

TONBRIDGE & MALLING BOROUGH COUNCIL



EXECUTIVE SERVICES

Chief Executive

Julie Beilby BSc (Hons) MBA

Gibson Building
Gibson Drive
Kings Hill, West Malling
Kent ME19 4LZ
West Malling (01732) 844522

NB - This agenda contains proposals, recommendations and options. These do not represent Council policy or decisions until they have received proper consideration through the full decision making process.

Contact: Committee Services
committee.services@tmbc.gov.uk

19 March 2015

To: MEMBERS OF THE JOINT TRANSPORTATION BOARD
(Copies to all Members of the Council)

Dear Sir/Madam

Your attendance is requested at a meeting of the Joint Transportation Board to be held in the Civic Suite, Gibson Building, Kings Hill, West Malling on Monday, 30th March, 2015 commencing at 7.30 pm

Yours faithfully

JULIE BEILBY

Chief Executive

A G E N D A

PART 1 - PUBLIC

- | | | |
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| 1. | Apologies for absence | 5 - 6 |
| 2. | Declarations of interest | 7 - 8 |
| 3. | Minutes | 9 - 10 |

To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 1 December 2014

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Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

Matters for consideration in Private

11. Exclusion of Press and Public 121 - 122

The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

PART 2 - PRIVATE

12. Urgent Items 123 - 124

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

MEMBERSHIP

Mr C Smith (Chairman)
Cllr Mrs S Murray (Vice-Chairman)

Cllr D A S Davis
Cllr N J Heslop
Cllr Mrs F A Kemp
Cllr R D Lancaster
Cllr Mrs A S Oakley
Cllr A K Sullivan

Mr M Balfour
Mrs V Dagger
Mrs T Dean
Mrs S Hohler
Mr P Homewood
Mr R Long

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Apologies for absence

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Declarations of interest

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TONBRIDGE AND MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

Monday, 1st December, 2014

Present: Mr C Smith (Chairman), Cllr Mrs S Murray (Vice-Chairman),
Cllr D A S Davis, Cllr N J Heslop, Cllr Mrs F A Kemp,
Cllr R D Lancaster, Cllr A K Sullivan and Mrs S Hohler

Borough Councillors Mrs J A Anderson, J A L Balcombe,
O C Baldock, P F Bolt, D J Cure, M R Rhodes, A G Sayer and
R Taylor and County Councillor D Brazier were also present pursuant
to Council Procedure Rule No 15.21.

Sgt J Mott was present on behalf of Kent Police.

Apologies for absence were received from Borough Councillor
Mrs A S Oakley and from County Councillors Mr M Balfour and
Mrs V Dagger.

PART 1 - PUBLIC

JTB 14/32 DECLARATIONS OF INTEREST

There were no declarations of interest made in accordance with the
Code of Conduct.

JTB 14/33 MINUTES

RESOLVED: That the Minutes of the meeting of the Joint
Transportation Board held on 22 September 2014 be approved as a
correct record and signed by the Chairman.

JTB 14/34 PARKING ACTION PLAN

The report of the Director of Planning, Housing and Environmental
Health provided an update on the phased approach to on-street parking
management with a focus on the work in progress.

RESOLVED: That the way forward as set out in the report, including a
review of the overall approach to parking, be agreed.

MATTERS SUBMITTED FOR INFORMATION

JTB 14/35 LOCAL GROWTH FUND PROJECTS

The report of the Director of Planning, Housing and Environmental
Health provided an update on the Local Growth Fund Projects within the

Borough which were funded via the South East Local Enterprise Partnership (SELEP) Strategic Economic Plan (SEP).

JTB 14/36 DEVELOPER FUNDED SCHEMES, SECTION 106 AND LOCAL TRANSPORT PLAN SCHEMES

The report of the Head of Transportation, Kent highways, provided an update on current and future works relating to Section 106 and Local Transport Plan Funded Schemes promoted by the County Council within the Borough.

JTB 14/37 COMBINED MEMBERS HIGHWAY FUND AND MEMBERS GRANT REPORT FOR TONBRIDGE AND MALLING

The Head of Transportation, Kent Highways, provided details of current County Member Highway Fund Schemes within the Borough.

JTB 14/38 HIGHWAY WORKS PROGRAMME 2014/15

The report of KCC Highways and Transportation provided an update on schemes approved for construction by the County Council in 2014/15.

JTB 14/39 A20 LONDON ROAD, WROTHAM HILL, WROTHAM

Further to Minute JTB 14/30 regarding a fatal motorcycle crash on the A20 London Road, Wrotham Hill, the report of the Head of Transportation, Kent Highways, provided an update on action taken since the previous meeting of the Joint Transportation Board. Sgt J Mott advised that Kent Police intended to run an operation to prevent further incidents and she thanked Members and Officers for their assistance in this matter.

MATTERS FOR CONSIDERATION IN PRIVATE

JTB 14/40 EXCLUSION OF PRESS AND PUBLIC

There were no items considered in private.

The meeting ended at 8.10 pm

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

30 March 2015

Report of the Head of Transportation (KCC) and

the Director of Planning, Housing and Environmental Health

Part 1- Public

Matters For Decision

1 TONBRIDGE HIGH STREET SCHEME – PHASE 1

Summary

This report provides an update on progress with regard to the proposed Highway development of Tonbridge High Street Scheme, including the 20mph Traffic Regulation Order as well as the results of the public engagement and recommends approval to proceed to detailed design and implementation.

1.1 Background

1.1.1 As reported to the Joint Transportation Board in September and December 2014, the outline design for the Tonbridge High Street scheme has been progressed and a public engagement carried out to gain views from the public regarding the proposal.

1.1.2 £2.65 million pounds of funding is available for the overall project made up of £2.4 million from the Government's Single Local Growth Fund and £250,000 from capital receipts towards the aims of:

- Boosting the local economy
- Providing a more attractive environment
- Reducing traffic congestion
- Improving air quality
- Providing improved pedestrian and cycle facilities
- Improving bus journey times

1.1.3 A briefing was held for local County and Borough Members on 21st January 2015 to ensure they were informed prior to the start of the public engagement. The

team taking forward the scheme were introduced and details of the proposed scheme were explained.

1.1.4 The scheme is being developed in partnership with Tonbridge and Malling Borough Council (TMBC), key elements of which are:

- Widened footways and a raised speed table
- Defined delivery areas level with the footways
- A 20mph speed limit
- Environmental improvements
- Quality street furniture

1.1.5 As part of the briefing, Members were informed of the intended communications strategy to support the public engagement. The intention of which being to raise awareness locally to ensure as many could put forward their views on the proposed scheme. A summary of the public engagement follows below.

1.1.6 The proposed High Street scheme is shown in **[Appendix 1]** and the extent of the advertised 20mph speed limit is shown in **[Appendix 2]**.

1.2 Public Engagement

1.2.1 Media

1.2.2 Two advertisements were taken out in the Tonbridge Courier in the weeks prior to the engagement events to inform the public of the scheme and upcoming exhibitions.

1.2.3 The local Press also followed up with their own newspaper, web and radio articles.

1.2.4 Web Site

1.2.5 A web site was produced which detailed the public engagement events, hosted the scheme proposal drawings with artists' impressions and providing a contact form for queries and comments.

1.2.6 Links to this site are hosted on both the TMBC and KCC websites.

1.2.7 Business Interviews

1.2.8 On 4th and 5th February, officers visited all the businesses on the High Street within the proposed scheme (approximately one hundred properties) as well as those in the Angel Walk and Pavilion shopping centres. This allowed officers to discuss the scheme directly with business owners and managers, obtain their

contact details for futures updates and enquire about each business's delivery and loading needs.

1.2.9 The proposals were well received by businesses, many of whom were enthusiastic about improvements for the High Street.

1.2.10 **Public Engagement Event**

1.2.11 An exhibition was held at Tonbridge Castle on 5th, 6th and 7th February where the public could view large scale drawings of the proposed scheme and see artists impressions.

1.2.12 The project team were on hand to meet the public, explain the proposals and answer queries.

1.2.13 All sessions were well attended and the advanced press releases had helped boost awareness and attendance at the exhibition.

1.2.14 After the engagement event at the Castle ended, the exhibition displays were moved to the Library where comment cards were available for the public to leave their views.

1.2.15 **Business Surgeries**

1.2.16 To cater for those business managers who did not have time to discuss the proposals during the door to door interviews or had thought of any further queries, business surgeries were made available.

1.2.17 Three days spread over three weeks were set aside to allow businesses to book one to one surgeries with officers to discuss the scheme further and any concerns they may have.

1.2.18 Only four business surgery sessions were booked, however from these useful feedback was received from businesses, a mobility charity and the Freight Transport Association.

1.2.19 **Town Team**

1.2.20 A meeting was held with representatives of the Tonbridge Town Team on 5th March where the scheme was discussed in detail.

1.2.21 The scheme was viewed positively and the Town Team are enthusiastic about improvements to the High Street, especially regarding the opportunity areas of Botany and River Walk which will be explored further in Phase 2 of the scheme.

1.3 Results

1.3.1 33 people left comments in the visitor book at the public engagement event at the Castle, 28 replies were received via the web site and 31 comment cards left at the Library (92 replies in total).

1.3.2 Comments were received on a wide range of issues, which have been grouped for ease of reference and listed below, along with an appropriate response.

TABLE 1

Public comments (number received)	KCC response
<p>1, Cycling:</p> <p>i, Narrowing traffic lanes will make it more difficult for cyclists (3).</p> <p>ii, No cycle routes are shown on the High Street (1).</p> <p>iii, Cycling on the footway is already bad, this scheme will make it worse (1).</p>	<p>i, As part of the High Street scheme a 20mph speed limit is going to be implemented. Within this slower speed environment, cyclists become integrated within the traffic.</p> <p>The ban on all vehicles stopping on street outside of the loading bays will make a safer environment where cyclists do not have to repeatedly overtake parked vehicles.</p> <p>There is not the space to provide a segregated cycle facility as well as wider footways.</p> <p>ii, No dedicated cycle lanes are proposed within the High Street and within a 20mph speed limit they are not necessary.</p> <p>To provide separate cycle lanes adjacent to traffic lanes would widen the road and tempt drivers to park short term, obstructing both the cycle lane and traffic which is against the objectives of this scheme.</p> <p>The implementation of additional cycle routes in line with the Tonbridge Cycling Strategy are being developed in Phase 2 of the scheme. This will possibly include a link parallel to the High Street (to the west across the sportsground) so that cyclists who want to travel north/south but do not need to use the High Street.</p> <p>iii, Cycling on the footway is illegal and is a matter for Kent Police to enforce. However if cyclists are uncomfortable being within traffic, the development</p>

<p>iv, More cycle parking is needed in the central High Street (1).</p>	<p>of the parallel cycle route as detailed above may help.</p> <p>iv, The installation of additional cycle parking is proposed as part of the High Street scheme. It is intended that this should be spread out along the High Street making the whole area more accessible for those wishing to visit by bicycle.</p>
<p>2, Bus Issues</p> <p>i, The southern bus stop (northbound service) should be within a layby so as not to delay traffic (4).</p> <p>ii, School buses should be made to use the Cannon Lane by-pass route (2).</p> <p>iii, Additional bus stops should be installed in the central High Street area to access supermarkets (2).</p>	<p>i, At present this does not have a lay-by. Northbound traffic can only overtake a parked bus at this location when there is minimal oncoming traffic. As a result of the proposed scheme traffic will be no worse off than the present situation.</p> <p>Lay-bys would take up potential footway improvements space and bus service providers do not like the use of bus laybys within busy trafficked areas as very often they face delays trying to re-join the traffic flow as many drivers do not allow them to pull out.</p> <p>ii, This is only a minor issue in terms of the total traffic flow, however it is acknowledged that removing any non-service buses from the High Street which do not need to pick up or drop off there would reduce the overall number of vehicles in the area.</p> <p>KCC Commercial Services and the schools will be contacted to enquire whether it is possible to divert any of the school specific buses via Cannon Lane.</p> <p>iii, As two of the key objectives for the High Street scheme is to improve traffic flow and reduce air pollution, additional bus stops in both directions would increase stationary traffic, making these factors worse and as such additional bus stops are not included in the proposed scheme.</p>
<p>3, River Walk</p> <p>i, River Walk is an asset to the town, cars should be excluded and this area developed for use by café's and the community (11).</p>	<p>i, We recognise River Walk as a key opportunity area for improvement and proposals to improve and upgrade this area will be explored with TMBC and the KCC design team.</p> <p>Any changes within River Walk are proposed as</p>

	being part of Phase 2.
<p>4, Alterations to traffic flow</p> <p>i, Concerned that the narrowed High Street will be wide enough for large vehicles.</p> <p>ii, Please make the High Street one-way (5).</p> <p>iii, The High Street should be closed or part closed to traffic. (6)</p>	<p>i, The proposed 6.5m carriageway is of sufficient width for two large vehicles to pass. The narrower nature of the road will encourage lower traffic speeds.</p> <p>ii, iii, Pedestrianisation and one way traffic proposals have been investigated previously. Traffic modelling work has been carried out which has shown that the diversion route in the long term would not have the capacity to take the extra traffic.</p>
<p>5, 20mph speed limit</p> <p>i, Do not want the 20mph speed limit (1)</p> <p>ii, The 20mph speed limit is a positive thing and should be extended (7).</p>	<p>i, The introduction of the 20mph speed limit is an important element of the scheme. A lower traffic speed coupled with the raised table area in the vicinity of Bradford Street will work together with the widened pavements and narrower carriageway widths to lower speed environment which is more pleasant for pedestrians.</p> <p>Although we acknowledge that during peak traffic times the traffic speed will rarely reach 20mph, the new speed limit will be relevant outside of these times.</p> <p>ii, The 20mph speed limit as currently advertised is simply a starting point. Various requests to extend the speed limit reduction have been received and we are willing to consider all requests and where practical alterations will be made in the future. Any proposed extension of this area would be reported back to the Joint Transportation Board.</p>
<p>6, Landscaping and materials</p> <p>i, More trees should be added to the scheme (4).</p>	<p>i, There are high concentrations of statutory undertakers equipment (gas, electricity etc) within the footways along the High Street. These make it very difficult to excavate and install tree pits. We are however investigating the feasibility of providing additional trees and landscaping with the opportunity areas of Botany and River Walk.</p>

<p>ii, Do not like the choice of paving material (2)</p> <p>iii, The existing paving outside the Castle is slippery (2)</p>	<p>There is the opportunity to introduce some planters to the area, however these will have to be carefully considered regarding size and location so as not to obstruct too much of the newly widened footway or be a barrier to the partially sighted.</p> <p>Any trees, landscaping and planters etc will be carefully selected by way of an Asset Maintenance Plan developed during the scheme's detailed design. This will ensure the species and designs chosen allow for future maintenance. A local gardening group has expressed an interest in being involved via the Town Team.</p> <p>ii, The Ketley clay pavers as specified for the scheme were selected in co-operation with TMBC and the Conservation Officer to match in with the existing paving in the northern end of the High Street.</p> <p>iii, KCC will be carrying out tests on the existing paving to ensure it meets the standard for slip (skid) resistance.</p> <p>KCC will also discuss the slip resistance of the clay paving with the provider to enquire if anything can be changed during the manufacturing process to increase the paver's texture.</p> <p>Should the Ketley clay pavers not be considered as having sufficient skid resistance, then an alternative block/paver of a similar style and colour will be selected.</p>
<p>7, Medway Wharf Road junction</p> <p>i, Additional signing should be provided to reinforce the right turn ban (there used to be a large sign fixed to the wall of the pub). (2).</p> <p>ii, A physical traffic island would prevent vehicles queuing to turn left and right into the High Street at the same time. This is important to traffic flow locally and should not be removed (2).</p>	<p>i, Additional signing will be incorporated into the scheme.</p> <p>ii, Although the introduction of a physical island may create a small extra delay locally in exiting onto the High Street, the reinforcement of the right turn ban into Medway Wharf Road takes priority as this has been an on-going problem for a number of years.</p>

