considering the following items:

- Holmes Court, Medway Wharf Road, Tonbridge.
- A228 / Kent Street Junction Improvements
- A20 Wrotham Hill
- Traffic volume and congestion on the High Street, East Malling
- Traffic volume and speed of traffic along Vines Lane, Hildenborough
- The withdrawal of the Arriva 101 Service from Bus Stops at Cobtree Golf Course and Salisbury Road, Kits Coty
- Petition for a Zebra Crossing on Birling Road, Snodland

1.2 Holmes Court, Medway Wharf Road, Tonbridge

1.2.1 Petitioner has confirmed that dropped kerbs only are required for residents with buggies and to assist the less able to cross, to access the local shops. This improvement is now being progressed via Cllr Smith's Member Highway Fund. It is not anticipated that a further update will be required to this Board via this paper but reference will be made under the approved Member Highway Schemes table.

1.3 A228 / Kent Street Junction Improvements

1.3.1 Cross referencing with the Highway Improvement Schemes paper to this Board the developer has confirmed that payment is overdue and once indexation levels have been established the appropriate payment will be made. Detailed design and further discussions with the land owner's agent regarding construction methodology can then commence with a view to formal land exchange and scheme programming. Updates regarding the progression of this scheme will continue as part of the Highway Works programme report.

1.4 A20 Wrotham Hill

1.4.1 ***Note: the following update is relevant to the report on 'Matters raised by Parish Councils' elsewhere in this agenda.***

1.4.2 Whilst there have been two very regrettable fatal crashes at this location which prompted this petition, currently this site does not appear on the County's crash cluster (or black site) list. This paper confirms that the remedial measures previously suggested cannot therefore be implemented from this year's budget.

1.4.3 It is understood from the last meeting of this Board that proposals may be independently developed. Kent Highway services will be happy to consider those proposals when developed and available.

1.4.4 Kent County Council will continue to monitor this location on an annual basis, should this location be deemed a 'black site', funding will be allocated through our Crash Remedial Measures (CRM) process. Officers are seeking alternative funding such as through the Section 106 Process or the Member Highway Fund. No further updates will be provided unless any funding is secured.

1.5 Traffic Volume and Congestion on the High Street, East Malling

1.5.1 This petition made particular reference to the closure of the A228 last summer and other representations have since suggested that some traffic has not returned to the A228 since re-opening and have continued to use East Malling as a cut through.

1.5.2 The results of the traffic surveys have now been completed revealing average speeds of 24mph (northbound) and 23mph (southbound) at Chapel Street. The survey on Watringbury Road revealed average speeds of 39mph (northbound) and 33mph (southbound).

1.5.3 There have been 2 recorded personal injury crashes in the historic part of East Malling Village over the past 3 year period. The crashes are on the High Street between junctions of Mill Street and Watringbury Road. There is no pattern in the crashes that justify the need for traffic calming measures to be installed at the present time. All personal injury crashes in Kent are monitored on an annual basis

and should any locations be deemed 'crash blackspots', funding will be allocated accordingly.

1.6 Traffic volume and speed of traffic along Vines Lane, Hildenborough

- 1.6.1 Traffic counts undertaken in Vines Lane revealed directional 85th percentile speeds of 41 and 38mph at the eastern end of Vines Lane and 37 and 38mph at the western end. A study of the crash records showed that there have been no injury crashes in the last three years. Under the current circumstances the petitioners request for traffic calming could not be justified. A copy of the letter to the petitioner is appended.
- 1.6.2 Kent County Council will continue to monitor this location on an annual basis, should this location be deemed a 'black site', funding will be allocated through our Crash Remedial Measures (CRM) process. Officers are seeking alternative funding such as through the Section 106 Process or the Member Highway Fund. No further updates will be provided unless any funding is secured.

1.7 The withdrawal of the Arriva 101 Service from Bus Stops at Cobtree Golf Course and Salisbury Road, Kits Coty

- 1.7.1 Subsequent to the last meeting of this Board a site meeting has been held between officers and Members to discuss alternative ways forward. It was agreed that Cllr Peter Homewood is to promote further use of the Kent Top Travel 150 service which contradictorily continues to stop at the bus stops claimed by Arriva to be unsafe.
- 1.7.2 Discussions concerning the option of using the redundant slip road at the top of Blue Bell Hill as an alternative bus stop have concluded that this option would financially prohibited. Works to improve the bus stop by Cobtree Golf Course are due to commence in October.

1.8 Petition for a Zebra Crossing on Birling Road, Snodland

- 1.8.1 A petition of at least 200 signatures has been received to provide a zebra crossing on Birling Road, Snodland at a point where children and parents regularly walk to and from Snodland Primary School. A pedestrian crossing count has been undertaken and this has revealed a low concentration of pedestrians crossing outside school times. The distribution of pedestrian crossing numbers throughout the day suggests that should the crossing arrangements be enhanced here at all; then a school crossing patrol would be most appropriate.
- 1.8.2 It is considered that the petitioner is informed of the results of this work and the school is consulted. Members will be updated further at the next meeting of this Board.

1.9 Legal Implications

1.9.1 Not applicable.

1.10 Financial and Value for Money Considerations

1.10.1 Addressed within the report.

1.11 Risk Assessment

1.11.1 Not applicable.

Background papers:

contact: Ben Hilden

Nil

John Burr
Director of Kent Highways & Transportation