<p>iii, The right turn out of Medway Wharf Road should be banned (1)</p> <p>iv, A zebra crossing should be installed across the junction of Medway Wharf Road (1).</p>	<p>iii, Current traffic flows allow right turning vehicles to exit Medway Wharf Road without issues. There is no personal injury crash record relating to this movement and as such it is not intended to introduce any more restrictions.</p> <p>iv, It is not safe to install zebra crossings directly on give way junctions, however the proposed layout should reinforce the right turn ban, which should improve pedestrian safety at the junction.</p>
<p>8, Parking issues</p> <p>i, Do not agree that disabled parking should be excluded from the High Street (6).</p> <p>ii, The existing parking restrictions are not enforced so do not believe the restricted access to the loading bays and no parking on the High Street will work (4).</p>	<p>It is acknowledged that preventing disabled parking in the High Street may be seen as controversial. It is important to remember that one of the key objectives of this scheme is to improve the free flow of traffic which will in turn improve air quality.</p> <p>The surrounding roads of Medway Wharf Road, Botany, Bradford Street, River Walk, River lawn Road and Angel Lane all have a small capacity to allow for disabled parking just a short distance from the High Street.</p> <p>The car parks adjacent to the High Street area do have disabled parking provision already and TMBC have confirmed that they can allocate additional bays for disabled parking if there is sufficient demand.</p> <p>Appendix 3, drawing 4300127/000/09 shows locations and numbers of parking available for disabled badge holders (Both potential on street parking and existing designated bays within car parks).</p> <p>ii, Safeguarding the authorised use of the loading bays and preventing parking elsewhere on the High Street is key to ensuring the success of the scheme and maintaining free flow of traffic. TMBC has confirmed that they will provide targeted enforcement to reinforce the scheme.</p> <p>Feedback from local businesses regarding any specific problem areas or times will assist TMBC in</p>

<p>iii, Short term free parking should be introduced to the High Street area (1).</p>	<p>ensuring their enforcement is effective.</p> <p>iii, The existing pay and display car parks surrounding the town centre allow for short term visits. The introduction of free short term parking is not practical as it would be require a high amount of parking enforcement staff time to ensure the length of stay by users is not abused.</p>
<p>9, Pedestrian crossings</p> <p>i, The central pelican crossing should not be removed, this will make it more difficult to cross the road (13).</p> <p>ii, Please upgrade the Vale Road zebra crossing, it causes long traffic delays at the weekend (2)</p> <p>iii, Please install a pedestrian crossing at the junction of Avebury Avenue with The High Street (2)</p> <p>iv, The scheme does not seem to be any improvement for wheelchair users (1).</p>	<p>i, It is acknowledged that some users may be uncomfortable with the removal of the central pelican crossing. This element of the scheme is important to improve the free flow of traffic over the current situation.</p> <p>The construction of the raised table in this area will slow traffic speeds further and the raised level of the carriageway with no kerb face will allow pedestrians to cross anywhere in this section more easily.</p> <p>Although the removal of the pelican crossing is aimed towards improving the traffic flow, the other two pedestrian crossings and southern (north bound) bus stop should provide breaks in the traffic, coupled with slower traffic speeds should provide sufficient opportunities to cross the road.</p> <p>ii, The upgrade of the existing zebra crossing by replacing it with a Puffin crossing will be included in this scheme. If practical, this will be included within the Phase 1 works, however subject to programming it may have to be included in Phase 2.</p> <p>iii, It is not safe to install zebra crossings directly on give way junctions, however the alignment of the junction will be examined to establish if it can be narrowed or the alignment altered to reduce traffic speed on the approach from the roundabout.</p> <p>iv, The widening and resurfacing of the footpaths (including improving the gradient in some areas), upgrades to pedestrian crossings as well as the table junction raised carriageway (with no kerb face) and improved side junctions are all positive steps to help wheelchair users.</p>

- 1.3.3 Full comments will be available for Members to review if they wish.
- 1.3.4 Other feedback and comments were received which concerned issues outside of the scope of the proposed scheme and funding. These issues will be passed on to the relevant officers within KCC and TMBC.
- 1.3.5 General comments were received both in favour (15) and against (17) the scheme implementation. The majority of the negative comments were in relation to the cost of the scheme and that this funding would be better spent elsewhere.
- 1.3.6 **More generally the proposals have received some positive coverage which is satisfying with a scheme such as this which commonly attracts a degree of caution or concern. It seems that there is a reasonable level of support for this investment in the public realm and in traffic management in the High Street.**

1.4 20mph Traffic Regulation Order

- 1.4.1 The advertisement for the Traffic Regulation Order to reduce the speed limit in the High Street area to 20mph closed on 28 February. No objections to the Order were received. The Slade Area Residents Association, via Richard Long, requested that the 20mph limit be extended to include The Slade area. The intention of this Order was to concentrate on the High Street in the first instance, hence the area advertised. The second phase of the scheme will look at the wider issues in Tonbridge and an extension to the 20mph limit can be considered as part of this.
- 1.4.2 It is recommended that the Order be made as advertised and that an extension to the zone into other adjacent areas be considered in Phase 2.

1.5 Future Phase 2 Works

- 1.5.1 Additional areas for improvements for Tonbridge town centre will be explored in Phase 2, such as:
- River Walk and Botany open spaces
 - Pedestrian and cycle links to the Railway Station
 - Improved cycle links (Tonbridge Cycling Strategy implementation)
 - Improvements to the 5 ways, Bordyke and Cannon Lane traffic signal junctions
 - Potential extensions to the High Street 20mph speed limit.

These improvements are planned to be implemented in 2016/17.

1.6 Legal Implications

- 1.6.1 As the Highway Authority, the County Council has power to implement changes and alterations to the road network in accordance with the appropriate Legislation and Regulations.

1.7 Financial and Value for Money Considerations

- 1.7.1 A Project Board has to be set up to monitor progress and budgetary control, reporting to SELEP (South East Local Enterprise Partnership).

1.8 Risk Assessment

- 1.8.1 A risk register has been developed and monthly monitoring reported to the Project Board.

1.9 Equality Impact Assessment

- 1.10 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

1.11 Recommendations

- 1.11.1 That the Board **NOTE** the results of the public engagement and **APPROVE** the High Street scheme and 20mph speed limit proposals to progress to detailed design and implementation, the construction of which, subject to the views of the Board, should be programmed to begin in late July 2015.

Background papers:

Nil

contact: Jamie Watson
Mike O'Brien

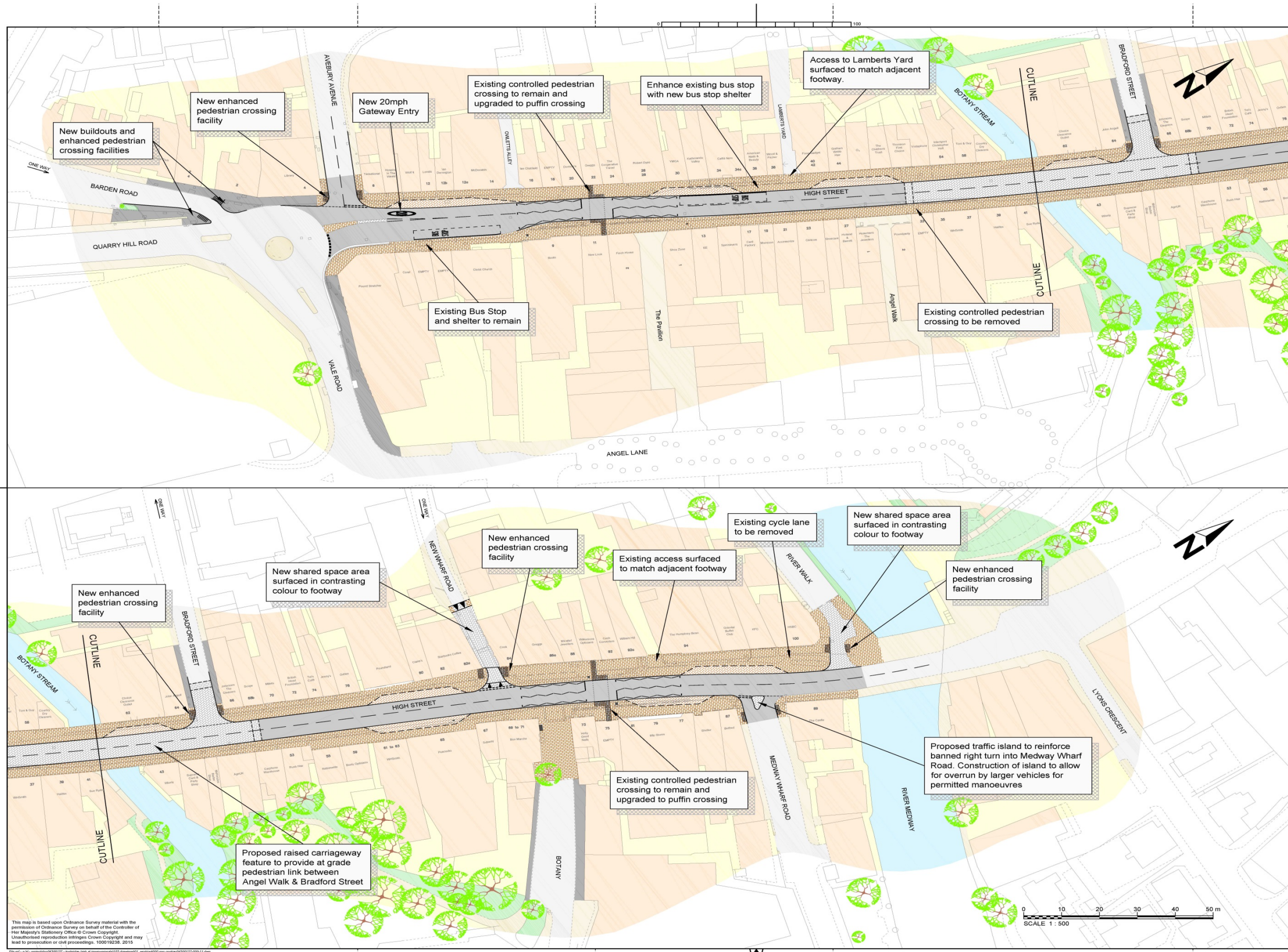
Tim Read
Head of Transportation
Kent County Council

Steve Humphrey
Director of Planning, Housing
and Environmental Health

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Appendix 1 Tonbridge High Street Highway improvement scheme

Page 23



KEY

- Carriageway improvement
- Raised carriageway feature
- New loading area
- 'Ketley' clay paving footway
- Existing flexible footway to be resurfaced

Rev	Revision details	Chkd	Appd	Date
Drawn: JR				Preliminary
Design: -				For comment
Chkd: R.J.H.F.				For tender
Appd: BS				For construction
Date: 08.01.2015				As constructed
				Other

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Client

kent.gov.uk

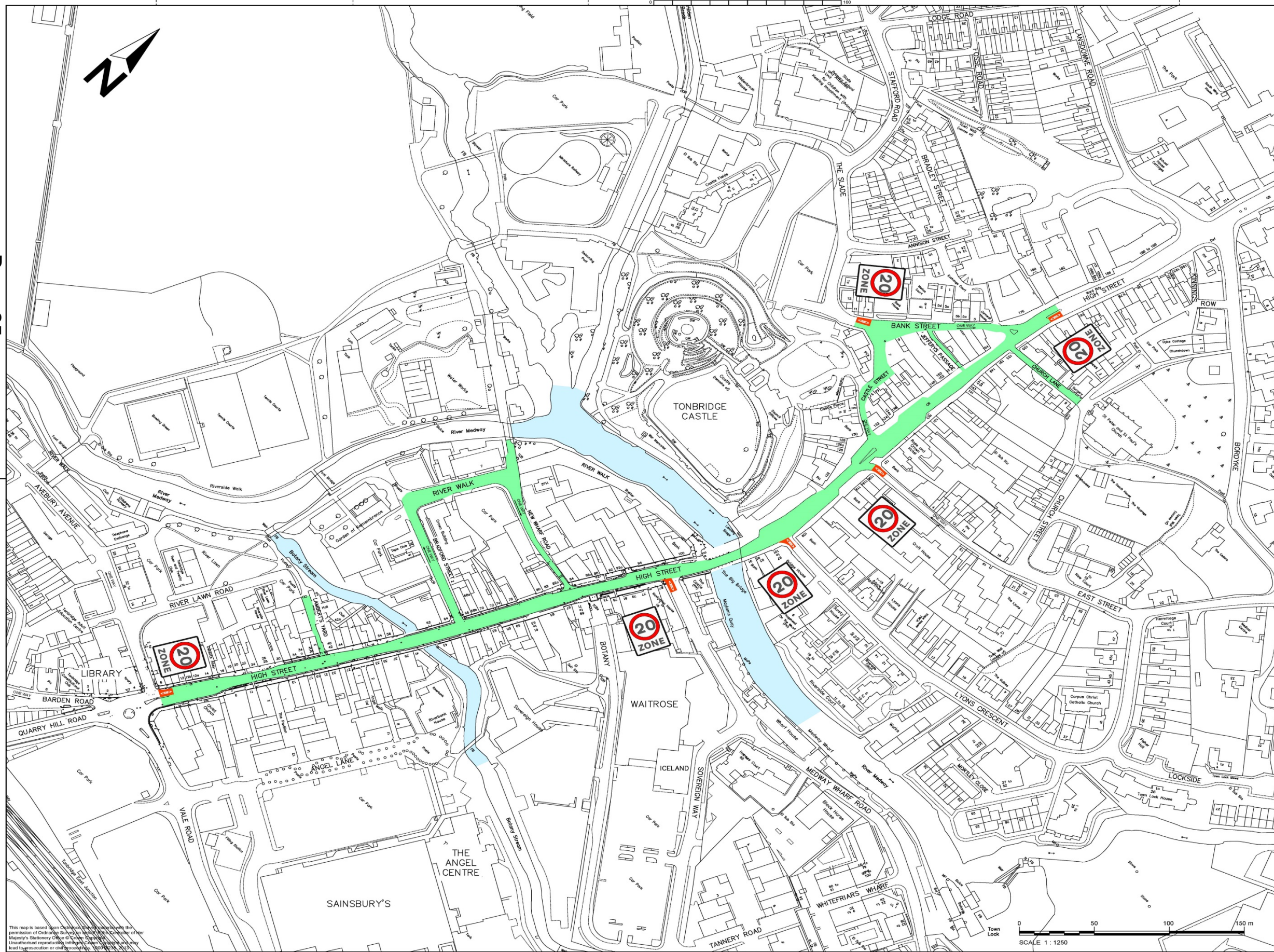
Project Name	
TONBRIDGE HIGH STREET IMPROVEMENTS	
Drawing Title	
OUTLINE PROPOSALS	
Original Drawing Size : A1	Dimensions : -
Scale : 1:500	Copyright © Amey
Drawing No	Rev
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**Appendix 2
Tonbridge High Street proposed 20mph Speed limit**



KEY

- Proposed 20mph Gateway Feature
- Proposed 20mph Zone

B	Jefferys Passage and Lamberts Yard added, shading amended.	RJHF	IC	28.01.15
A	Shading and key amended, road names and annotation enhanced	RJHF	IC	20.01.15
Rev	Revision details	Chkd	Appd	Date
Drawn:	TMW			Preliminary
Design:	-			For comment
Chkd:	RJHF			For tender
Appd:	BS			For construction
Date:	05 November 2013			As constructed
				For consultation



Client
**TONBRIDGE TOWN CENTRE
TRANSPORT STRATEGY**

Drawing Title
**Tonbridge High Street
Proposed 20mph Zone**

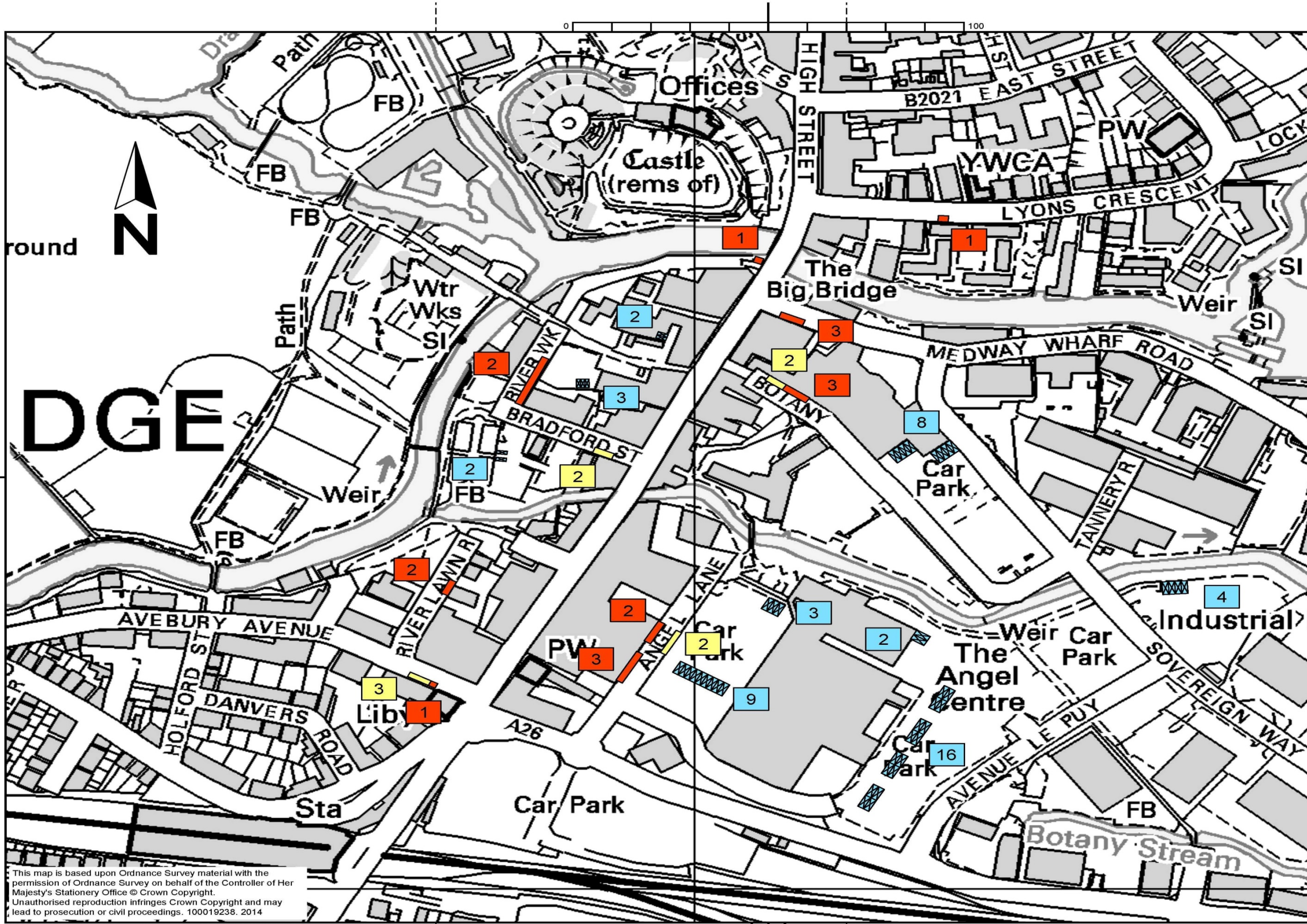
Original Drawing Size : A1 Dimensions : m
Scale : 1:1250 Copyright © Amey

Drawing No
4300127/000/04 Rev
B

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Appendix 3
Availability of disabled parking in vicinity of the High Street.



KEY:

- 3 On-street disabled parking bays
- 4 Off-street disabled parking bays
- 3 Taxi bays

Rev	Revision details	Chkd	Appd	Date
Drawn: JR				Preliminary
Design: .				For comment
Chkd: RJHF				For tender
Appd: BS				For construction
Date: 19.12.2014				As constructed
				Other

amey
www.amey.co.uk

Client

Project Name
TONBRIDGE HIGH STREET

Drawing Title
EXISTING DISABLED PARKING & TAXI BAY PROVISION

Original Drg Size : A3	Dimensions : -
Scale : 1:2500	Copyright © Amey
Drawing No 4300127/000/09	Rev 0

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TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

30 March 2015

Report of the Director of Planning, Housing and Environmental Health

Part 1- Public

Matter for Recommendation to Borough Cabinet - Non-Key Decision (Decision may be taken by the Cabinet Member)

1 EAST MALLING PARKING REVIEW

Summary

This report follows the formal consultation for the proposals agreed by the Board with a recommendation to proceed with their implementation.

1.1 Background

1.1.1 We carried out a review of parking arrangements in East Malling a few years ago, and have had an outstanding commitment to carry out minor alterations and adjustments to the scheme.

1.1.2 Last year we carried out informal consultation on parking changes in a number of areas, and reported the responses back to the Board. The responses from that consultation have helped shape the current proposals.

1.2 Proposals

1.2.1 Following the informal consultation we finalised proposals for the following locations;

No.	Location	Proposal(s)
EM-01	Stickens Lane	New double yellow lines to prevent parking on the bend and approaches
EM-02	Middle Mill Road and Mill Street (near Elizabeth Smith's Court)	Changes to existing double yellow lines to provide more parking. New double yellow lines to prevent obstruction.
EM-03	Clare Lane	New double yellow lines to prevent parking on the bend and the approaches.
EM-04	Mill Street	New double yellow lines to prevent obstructive parking around junctions and the narrow sections of the road.
EM-05	Mill Street 2	New double yellow lines to prevent obstructive parking and parking on both sides of the road.
EM-06	The Grange	New double yellow lines
EM-07	Rocks Close	Abandoned after informal consultation

EM-08	Wateringbury Road	New double and single yellow lines
EM-09	The Rocks Road	New double yellow lines
EM-10	High Street	New disabled parking bay
EM-11	Chapel Street	New double yellow lines to prevent parking opposite an access

1.2.2 Plans of the proposals are shown in **Annex 1**

1.3 Formal Consultation

1.3.1 We carried out formal consultation on changes to parking arrangements in East Malling, with letters to residents, notices on-street, in the local press and the proposals were also placed on-deposit at the Council offices and on our website.

1.3.2 The formal consultation was open to all to comment and ran from 21st November to 19th December 2014.

1.4 Consultation Responses

1.4.1 The consultation produced a number of responses – we sent out 490 letters to residents and local businesses and received 72 responses, a response rate of 14.7%.

1.4.2 This represents a relatively low level of response, suggestive that there is a reasonable level of acceptance of the proposals and the current situation amongst the majority of residents.

1.4.3 An assessment of the responses together with recommendations for each location is shown in **Annex 2**.

1.4.4 Copies all responses received will be available to Members at the meeting of this Board. Redacted copies will be included with the minutes.

1.5 Legal Implications

1.5.1 The proposals reinforce current Highway legislation and advice set out in the Highway Code.

1.6 Financial and Value for Money Considerations

1.6.1 The introduction of changes to parking restrictions is not without cost, as the physical works require funding and any new restriction has a potential increase in workload to the Parking Enforcement team.

1.6.2 The estimated costs of carrying out the proposed changes are approximately £1700, to be met out of the existing budgetary provision.

1.6.3 The additional restrictions should be able to be accommodated in the existing Civil Enforcement Officers' patrolling regime, and the changes should have a high level of self-enforcement and deterrent.

1.7 Risk Assessment

1.7.1 There are no significant risks associated with the additional areas of on-street parking enforcement that are proposed that are outside the existing assessments for the tasks.

1.8 Equality Impact Assessment

1.8.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

1.9 Recommendations

1.9.1 That the recommendations for each location set out in Annex 2 **BE AGREED**.

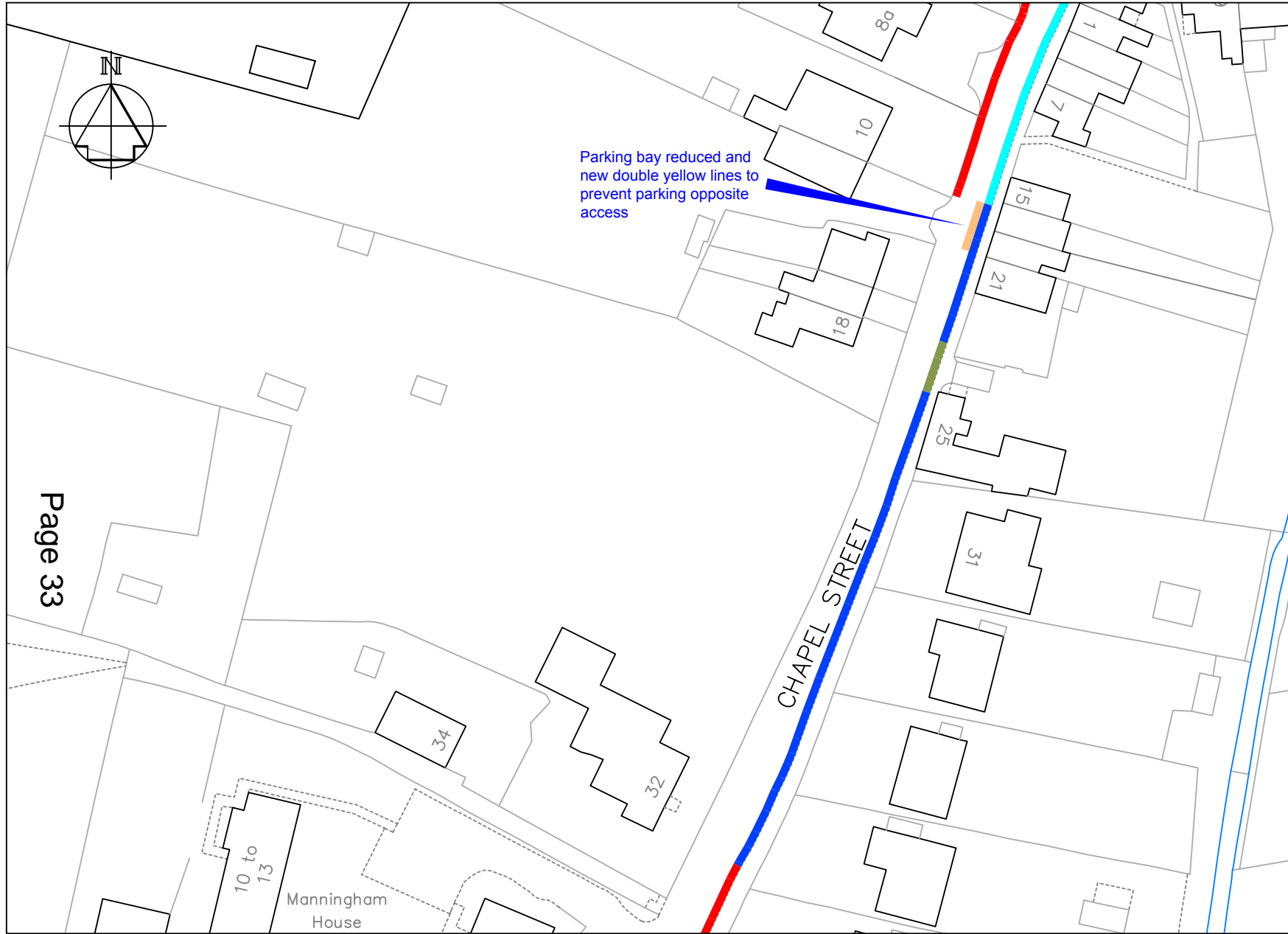
The Director of Planning, Housing and Environmental Health confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

contact: Andy Bracey
Senior Engineer

Formal consultation responses (available in unredacted format in the Council Chamber prior to the meeting, and in redacted format online).

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- KEY**
- Existing "No waiting at any time" (Double yellow lines)
 - Proposed "No waiting at any time" (Double yellow lines)
 - Existing "No waiting, Mon-Sat, 7:45-9:15am & 4:30-6pm" (single yellow line)
 - Existing "Limited waiting, Mon-Fri, 8-6, 4hr/2hr and permit holders (area R) parking bays"
 - Existing access protection white line

Page 33

Rev		



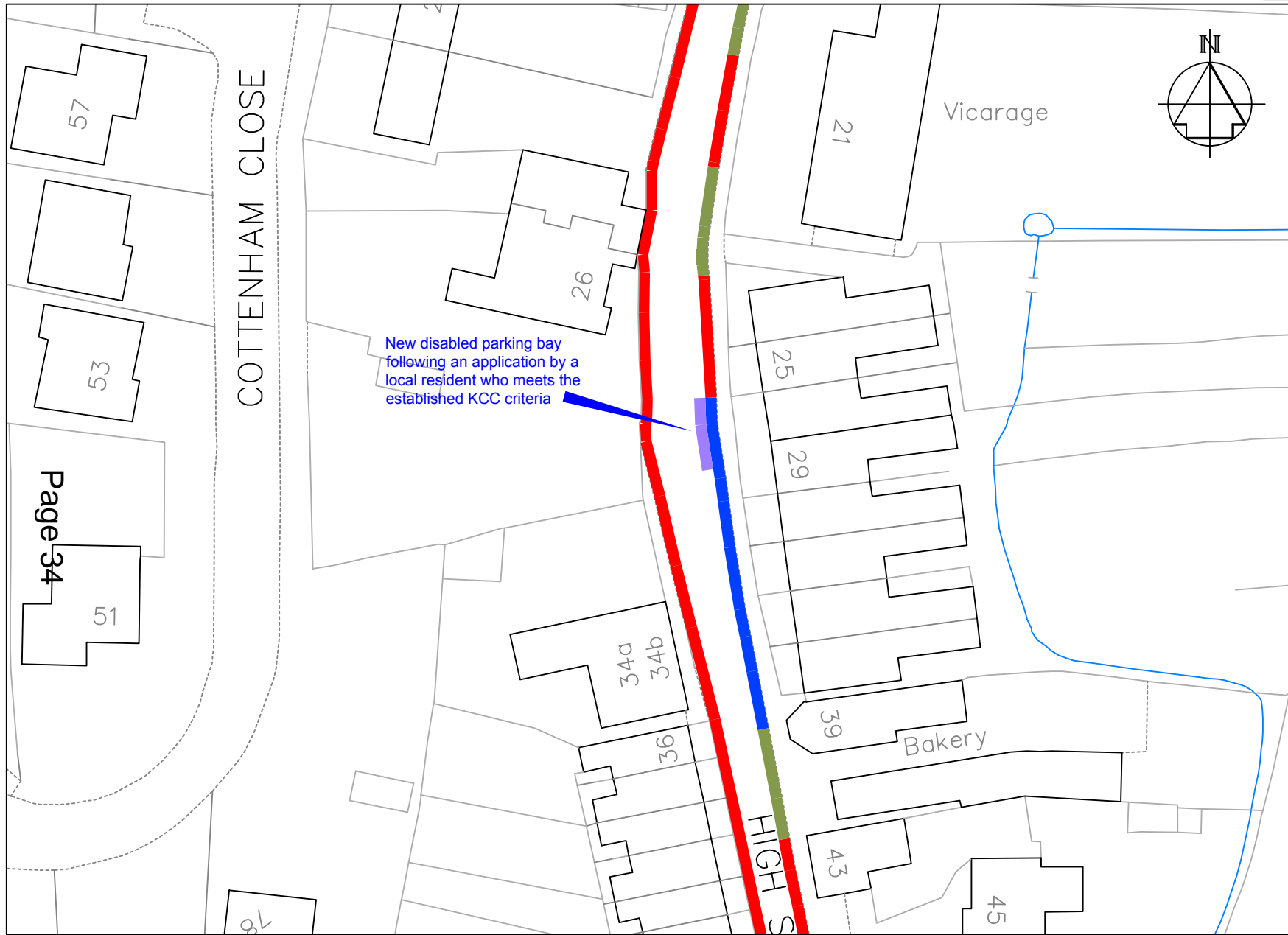
PLANNING, TRANSPORT & LEISURE

Chief Engineer
Mike O'Brien BSc(Hons) C Eng MICE
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
**East Malling Parking Review
 Post Implementation Changes
 Chapel Street**

Drawing Title
**Changes to On-Street
 Parking Restrictions
 Formal Consultation**

Drawn ACB	Checked	Date 21/5/14
Scale 1:1000 @ A4		
Drawing No. DD/566/11		Rev



KEY

- Existing "No waiting at any time" (Double yellow lines)
- Proposed disabled parking bay
- Existing 4hr limited waiting and Area R permit parking bay
- Existing white "access protection" line

New disabled parking bay following an application by a local resident who meets the established KCC criteria

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Rev		



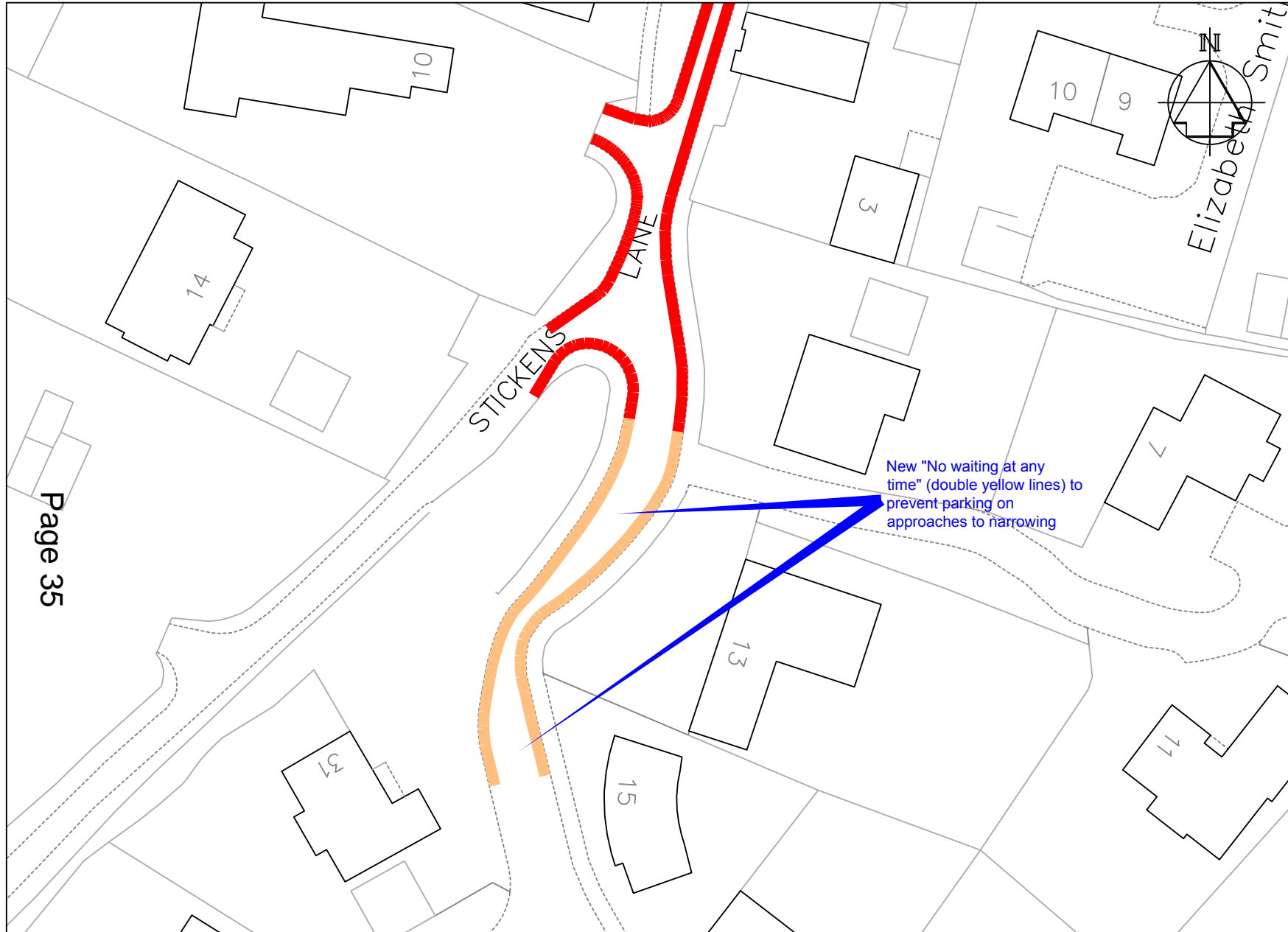
PLANNING, TRANSPORT & LEISURE

Chief Engineer
Mike O'Brien BSc(Hons) C Eng MICE
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

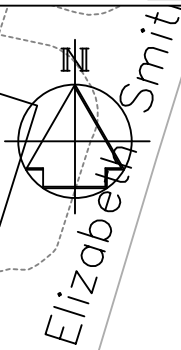
Project Title
**East Malling Parking Review
 Post Implementation Changes
 High Street**

Drawing Title
**Changes to On-Street
 Parking Restrictions
 Formal Consultation**

Drawn ACB	Checked	Date 13/8/13
Scale 1:500 @ A4		
Drawing No. DD/566/10		Rev



- KEY**
- Existing "No waiting at any time" (Double yellow lines)
 - Proposed "No waiting at any time" (Double yellow lines)



Page 35

New "No waiting at any time" (double yellow lines) to prevent parking on approaches to narrowing

Rev		



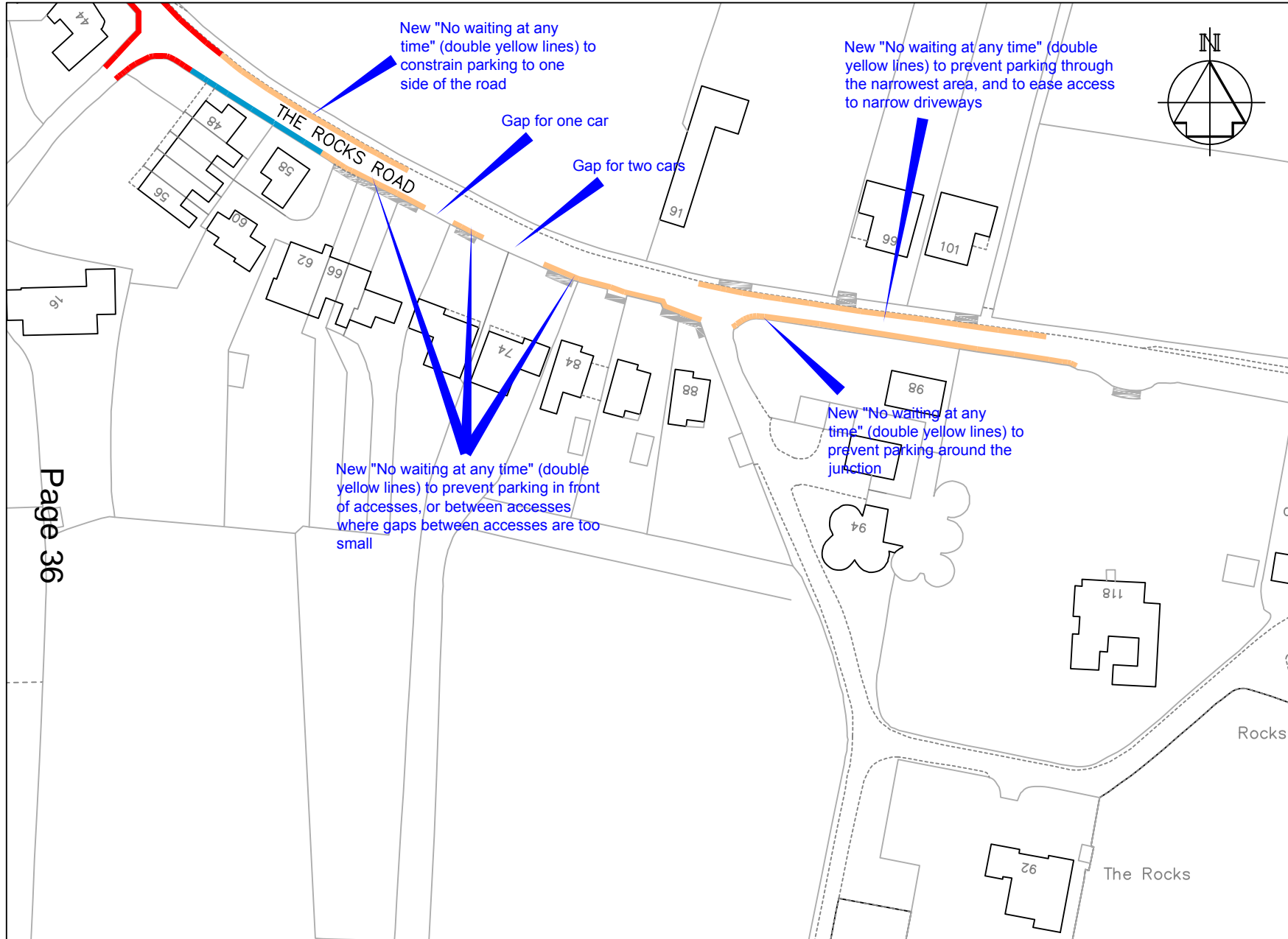
PLANNING, TRANSPORT & LEISURE

Chief Engineer
Mike O'Brien BSc(Hons) C Eng MICE
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
**East Malling Parking Review
 Post Implementation Changes
 Stickens Lane**

Drawing Title
**Changes to On-Street
 Parking Restrictions
 Formal Consultation**

Drawn ACB	Checked	Date 13/8/13
Scale 1:500 @ A4		
Drawing No. DD/566/1		Rev



KEY

	Existing "No waiting at any time" (Double yellow lines)
	Existing "Permit parking only"
	Proposed "No waiting at any time" (Double yellow lines)

Page 36

B	DYs reduced to accesses, narrows and junction	10/14
A	Restrictions extended eastwards	3/14
Rev		Date



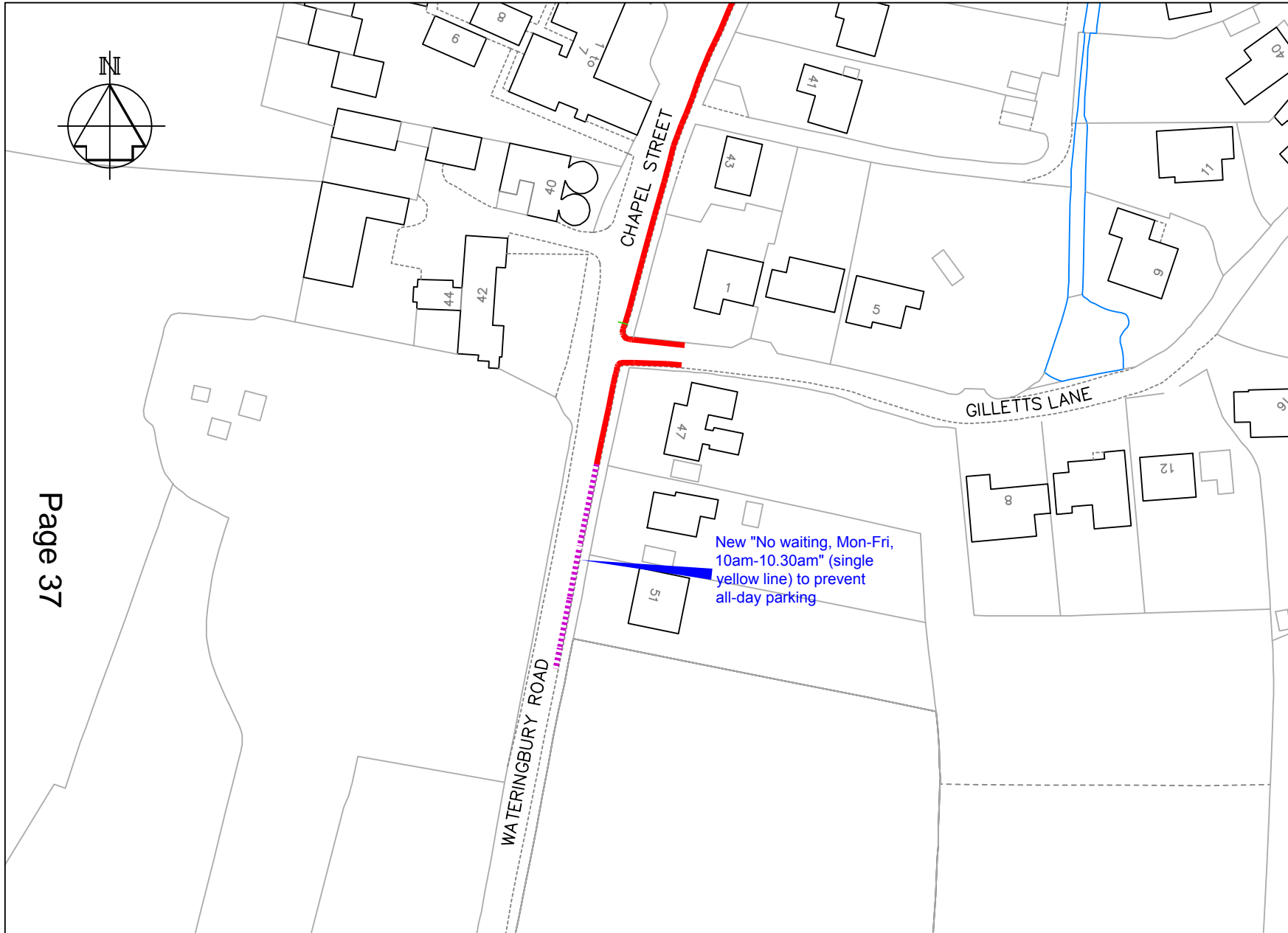
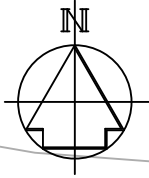
PLANNING, TRANSPORT & LEISURE

Chief Engineer
Mike O'Brien BSc(Hons) C Eng MICE
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
East Malling Parking Review
Post Implementation Changes
The Rocks Road

Drawing Title
Changes to On-Street
Parking Restrictions
Formal Consultation

Drawn	Checked	Date
ACB		13/8/13
Scale		1:1000 @ A4
Drawing No.		Rev
DD/566/9		B



KEY

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting, Mon-Fri, 10am-10.30am" (single yellow line)

New "No waiting, Mon-Fri, 10am-10.30am" (single yellow line) to prevent all-day parking

Rev		



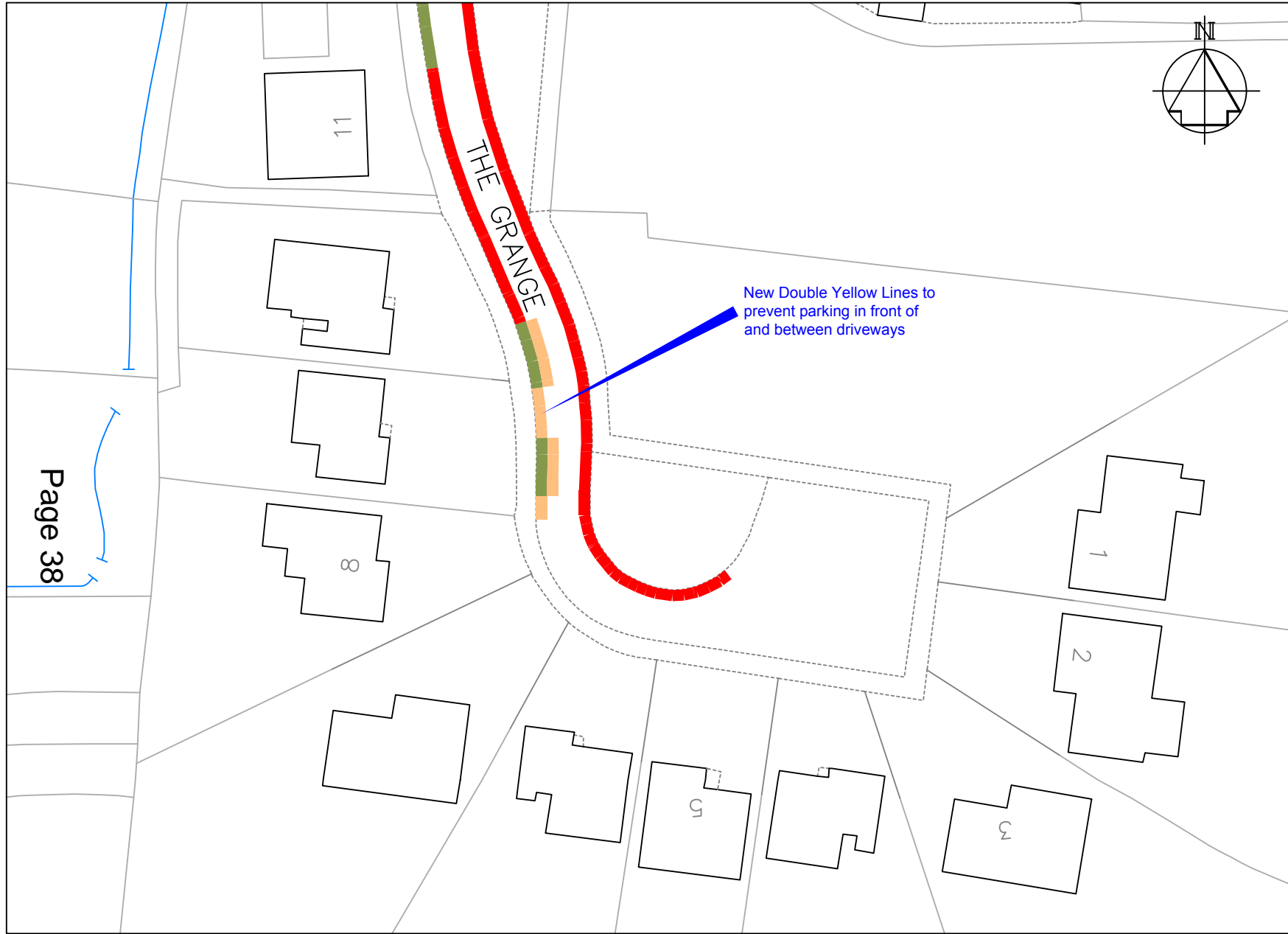
PLANNING, TRANSPORT & LEISURE

Chief Engineer
Mike O'Brien BSc(Hons) C Eng MICE
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
**East Malling Parking Review
 Post Implementation Changes
 Wateringbury Road**

Drawing Title
**Changes to On-Street
 Parking Restrictions
 Formal Consultation**

Drawn ACB	Checked	Date 13/8/13
Scale 1:1000 @ A4		
Drawing No. DD/566/8		Rev



- KEY**
- Existing "No waiting at any time" (Double yellow lines)
 - Existing white "access protection" line
 - Proposed "No waiting at any time" (Double yellow lines)

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Rev		



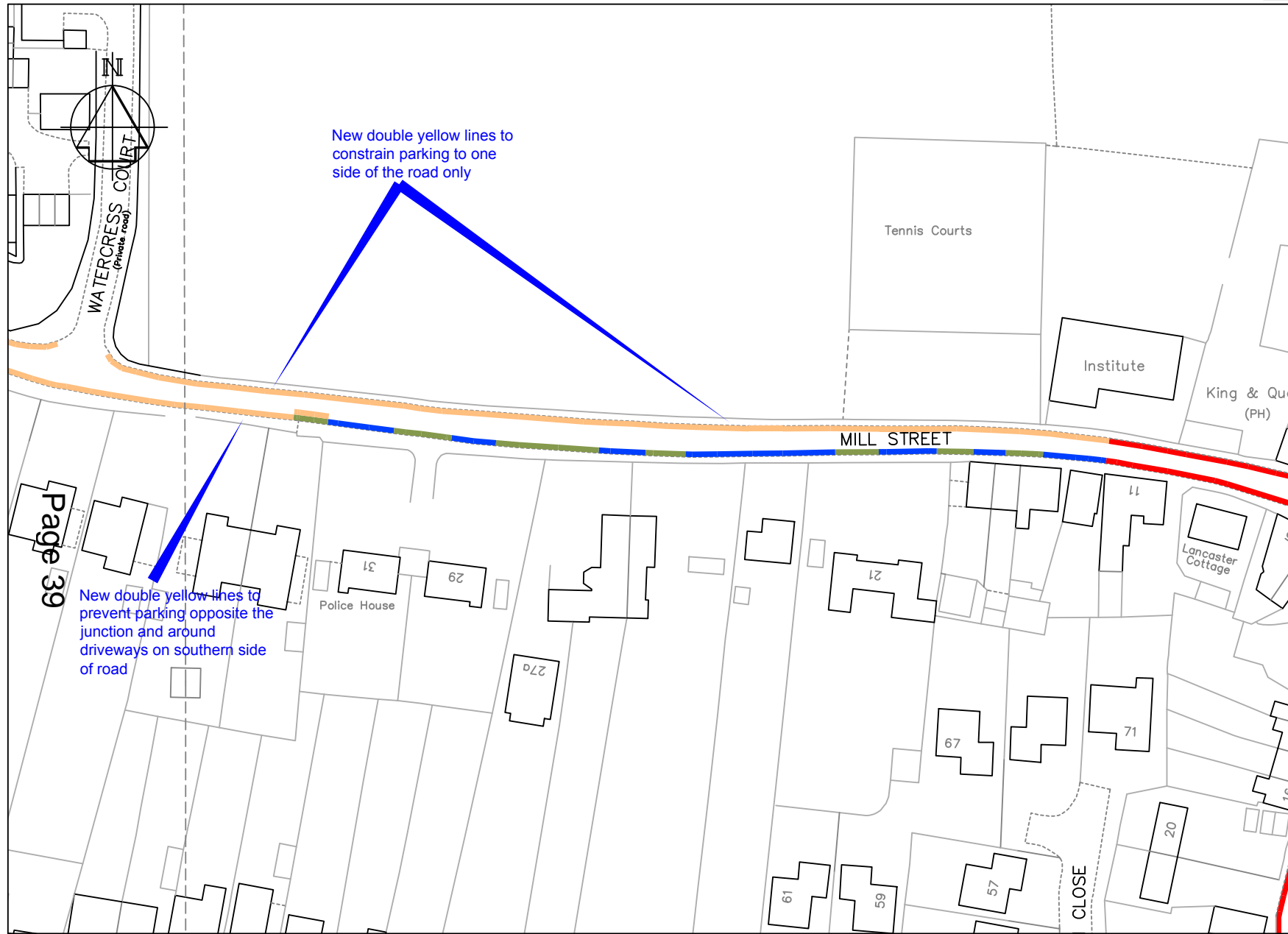
PLANNING, TRANSPORT & LEISURE

Chief Engineer
Mike O'Brien BSc(Hons) C Eng MICE
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
**East Malling Parking Review
 Post Implementation Changes
 The Grange**

Drawing Title
**Changes to On-Street
 Parking Restrictions
 Formal Consultation**

Drawn	Checked	Date
ACB		13/8/13
Scale		1:500 @ A4
Drawing No.		Rev
DD/566/6		A



New double yellow lines to constrain parking to one side of the road only

New double yellow lines to prevent parking opposite the junction and around driveways on southern side of road

KEY

- Existing "No waiting at any time" (Double yellow lines)
- Proposed "No waiting at any time" (Double yellow lines)
- Existing 2hr limited waiting and Area R Permit holder parking bay
- Existing white "access protection" line

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Rev		

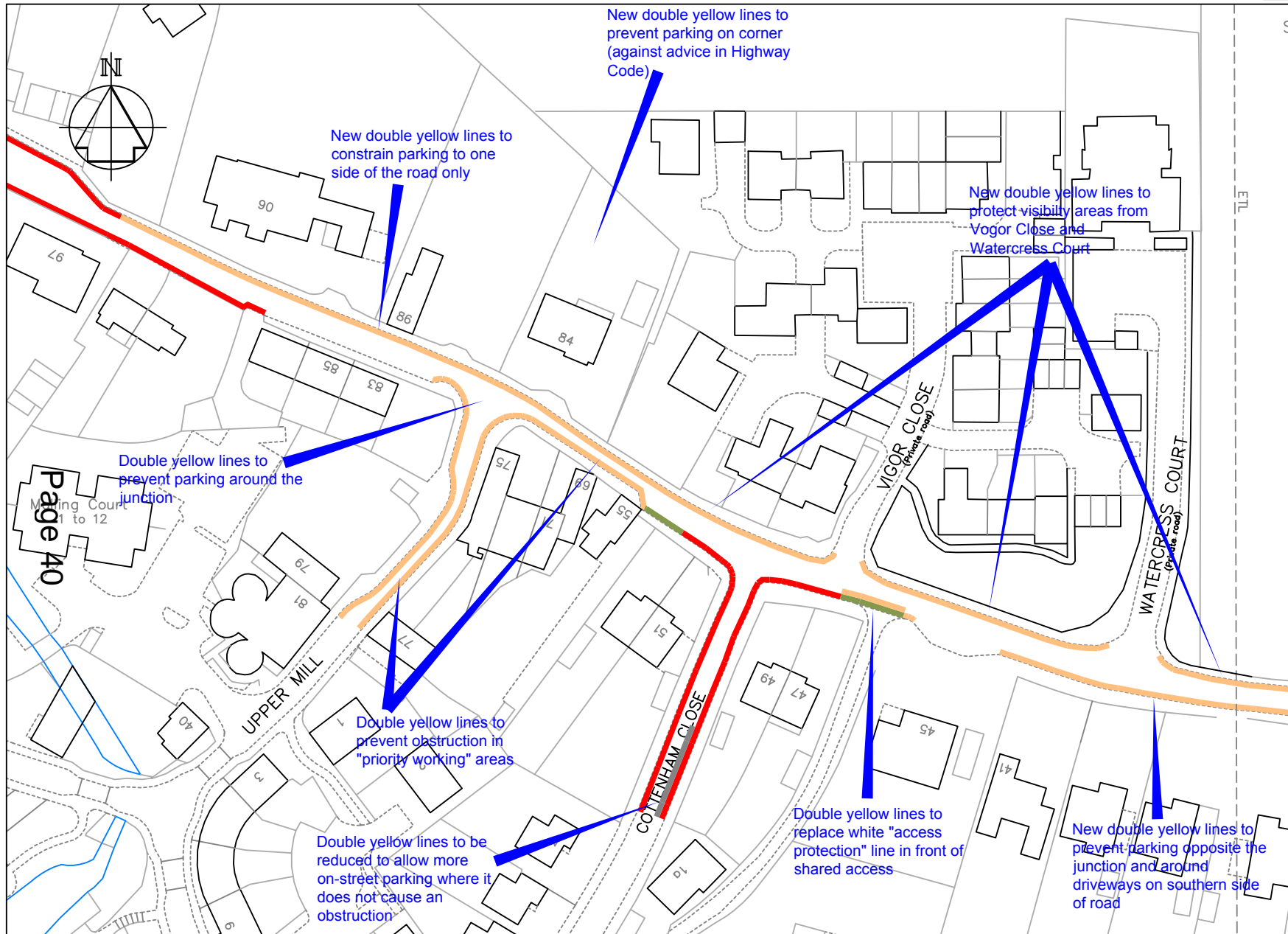
TONBRIDGE & MALLING
BOROUGH COUNCIL
PLANNING, TRANSPORT & LEISURE

Chief Engineer
Mike O'Brien BSc(Hons) C Eng MICE
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
**East Malling Parking Review
Post Implementation Changes
Mill Street 2**

Drawing Title
**Changes to On-Street
Parking Restrictions
Formal Consultation**

Drawn ACB	Checked	Date 13/8/13
Scale 1:1000 @ A4		
Drawing No. DD/566/5		Rev



- KEY**
- Existing "No waiting at any time" (Double yellow lines)
 - Proposed "No waiting at any time" (Double yellow lines)
 - Existing "No waiting at any time" (Double yellow lines) to be revoked
 - Existing uncontrolled parking bays
 - Existing white "access protection" line

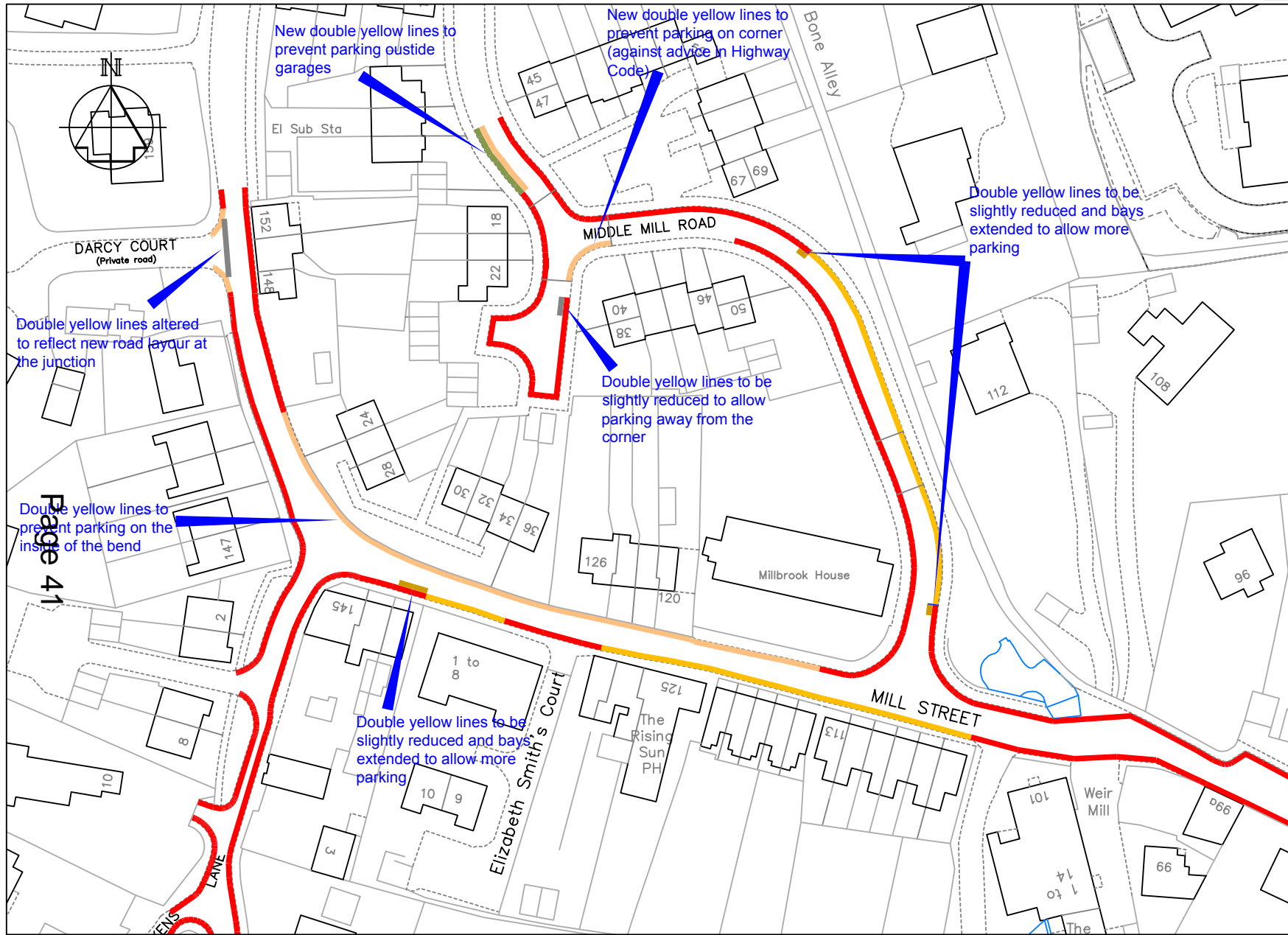
TONBRIDGE & MALLING
BOROUGH COUNCIL
PLANNING, TRANSPORT & LEISURE

Chief Engineer
Mike O'Brien BSc(Hons) C Eng MICE
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
**East Malling Parking Review
Post Implementation Changes
Mill Street**

Drawing Title
**Changes to On-Street
Parking Restrictions
Formal Consultation**

Rev			
Drawn	Checked	Date	
ACB		13/8/13	
Scale		1:1000 @ A4	
Drawing No.			Rev
DD/566/4			



- KEY**
- Existing "No waiting at any time" (Double yellow lines)
 - Proposed "No waiting at any time" (Double yellow lines)
 - Existing "No waiting at any time" (Double yellow lines) to be revoked
 - Existing uncontrolled parking bays
 - Proposed uncontrolled parking bays

Double yellow lines to prevent parking on the inside of the bend

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PLANNING, TRANSPORT & LEISURE

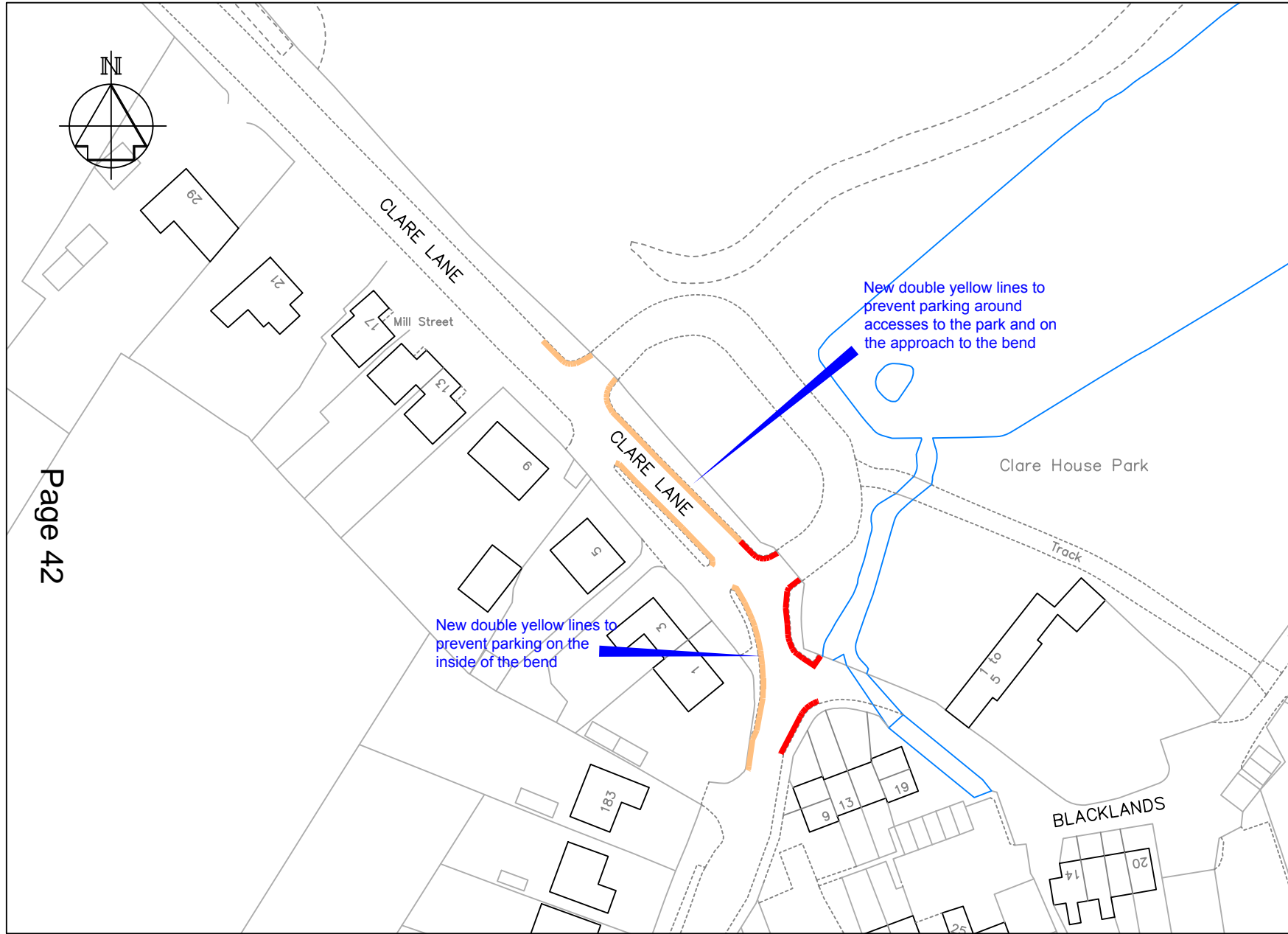
Chief Engineer
Mike O'Brien BSc(Hons) C Eng MICE
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
East Malling Parking Review
Post Implementation Changes
Middle Mill Street & Mill Street

Drawing Title
Changes to On-Street
Parking Restrictions
Formal Consultation

Rev		
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Drawn	Checked	Date
ACB		13/8/13
Scale		1:1000 @ A4
Drawing No.		Rev
DD/566/2		



KEY

	Existing "No waiting at any time" (Double yellow lines)
	Proposed "No waiting at any time" (Double yellow lines)

Page 42

Rev		
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PLANNING, TRANSPORT & LEISURE

Chief Engineer
Mike O'Brien BSc(Hons) C Eng MICE
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ
 Tel: 01732 844522 Fax: 01732 876317

Project Title
**East Malling Parking Review
 Post Implementation Changes
 Clare Lane**

Drawing Title
**Changes to On-Street
 Parking Restrictions
 Formal Consultation**

Drawn	Checked	Date
ACB		13/8/13

Scale 1:1000 @ A4

Drawing No. DD/566/3	Rev
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East Malling Parking Review – Post Review Amendments

Location summaries after formal consultation

List of locations and recommendations

No.	Location	Proposal(s)	Recommendation
EM-01	Stickens Lane	New double yellow lines to prevent parking on the bend and approaches	Set aside objections and implement
EM-02	Middle Mill Road and Mill Street (near Elizabeth Smith's Court)	Changes to existing double yellow lines to provide more parking. New double yellow lines to prevent obstruction.	Abandon proposals on Mill Street (alongside Elizabeth Smith Court), set aside objections and introduce other changes.
EM-03	Clare Lane	New double yellow lines to prevent parking on the bend and the approaches.	Set aside objection and implement
EM-04	Mill Street	New double yellow lines to prevent obstructive parking around junctions and the narrow sections of the road.	Set aside objections and implement
EM-05	Mill Street 2	New double yellow lines to prevent obstructive parking and parking on both sides of the road.	Set aside objections and implement
EM-06	The Grange	New double yellow lines	Set aside objections, reduce proposal slightly and implement
EM-07	Rocks Close	abandoned after informal consultation	
EM-08	Wateringbury Road	New double and single yellow lines	Note comments and implement
EM-09	The Rocks Road	New double yellow lines	Set aside objections, reduce proposal slightly and implement
EM-10	High Street	New disabled parking bay	Set aside objections and implement
EM-11	Chapel Street	New double yellow lines to prevent parking opposite an access	Set aside objections and implement

Statutory Consultee comments

Kent Police responded to the consultation with a standard response and no specific observations.

The Cabinet Member and Portfolio Holder, Mrs Murray responded with no comments or objections.

Nu-Venture (a bus company operating in the area) commented against the proposals for increasing parking in Mill Street (near Elizabeth Smith's Court) as this would create additional problems for buses, but welcomed the proposals for Clare Lane and for the east end of Mill Street.

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

East Malling Parking Review – Post Review Amendments

Location summaries after formal consultation

Location reference	EM-01
Road / Area	Stickens Lane
File Ref	OSP-14
Plan reference:	DD/566/01

Summary

New obstruction reducing restrictions

Issue

Parking on Stickens Lane on the approach to the traffic calming narrowing causes problems for vehicles driving in and out of Stickens Lane and through to Busbridge Close. Introducing double yellow lines should prevent parking and allow vehicles to pass more effectively.

Prior to informal consultation - Officer Recommendation - Proceed to informal consultation

Informal Consultation

The proposals shown on plan DD/566/01 were taken to informal consultation with the immediate frontagers of the restrictions, which started on the 4th June and closed on the 6th July 2014.

The response to the informal consultation was as follows;

Number of properties consulted	47	Replies received	12	Response rate	26%
In favour of the proposals				7	58%
Not in favour of the proposal				5	42%

Following informal consultation - Officer Recommendation

The responses from residents were mixed. A number of those that comments against the proposals, mainly on the basis that the additional restrictions would remove opportunities for them to park, even though they tended to be parking in the areas that caused the obstruction, or related to concerns about parking being displaced.

Accordingly, it was agreed that the proposals should proceed to formal consultation.

Formal Consultation

The proposals shown on plan DD/566/1 were taken to formal consultation between 21st November and 19th December 2014.

The response to the formal consultation was as follows;

Number of properties consulted	47	Replies received	12	Response rate	25%
In favour of the proposals				8	67%
Not in favour of the proposal				4	33%
Commented, but with no clear view				0	0%

The formal consultation produced a good level of response, with most being in favour of the proposals.

However, the objections were;

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

- That the obstructive parking did not occur and that the damage to the verges related to the poor road design and problems for large vehicles when negotiating that layout
- That the area where the obstructive parking occurs is the only location where deliveries, tradesmen and visitors would be able to park
- That the restrictions would displace parking further in to the cul-de-sac, close to residential properties
- That extending the restrictions would lead to an increase in vehicle speeds

Analysis and Officer recommendation

These points need to be considered against the aims of the restrictions – large vehicles would be able to negotiate the road layout if the parking was not there, as parked vehicles impinge on their turning movements.

The proposals do not exclude all parking from that area of East Malling – there would still be areas where visitors, tradesmen and deliveries could park.

The proposals may displace parking in to the cul-de-sac, but this is not necessarily a traffic problem, though it may not be desirable for residents.

Introducing restrictions can sometimes lead to an increase in vehicle speeds, but this is unlikely to happen in this case as there are existing traffic calming measures in place.

As the proposals have a good level of support and are designed to ease traffic movements, it is recommended that the Board set aside the objections and implement the proposals as drawn.

East Malling Parking Review – Post Review Amendments

Location summaries after formal consultation

Location reference	EM-02
Road / Area	Middle Mill Road and Mill Street (near Elizabeth Smith's Court)
File Ref	OSP-14
Plan reference:	DD/566/02

Summary

Increased parking and restrictions to prevent obstruction of accesses

Issue

Residents of Middle Mill Road have reported that parking occurs around junctions and in front of the garages, despite the existing white "access protection" line.

Accordingly, we are proposing to replace the white access protection line with double yellow lines and adjust the double yellow lines around the junction in accordance with the advice set out in the Highway Code.

We have also had comments that there should be more parking provided in Middle Mill Road to reduce parking pressures nearby, so we are proposing a reduction in some of the double yellow lines.

Residents of Mill Street have reported parking difficulties as staff at local businesses use all the spaces, and that the parking is used by the visitors to the local pub.

To address this we are looking introducing additional parking outside 103-123 Mill Street.

Residents of Mill Street (near Stickens Lane) have asked that we reduce the existing double yellow lines and extend uncontrolled parking bays to increase parking availability.

Prior to informal consultation - Officer Recommendation - Proceed to informal consultation

Informal Consultation

The proposals shown on plan DD/566/02 were taken to informal consultation with the immediate frontagers of the restrictions, which started on the 4th June and closed on the 6th July 2014.

The response to the informal consultation was as follows;

Number of properties consulted	131	Replies received	15	Response rate	11%
In favour of the proposals				8	53%
Not in favour of the proposal				4	26%
Commented, but with no clear view				3	20%

Following informal consultation - Officer Recommendation

The responses from residents were mixed, but with the majority commenting that there was an issue and supporting changes.

Accordingly, it was agreed that the proposals should proceed to formal consultation.

Plan revised?	Yes	New plan reference (if amended)	DD/564/1A
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East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

Formal Consultation

The proposals shown on plan DD/566/1 were taken to formal consultation between 21st November and 19th December 2014.

The response to the formal consultation was as follows;

Number of properties consulted	132	Replies received	9	Response rate	7%
In favour of the proposals				6	67%
Not in favour of the proposal				1	11%
Commented, but with no clear view				2	22%

The formal consultation produced a low level of response.

The objections were;

- Against the reduction of the double yellow lines to allow more parking opposite Millbrook House (adjacent to Bone Alley)
- That the reduction of parking restrictions in some areas could lead to more on-street parking by those using the offices.
- That the extension of the parking area in Mill Street (in front of Elizabeth Smith Court) could lead to more obstruction of the road.
- A bus company also commented that increasing parking on Mill Street would exacerbate existing problems when cars park in the narrow area in front of Elizabeth Smith Court.

Additionally there were comments;

- That Middle Mill Road was being used as an alternative to Mill Street, and that the traffic calming in Middle Mill Road should be made more stringent.
- That the (highway) vegetation in Middle Mill Road should be cut back by the Council to allow visibility.
- That the Dial-a-Flight staff should not be allowed to park in Middle Mill Road.

However, these issues are outside the control of the Borough Council. As the road is public highway we cannot discriminate against a particular business that is located in the area as the road is available to all to use. The issues relating to traffic calming and the appropriate maintenance of vegetation would be for Kent County Council as the Highway Authority.

Analysis and Officer recommendation

In light of the comments from the bus company about existing problems on Mill Street, the proposed reduction in restrictions on Mill Street (to allow additional parking) should be abandoned.

The remaining proposals had a good level of support and are designed to provide additional parking and prevent obstruction to properties; it is recommended that the Board set aside the objections and implement the proposals as drawn.

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

Location reference	EM-03
Road / Area	Clare Lane
File Ref	OSP-14
Plan reference:	DD/566/03

Summary

New double yellow lines to prevent parking on the bend and the approaches.

Issue

Residents have reported that parking could happen on the inside of the bend near the access to Clare Park and this could be dangerous.

To address these concerns we are proposing new double yellow lines to prevent parking in accordance with the advice set out in the Highway Code.

Prior to informal consultation - Officer Recommendation - Proceed to informal consultation

Informal Consultation

The proposals shown on plan DD/566/02 were taken to informal consultation with the immediate frontagers of the restrictions, which started on the 4th June and closed on the 6th July 2014.

The response to the informal consultation was as follows;

Number of properties consulted	18	Replies received	2	Response rate	11%
In favour of the proposals				2	100%

Following informal consultation - Officer Recommendation

The responses from residents were in favour of the proposal, accordingly, it was agreed that the proposals should proceed to formal consultation.

Formal Consultation

The proposals shown on plan DD/566/1 were taken to formal consultation between 21st November and 19th December 2014.

The response to the formal consultation was as follows;

Number of properties consulted	18	Replies received	2	Response rate	11%
In favour of the proposals				1	50%
Not in favour of the proposal				1	50%

The formal consultation produced a low level of response.

The objection was on the grounds that as a resident the objector was not aware of any accidents at this location, and that introducing yellow lines would disfigure the area and be a waste of money. The resident also commented (verbally) that any restrictions could displace any parking that might occur in to the service road near their property.

The comment in support of the proposal asked that the restrictions be taken further in to Blacklands.

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

A bus company responded supporting the proposals

Analysis and Officer recommendation

The proposals reinforce the requirements of the Highway Code that parking should not occur on bends and where it can cause an obstruction or hazard. They also protect the entrances in to Clare Park.

The concerns about the visual intrusion of new yellow lines in to the existing streetscene are noted, but it is exactly that, a streetscene, and measures to control and manage parking on the public highway should be expected, as the purpose of the Highway is to allow travel, and not to preserve the visual appearance of the area. However in light of the concerns about the impact of yellow lines on the streetscene, we would look at using “conservation” standard yellow lines unless there is a significant reason to do otherwise.

Accordingly it is recommended that the Board set aside the objection and implement the proposals as drawn.

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

Location reference	EM-04
Road / Area	Mill Street
File Ref	OSP-14
Plan reference:	DD/566/04

Summary

New double yellow lines to prevent parking at junctions and on the narrow sections.

Issue

Mill Street (around Darcy Court and Vigor Close)

Since the re-development of “Darcy Court” and “Vigor Close”, the existing parking restrictions no longer reflect the altered road layouts.

Accordingly we are proposing new double yellow lines around the entrances in accordance with the advice set out in the Highway Code.

Mill Street (opposite Vigor Close)

The existing white access protection marking across the shared access to No.1a Cottenham Close and No.43 Mill Street should be replaced by double yellow lines as an access protection marking is no longer appropriate in front of shared vehicle accesses.

To this end we are proposing new double yellow lines.

Mill Street & Upper Mill

There have been comments that parking around the junction of Mill Street and Upper Mill and through the narrow sections could cause an obstruction and reduce traffic flow.

Accordingly we are proposing new double yellow lines to prevent obstruction in accordance with the advice set out in the Highway Code.

Prior to informal consultation - Officer Recommendation - Proceed to informal consultation

Informal Consultation

The proposals shown on plan DD/566/04 were taken to informal consultation with the immediate frontagers of the restrictions, which started on the 4th June and closed on the 6th July 2014.

The response to the informal consultation was as follows;

Number of properties consulted	117	Replies received	24	Response rate	20%
In favour of the proposals				15	62%
Not in favour of the proposals				7	29%
Commented, but with no clear view				2	8%

Following informal consultation - Officer Recommendation

The responses from residents were in favour of the proposal, accordingly, it was agreed that the proposals should proceed to formal consultation.

Formal Consultation

The proposals shown on plan DD/566/1 were taken to formal consultation between 21st November and 19th December 2014.

The response to the formal consultation was as follows;

Number of properties consulted	117	Replies received	10	Response rate	9%
In favour of the proposals				8	80%
Not in favour of the proposal				2	20%

The formal consultation produced a low level of response.

One objection was that there should be an additional single yellow line to prevent all-day parking outside 83-87 Mill Street (to deter parking by those who live a little further away and giving more opportunity to the immediate residents to park)

One resident commented in support of the proposals, but wanted an additional restriction preventing parking outside 83-87 Mill Street, to improve visibility from Upper Mill.

Another objected that they thought the restrictions in front of 84-90 Mill Street were unnecessary, as were restrictions outside 55-79, as the resident had never seen any cars parked there.

Two residents agreed with the restrictions but commented that the proposals should go further in to Upper Mill.

One resident agreed with the restrictions but commented that the restrictions should be extended further into Vigor Close.

A bus company responded in support of the proposals.

There was also a comment about deterring HGV traffic from using Mill Street as A20 signage is very poor and lorry drivers often rely on their satnavs.

Analysis and Officer recommendation

The proposals were broadly supported, though some residents wanted restrictions extended further.

Whilst some might want more restriction, and some cannot see the justification for restrictions in areas where cars currently do not park, we have to take a balanced approach. There are areas where parking does not currently occur that we need to protect in case of displacement, and some areas where parking actually has a beneficial traffic calming effect.

We cannot extend restrictions in to Vigor Close even though it would be normal practise to do so as part of the junction protection measures as Vigor Close (and Watercross Court) are not part of the adopted highway

The comment relating to the poor direction signing for the A20 is outside the scope of this report and the remit of the Borough Council, as this would be an issue for Kent County Council as the Highway Authority.

East Malling Parking Review – Post Review Amendments

Location summaries after formal consultation

The comments about installing an additional single yellow line in front of 83-87 Mill Street to deter parking by those who live further away could translate to a request for some form of priority scheme for residents to park in those spaces. This is outside the scope of these proposals, but a residents' permit parking place could potentially be considered, similar to those further east along Mill Street, though this would need the support of the residents in question, and have to be considered at a later date, maybe as part of a forthcoming phase of the parking plan.

Accordingly it is recommended that the Board set aside the objections and implement the proposals as drawn.

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

Location reference	EM-05
Road / Area	Mill Street 2
File Ref	OSP-14
Plan reference:	DD/566/05

Summary

New double yellow lines to prevent parking near junctions and on the both sides of the road at the same time.

Issue

We have also had comments that parking occurs in the uncontrolled area west of the driveway to No.33, causing visibility problems and reducing the road width.

Accordingly we are proposing new double yellow lines in accordance with the advice set out in the Highway Code.

Residents have also asked that the yellow lines opposite No.20 & 22 are removed to allow more parking.

Prior to informal consultation - Officer Recommendation - Proceed to informal consultation

Informal Consultation

The proposals shown on plan DD/566/05 were taken to informal consultation with the immediate frontagers of the restrictions, which started on the 4th June and closed on the 6th July 2014.

The response to the informal consultation was as follows;

Number of properties consulted	47	Replies received	8	Response rate	17%
In favour of the proposals				3	37.5%
Not in favour of the proposals				4	50%
Commented, but with no clear view				1	12.5%

Following informal consultation - Officer Recommendation

The responses from residents were in mixed, with those who requested changes being in favour of those changes, and those against the proposal on the basis of a loss of parking (though this tended to be the very parking that the complainants had a problem with).

Formal Consultation

The proposals shown on plan DD/566/05 were taken to formal consultation between 21st November and 19th December 2014.

The response to the formal consultation was as follows;

Number of properties consulted	47	Replies received	6	Response rate	13%
In favour of the proposals				3	50%
Not in favour of the proposal				3	50%

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

The formal consultation produced a low level of response.

One objection was that the proposals were a waste of time and money.

One was that the restrictions on both sides of the road were unnecessary

One was that the restrictions would reduce parking availability.

Analysis and Officer recommendation

The proposals were again supported by the residents who had reported the problems.

We have to take a balanced approach. There are areas where parking does not currently occur that we need to protect in case of displacement, and some areas where parking actually has a beneficial traffic calming effect, but unless the road width is sufficient we cannot allow parking to occur (or the potential for it) on both sides of the road at the same time.

Accordingly it is recommended that the Board set aside the objections and implement the proposals as drawn.

East Malling Parking Review – Post Review Amendments

Location summaries after formal consultation

Location reference	EM-06
Road / Area	The Grange
File Ref	OSP-14
Plan reference:	DD/566/06a

Summary

New double yellow lines to prevent obstructive parking between accesses.

Issue

Residents on the western side of The Grange have reported problems with cars parking in front of (and between) driveways.

To address this we are proposing to extend the existing double yellow lines to prevent obstructive parking in accordance with the advice set out in the Highway Code.

Formal Consultation

The proposals shown on plan DD/566/06a were taken to formal consultation between 21st November and 19th December 2014.

The response to the formal consultation was as follows;

Number of properties consulted	12	Replies received	5	Response rate	42%
In favour of the proposals				3	60%
Not in favour of the proposal				2	40%

The formal consultation produced a good level of response.

One objection was that the proposals would reduce parking for the residents of The Grange, though visitors to the church tended to ignore the existing yellow lines.

One objection (from a resident whose property had new restrictions proposed in front of it) objected, that they and their friends liked to park in front of their own access.

Analysis and Officer recommendation

The objection about the reduction in parking for residents does not reflect the fact that all the properties have off-street parking and that there is significant additional on-street parking in the cul-de-sac.

Given the objection from a resident who would be directly affected, but the original request from another residents who has problems with obstructive parking, it is recommended that the proposal be reduced, with the new double yellow lines stopping just north of the dropped kerbs to the access to No.9, the objections be set aside and the proposals be implemented accordingly.

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

East Malling Parking Review – Post Review Amendments

Location summaries after formal consultation

Location reference	EM-08
Road / Area	Wateringbury Road
File Ref	OSP-14
Plan reference:	DD/566/08

Summary

New junction protection and long-stay parking deterrent restrictions.

Issue

Parking Wateringbury Road around the Gilletts Lane junction causes problems for resident emerging from driveways and for traffic emerging from Gilletts Lane. Residents also report issues with long-stay parking close to the junction.

The proposal is for junction protection double yellow lines and for a single yellow line for part of the day to prevent all-day parking.

Prior to informal consultation - Officer Recommendation - Proceed to informal consultation

Informal Consultation

The proposals shown on plan DD/566/08 were taken to informal consultation with the immediate frontagers of the restrictions, which started on the 4th June and closed on the 6th July 2014.

The response to the informal consultation was as follows;

Number of properties consulted	8	Replies received	2	Response rate	25%
In favour of the proposals				2	100%

Following informal consultation - Officer Recommendation

As there were no objections to the proposals it was agreed that the proposals should proceed to formal consultation.

Formal Consultation

The proposals shown on plan DD/566/08 were taken to formal consultation between 21st November and 19th December 2014.

The response to the formal consultation was as follows;

Number of properties consulted	8	Replies received	1	Response rate	13%
In favour of the proposals				1	100%

The formal consultation produced a low level of response, with no objections.

Analysis and Officer recommendation

As there were no objections; it is recommended that Board note the support of residents and the proposals be implemented.

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

East Malling Parking Review – Post Review Amendments

Location summaries after formal consultation

Location reference	EM-09
Road / Area	The Rocks Road
File Ref	OSP-14
Plan reference:	DD/566/09a

Summary

New double yellow lines to prevent parking in areas where it would cause an obstruction and near accesses.

Issue

Parking on The Rocks Road has caused problems for residents, and has obstructed the flow of traffic.

Accordingly, we are proposing new double yellow lines in front of accesses, and also where the road is narrowest, to prevent obstruction in accordance with the advice set out in the Highway Code.

Prior to informal consultation - Officer Recommendation - Proceed to informal consultation

Informal Consultation

The proposals shown on plan DD/566/09 were taken to informal consultation with the immediate frontagers of the restrictions, which started on the 4th June and closed on the 6th July 2014.

The response to the informal consultation was as follows;

Number of properties consulted	43	Replies received	28	Response rate	65%
In favour of the proposals				7	25%
Not in favour of the proposals				19	68%
Commented, but with no clear view				2	7%

Following informal consultation - Officer Recommendation

The responses that the informal consultation drew out were wide-ranging, from requests for additional parking restrictions further along the road, to contrary concerns that the proposals would displace parking further eastwards along the road and so the proposals should be reduced or abandoned to prevent this.

There were also comments that the parking problems were associated with commuters and that if better use was made of the Parish Council's car park by the station, the problems would be significantly reduced.

There was also a difference of opinion between residents who had off-street parking (wo wanted stronger controls) and those with no off-street parking who wanted less restriction or some form of parking priority.

A site meeting was held with residents, Cllr Woodger and Parish Councillor Millson (also a resident) to discuss the problems and to walk through the differing issues, whilst remembering what was possible on the public highway.

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

A revised proposals was then drawn-up reflecting the comments from residents, as a balanced approach that took on as many of the differing views as possible.

Formal Consultation

The proposals shown on plan DD/566/09b were taken to formal consultation between 21st November and 19th December 2014.

The response to the formal consultation was as follows;

Number of properties consulted	44	Replies received	16	Response rate	36%
In favour of the proposals				8	50%
Not in favour of the proposal				8	50%

The formal consultation produced a good level of response, though much lower than that previously received. This tends to suggest that the proposals are more in-line with what residents were wanting, as less felt it necessary to object.

One objection was that the residents of The Rocks Road that have no off-street parking currently enjoy a parking area with implied “residents only” status, and they do not pay for such – where other residents within permit parking schemes have to buy permits.

Residents at the eastern end of the proposals objected that the proposals had been scaled-back from their end of the road, though they had originally requested restrictions. This was reduced due to the comments against the longer proposals by a number of residents on the bend just east of the eastern end of the proposal.

Two objections commented that allowing parking on the northern side of the road (opposite 66 and 88) would make it difficult to access properties and for large vehicles.

One objection was against double yellow lines on both sides of the road alongside 91-101 as this would inhibit visitor parking.

One resident commented that the properties that are near Gilletts Lane that have no off-street parking could look to install off-street parking, which would reduce the need for on-street facility.

One resident also commented on the parking regime in the Parish Council car park by the station, that this could be used by commuters, reducing the problems on-street.

One resident objected due to the lack of on-street parking, particularly as they had no off-street parking and that another resident (who had off-street parking) was choosing to park in the on-street parking bay.

One resident was in support of the proposals, but objected to restrictions in front of their driveway, with a preference to having a white access protection line.

Analysis and Officer recommendation

Parking in The Rocks Road is a contentious issue. We have reached what seems to be a reasonably equitable proposal that addresses access obstruction issues, retains as much on-street parking as

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

possible and maintains access along the highway, especially in areas where the road width is reduced.

The issue of whether the residents with no off-street facility should pay for a parking permit was not part of the consultation. It may be that in time we might consider introducing a more stringent control at this point that may require paid-for permits but not at this time.

The associated issue about residents being encouraged to install their own off-street parking is problematic – there planning reasons why this should not be taken forward, as well as the problem that the Borough cannot require residents to alter their property in such a way, nor subsidise such a change.

The eastern extent of the proposal reflects were the current parking issues reduce, as the road gets slightly wider. Extending the restrictions further may be to the wish of some residents, but is likely to be against the wishes of many more.

The proposal is not to allow parking on the north side of the road between 66 and 88, but it isn't to prevent it either. Residents requested the minimum restrictions possible and we were asked to leave out the restrictions on the north side, save for the areas where there would be obstruction. It may be that we have to re-visit this at a later date if parking occurs here, but it does not at present.

The objection relating to restrictions on both sides between 91-101 are necessary as this area attracts parking and the road is narrow at this point. The parking also tends to be half-on-half-off the footway which causes problems for pedestrians.

The issues about the management of the Parish Council's car park are outside of our remit, but I understand that these concerns have been raised with the Parish.

The Borough has no means of intervening between resident about who has priority to be able to park on the public highway, and even if there were a permit parking scheme in place, all the residents in that area would be equally eligible.

The comment from the resident who did not want yellow lines in front of their driveway, with a white line instead is disappointing, but we can accommodate this without diluting the rest of the proposals.

Accordingly it is recommended that the objections be set aside, save for the objection for the yellow lines in front of the driveway to No.74, which can be replaced with a white access line, and the proposals be implemented.

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

East Malling Parking Review – Post Review Amendments

Location summaries after formal consultation

Location reference	EM-10
Road / Area	High Street
File Ref	OSP-14
Plan reference:	DD/566/10

Summary

New disabled parking bay.

Issue

A resident of High Street that meets Kent County Council's criteria for a disabled parking bay on the public highway has applied for an on-street disabled bay near their property.

Prior to informal consultation - Officer Recommendation - Proceed to informal consultation

Informal Consultation

The proposals shown on plan DD/566/09 were taken to informal consultation with the immediate frontagers of the restrictions, which started on the 4th June and closed on the 6th July 2014.

The response to the informal consultation was as follows;

Number of properties consulted	43	Replies received	8	Response rate	18%
In favour of the proposals				2	25%
Not in favour of the proposals				5	62.5%
Commented, but with no clear view				1	12.5%

Following informal consultation - Officer Recommendation

There were a number of objections at this stage, mainly relating to the inferred applicant, and the level of disability of that person and their suitability for a disabled parking bay.

It is not the Borough Council's role to carry out physical or medical assessments of applicants for disabled parking bays – this rests with Kent County Council's Social Services and the County's Blue Badge Team.

The Borough is satisfied (without going in to specifics that are covered under the Data Protection Act) that the applicant meets the County's criteria for a disabled parking bay, and the need for this has also been confirmed via correspondence with their GP.

Prior to informal consultation - Officer Recommendation - Proceed to informal consultation

Formal Consultation

The proposals shown on plan DD/566/10 were taken to formal consultation between 21st November and 19th December 2014.

The response to the formal consultation was as follows;

Number of properties consulted	43	Replies received	6	Response rate	14%
Not in favour of the proposals				5	83%
Commented, but with no clear view				1	17%

East Malling Parking Review – Post Review Amendments
Location summaries after formal consultation

The formal consultation produced similar responses to the informal consultation, and whilst anyone has a right to object to a change to parking restrictions, we also have to consider the mobility requirements of members of the community.

It should be noted that there was also an objection from the applicant, not against the provision of a disabled parking bay, but asking that it be provided directly outside their property (rather than at the end of the run of parking bays, about 10m away)

Analysis and Officer recommendation

From the consultation responses, parking in this area is an issue between residents. However the proposal to change part of the existing parking to a disabled parking bay would not significantly alter the number of vehicles parking in the area, as the disabled resident already parks there.

Accordingly it is recommended that the objections be set aside and the proposals be implemented.

East Malling Parking Review – Post Review Amendments

Location summaries after formal consultation

Location reference	EM-11
Road / Area	Chapel Street
File Ref	OSP-14
Plan reference:	DD/566/11

Summary

New double yellow lines to prevent parking opposite an access.

Issue

A resident of Chapel Street has asked that the parking bays opposite their access be removed to ease access to their driveway, particularly when manoeuvring a trailer.

Prior to informal consultation - Officer Recommendation - Proceed to informal consultation

Informal Consultation

The proposals shown on plan DD/566/11 were taken to informal consultation with the immediate frontagers of the restrictions, which started on the 4th June and closed on the 6th July 2014.

The response to the informal consultation was as follows;

Number of properties consulted	22	Replies received	6	Response rate	27%
In favour of the proposals				6	100%

Following informal consultation - Officer Recommendation

As there were no objections to the proposals it was agreed that the proposals should proceed to formal consultation.

Formal Consultation

The proposals shown on plan DD/566/11 were taken to formal consultation between 21st November and 19th December 2014.

The response to the formal consultation was as follows;

Number of properties consulted	22	Replies received	5	Response rate	23%
In favour of the proposals				3	60%
Not in favour of the proposal				2	40%

The formal consultation produced a good level of response.

Both objections were that the objectors didn't think that difficult to get in and out of the property in question, and that on-street parking in the area was at a premium.

There were also comments about the traffic calming work – that the narrowing at Rats Castle Hill seemed pointless and the existing parking arrangements in the village were sufficient traffic calming.

Whilst I understand the comments relating to the traffic calming,

Analysis and Officer recommendation

Whilst we would not normally look at adjusting parking arrangements opposite an access, the applicant's issue relates to problems turning with a trailer, combined with the gradient of the access, which reduces the turning movements available.

Accordingly it is recommended that the objections be set aside, and the proposals be implemented.

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

30 March 2015

Report of the Director of Planning, Housing and Environmental Health

Part 1- Public

Matter for Recommendation to Borough Cabinet - Non-Key Decision (Decision may be taken by the Cabinet Member)

1 PARKING ACTION PLAN

Summary

This report updates Members on the phased approach to on-street parking management with a focus on the work in progress.

1.1 Introduction

1.1.1 The Borough Council's approach to on-street parking management has been divided into phases so economies of scale can be applied and work is delivered in a timely manner. The current priorities are set out below together with future proposals.

1.2 Review of Parking Restrictions in Tonbridge – Goldsmid Road and Royal Avenue

1.3 Background

1.3.1 The existing Residents' Permit Parking scheme (RPP) in Tonbridge manages on-street parking demand around the town centre areas. It does so by allowing some element of preference to residents to allow them more opportunities to park.

1.3.2 With any permit scheme, the decision on where the scheme ends needs to be carefully considered. A balance needs to be reached between on-street parking and the concerns of residents, and this equilibrium also has to reflect the style of residential properties and the availability of off-street parking.

1.3.3 The existing RPP scheme seems to work effectively and ends at the Goldsmid Road / Rose Street junction.

1.4 Goldsmid Road

1.4.1 There had been calls from some residents of Goldsmid Road to look at extending the existing RPP to encompass more properties in Goldsmid Road.

1.5 Royal Avenue

- 1.5.1 Royal Avenue has ongoing parking issues associated with vehicles parking for the nearby school, and where residents like to park their cars on the road.
- 1.5.2 The road is narrow and there are often problems where large vehicles are obstructed.
- 1.5.3 Some residents have asked that the obstruction problems in the road are resolved, whilst others have asked that the school parking be prevented.
- 1.5.4 All of the residential properties in Royal Avenue have off-street parking, most for more than one vehicle.

1.6 Initial consultation

- 1.6.1 As part of Phase 6a of the Parking Plan, we consulted with residents on proposals to introduce double yellow lines to prevent obstructive parking in both Goldsmid Road and Royal Avenue.
- 1.6.2 This consultation received a decidedly mixed response, with most agreeing that something should be done, but with a strong contingent not wanting the proposed double yellow lines.
- 1.6.3 Residents of Goldsmid Road commented that the vast majority had sufficient off-street parking, and that the take-up of any resident permits (in response to this question) would be remarkably low.
- 1.6.4 Some residents of Royal Avenue commented that they preferred to park on-street, regardless of the obstruction issue and preferred to do so directly outside their homes (regardless of which side of the road other parking is on), but did not want the local school parking as this impinged on their parking opportunities.
- 1.6.5 Given the mixed response local Members asked that the proposals be withdrawn from Phase 6a for further analysis, and accordingly they were removed.

1.7 Analysis of parking in Royal Avenue

- 1.7.1 We carried out further analysis of the parking habits in the road, which tended to confirm the parking issues already identified by residents, but also showed that a number of the issues were actually related to how some residents chose to use the roads and footways for parking in preference to their own driveways.
- 1.7.2 A number of the residents' comments (such as making all of Royal Avenue for residents only) were not possible on the public highway.

1.7.3 The Council's proposals to introduce the minimum restrictions necessary to prevent obstructive parking still remained valid, but in light of residents requests, restrictions to prevent school parking or to provide some form of priority were also considered.

1.8 Second round of consultation – Goldsmid Road

1.8.1 We carried out a further consultation with residents of Goldsmid Road with proposals to extend the parking scheme to cover just the junction with Royal Avenue, rather than the whole of the road.

1.8.2 This received a number of responses, again broadly against the proposals, either on the grounds that residents did not need permits as they had off-street facility, or that they did not want double yellow lines in front of their driveways.

1.8.3 We discussed the responses with local Members and it was agreed that in light of the residents comments that the proposals for Goldsmid Road would be dropped.

1.9 Second round of consultation – Royal Avenue

1.9.1 We circulated proposals to residents of Royal Avenue, covering four different options;

Option 1	Double yellow lines to regulate parking and prevent obstruction
Option 2	As Option 1, but with additional single yellow lines to prevent all-day parking by those unable to attend their vehicle
Option 3	As Option 1, but with additional limited waiting and permit parking bays between driveways.
Option 4	Do nothing, and retain the existing parking arrangements.

1.9.2 The consultation produced an interesting response from residents.

Option 1	8 responses (29.6%)
Option 2	2 responses (7.4%)
Option 3	2 responses (7.4%)
Option 4	10 responses (37%)
Option 5 – Suggested by residents themselves	4 responses (14.8%)

1.9.3 Some residents commented with their own Option 5, consisting of;

- Single yellow lines in some areas, Mon-Fri, 9am-4pm
- Residents permit parking, Mon-Fri, 9am-4pm in all other areas

- 1.9.4 Whilst Option 5 is from the residents themselves, it does not address the principle concern about obstructive parking. As obstructive parking can occur at any time, any restriction to prevent this should also operate at any time.
- 1.9.5 Option 5 also does not hint at how residential driveways would be catered for, and would be difficult to achieve on the public highway with existing legislation.
- 1.9.6 The preferred option (No. 4) was to do nothing, but this did not address the serious obstruction and access problems in the road. 16 residents responded that they wanted intervention of some kind, and the most popular of those options was No. 1.

1.10 Discussion with local Members

- 1.10.1 We discussed the responses with local Members and it was agreed that the responses from the consultation showed that the residents felt that there was a problem, and that there was a will to address the issue, with more residents opting for action than those who wanted no action.
- 1.10.2 Whilst there was a mixed response from those who wanted action, the most prevalent response was for Option 1. Options 2 & 3 also included all of the proposals of Option 1, so it was decided that the proposals for Option 1 should be taken forward.
- 1.10.3 The merits of Option 5 were discussed, but this would not have addressed the concerns about obstructive parking outside of school times, and would require the erection of numerous traffic signs and posts, and so this option was discounted.
- 1.10.4 As the proposal to introduce restrictions has now been through the informal consultation process, it is recommended that the proposals should be combined with the other restrictions that form part of Phase 8 of the Parking Action Plan, when the other parts of that Phase reach the formal consultation stage.

1.11 Borough Green

- 1.11.1 We held a meeting of the local Members and the Parish Council in November to discuss the principles of a parking review for Borough Green and possible or potential changes to parking arrangements.
- 1.11.2 The meeting identified a number of locations around the central area, where there could be minor adjustments to parking arrangements that would assist traffic flow, improve parking arrangements and reduce congestion.

1.11.3 The roads identified where there could be changes to parking restrictions were; Western Road, Quarry Hill Road, Rock Road, Sevenoaks Road, Station Road, Fairfield Road and The Close.

1.11.4 We are now looking at developing these initial proposals to the point where informal consultation could be carried out over the summer.

1.11.5 Dependant on the progress of the proposals through informal consultation, the proposals may be combined with Phase 8 of the Parking Plan – either at the informal consultation stage or later in the traffic order making process.

1.12 Hadlow

1.12.1 The parking issues in Hadlow High Street continue to be monitored, with the main emphasis currently on the usability and times of operation of the existing limited waiting parking bays. We will also address requests by traders for some restricted local short-stay parking to encourage turnover.

1.12.2 We will meet with local Members and the Parish Council once we have finished the current review in Borough Green and will agree the extent of the review and explore any particular issues that are of local concern.

1.13 West Malling

1.13.1 The West Malling Parking Steering Group, consisting of local Members, the Parish Council, and the Chamber of Commerce and chaired by Cllr Mrs Murray, has been looking at the responses to a comprehensive informal consultation carried out with the residents and businesses of West Malling on a number of parking issues.

1.13.2 In summary the options which received the full support of the Steering Group were as follows:

- All locations where junction protection is proposed
- New restrictions in Offham Road (south) adjacent to Manor Farm
- New restrictions in Churchfields (at a reduced scale as agreed by the Steering Group)
- New Residents Preferential Parking bays along the A20 London Road, between No's 267 and 283.
- Minor changes in Swan Street to facilitate changes to a vehicle access
- Removal of a redundant disabled bay in Police Station Road
- Minor alterations to the times of operation of the loading bay outside Tesco in the High Street

- Adjustments to the current RRP zones

1.13.3 As the proposals had already undergone informal consultation, it was agreed that the next stage for the proposals is formal consultation, and so that economies of scale could be applied, that that this could be combined with the other proposals that form Phase 8 of the parking plan.

1.13.4 Proposals for parking controls in Norman Road and Offham Road (north) produced a mixed response from residents. The Parish Council has not submitted views on the proposals themselves but has argued strongly not to proceed with these changes until some further consultation is undertaken.

1.13.5 It is recommended that the agreed schemes in 1.13.2 be taken forward to detailed design and formal consultation which I anticipate will be carried out this summer. The proposals could then proceed with the other measures as part of Phase 8.

1.14 Parking Action Plan – Phase 8

1.15 Background

1.15.1 The Borough Council is nearing the end of the current Parking Action Plan that was scheduled to have 9 Phases. Phase 7 was introduced in the summer of 2014, and we have been compiling a list of locations for Phase 8.

1.16 List of locations for consideration for Phase 8

1.16.1 The locations that currently form Phase 8 of the Parking Plan are shown in the following table.

No.	Town	Location
1	Addington	Millhouse Lane
2	Aylesford	The Avenue and Hall Road
3	Aylesford	The Hawthorns and The Avenue
4	Blue Bell Hill	Maidstone Road (adjustment to parking bays for new access)
5	Blue Bell Hill	Old Chatham Road (access to industrial estate)
6	Borough Green	Station Road (Possible disabled bay)
7	East Malling	Twysden Road (disabled bay)
8	East Peckham	Chidley Cross Road and Church Lane
9	Hadlow	Twysford Road
10	Hildenborough	Church Lane/Riding Lane junction
11	Hildenborough	Church Road
12	Hildenborough	Lower Street
13	Hildenborough	Lower Street and Rings Hill
14	Hildenborough	Mount Pleasant/Riding Lane junction
15	Hildenborough	Noble Tree Road
16	Hildenborough	Philpots Lane
17	Hildenborough	Woodview Crescent / Brookmead

No.	Town	Location
18	Kings Hill	Discovery Drive (School Keep Clear)
19	Kings Hill	Francis Lane
20	Kings Hill	Hazen Road
21	Larkfield	Briar Close - DYL in turning area at northern end
22	Larkfield	Kingfisher Road, Heron Road and Woodpecker Road
23	Larkfield	Lunsford Lane (south of Leybourne Way)
24	Larkfield	Reeves Court and Garner Drive
25	Larkfield	Willow Road and Lunsford Lane
26	Leybourne	Baywell
27	Mereworth	Herne Pound
28	Platt	Grange Road
29	Snodland	Birling Road (between Roberts Road and Recreation Avenue)
30	Tonbridge	Angel Lane (disabled and loading controls)
31	Tonbridge	Barden Road (alteration of disabled bay)
32	Tonbridge	Barden Road (changes due to redevelopment)
33	Tonbridge	Chiltern Way
34	Tonbridge	College Avenue (parking on bend and hill)
35	Tonbridge	Cromer Street (alter parking bays)
36	Tonbridge	Deakin Leas
37	Tonbridge	East Street & Church Street - removal of Doctor and Disabled bays
38	Tonbridge	Haydens Mews
39	Tonbridge	Hilltop (extend DYL in front of driveways at Baltic Road end)
40	Tonbridge	Howard Drive and Norwich Avenue
41	Tonbridge	Hunt Road (disabled bay alterations)
42	Tonbridge	Hunt Road (disabled bay)
43	Tonbridge	Lower Haysden Country Park entrance
44	Tonbridge	Martin Hardie Way
45	Tonbridge	Medina Road (disabled bay)
46	Tonbridge	Medway Wharf Road
47	Tonbridge	Mill Crescent (new property near No.1)
48	Tonbridge	Priory Road (disabled bay)
49	Tonbridge	Royal Avenue (DYL - informal consultation already done)
50	Tonbridge	Salisbury Close and Salisbury Road
51	Tonbridge	Scott Road
52	Tonbridge	The Botany (disabled and loading controls)
53	Tonbridge	The Drive (adjustments to parking bays)
54	Tonbridge	The Drive (an additional afternoon hour restriction)
55	Tonbridge	Turner Road (possible removal of disabled bay)
56	Tonbridge	Vale Rise
57	Tonbridge	Welland Road
58	Tonbridge	Whitefriars Wharf

No.	Town	Location
59	Walderslade	Tunbury Avenue (parent parking and obstruction issues)
60	West Malling	Parking Review areas approved by Steering Group
61	Wrotham	Kemsing Road and Randall Hill Road
62	Wrotham Heath	A25/A20 junction

1.17 Legal Implications

1.17.1 The on-street parking service is undertaken by the Borough Council on behalf of the County Council under the terms of the formal legal agreement.

1.18 Financial and Value for Money Considerations

1.18.1 Funding to implement the parking action plan is provided within existing approved Borough Council Budgets

1.19 Risk Assessment

1.19.1 The assessment and consultation process applied to parking management should provide the assurance that the Borough Council has the will and ability to adapt the Parking Plans, in the light of comment and circumstances, to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that we can correctly and effectively manage on-street parking in these areas as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.

1.19.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals through two stages of informal consultation before any formal stage of consultation is reached. There is also care given to ensuring that schemes are adjusted and adapted in the light of comments and observations received from the local community, without compromising safety or the Council's commitment to deal appropriately with identified safety concerns.

1.20 Equality Impact Assessment

1.20.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

1.21 Policy Considerations

1.21.1 Community

1.22 Recommendations

1.22.1 That the way forward as set out the report **BE AGREED**.

The Director of Planning, Housing and Environmental Health confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

contact: Andy Bracey
Senior Engineer

Steve Humphrey
Director of Planning, Housing and Environmental Health

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Agenda Item 7

To: Tonbridge and Malling Joint Transportation Board
By: Tim Read, Head of Transportation
Date: Monday 30th March
Subject: Members Highway Fund and Combined Members Grant
Classification: Information only

Summary: Recommendations: That Members note the progress of programmed highway improvements.

Appendices

- A. Member Highway Funded Schemes and Combined Members Grant
- B. Highway Improvement Schemes

Risk Assessment Statement

- 1. None

Contact officer: Elaine Hendren, Ben Hilden,
Tel: 03000 41 81 81

Appendix A:

Combined Member Fund programme update for the Tonbridge and Malling District.

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways and is up to date as of 10 March 2015.

The details below are for Highway Schemes only and do not detail community 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 Engineer.

Member Highway Fund Schemes

Trudy Dean

Details of Scheme	Status
<p>To design and implement various highway improvements in East Malling , this is being carried out with consultation with the East Malling Conservation Group</p> <p>A number of remedial works involving the newly constructed low-level build out have been instructed and are expected to go on site in the very near future. The additions to the scheme include the provision of an additional sign, road markings and solar studs. Clearance of footway located in Waterbury Road to be included as part of the scheme (between The Heath and Huntleys Cottage)</p>	On site
<p>St Leonards Street West Malling Speed Management and Casualty Reduction Scheme. Design work underway and to include the realignment of bend utilising road markings and kerb build out, additional warning signs and VAS for flooding, relocation of bus stop to include road markings and tactile paving and dropped kerb</p>	In progress.

Sarah Hohler

Details of Scheme	Status
<p>Installation of signage to direct HGVs to the Tesco Distribution Centre – Ham Hill</p>	Complete
<p>A228 layby heading away from M20 J5 in a northbound direction, on the left hand side on approach to the TESCO distribution centre. Parking restriction - no overnight parking, limited waiting to 2hrs</p>	Complete.
<p>Pedestrians crossing at the informal crossing on Oxley Shaw Lane connecting Rectory Lane South with Rectory Lane North have difficulties with oncoming vehicles driving appropriately given the road environment. Remedial works are required to install a further 'Slow' road marking on Rectory Lane South.</p>	Pending Remedial Works.
<p>Vegetation and Sign clearance on A20 between its junctions with Seven Mile Lane and Leybourne Bypass Crossroads</p>	Complete

Installation of a VAS – Teston Road, Offham. Awaiting completion certificate pending final inspection	Handed over for delivery
Installation of 'Unsuitable for HVGs' signage in Pilgrims Way, Trottiscliffe from Taylors Lane to Pinefield Grove.	Complete
Installation of traffic management measures – Trottiscliffe Road, Addington	Complete
A20 London Road, Wrotham, Tower Industrial Estate, verge bollards	Complete.

Matthew Balfour

Details of Scheme	Status
Creating a new footway alongside Discovery School in Discovery Drive	Complete
Hale Street, East Peckham Traffic Calming Improvements - The scheme has been delayed onsite following the discovery of an unmarked pipeline (serving Heathrow and Gatwick). The contractor is liaising with the statutory undertaker	Handed over for delivery.
Hadlow Vehicle Activated Sign - Proposed location identified and funding agreed in principal. KCC ITS Team to confirm sign specification and suitability of the site. Quotation to be sought from approved KCC supplier for the relevant equipment	In progress
Mereworth, provision of 11 metre stretch of lining and restricted waiting parking sign.	Awaiting confirmation from Parish Council

Peter Homewood

Details of Scheme	Status
Bull Lane Eccles Damaged Verge Kerb Protection	Complete
Oldfield Drive, Wouldham Low Level Shrub Planting	Complete
Pilgrims' Way, Aylesford Speed Limit Reduction	Handed over for delivery
Aylesford Village Square Improvements – contribution toward design fees 2014-2015. Liaison and design process has commenced and will continue in the new financial year. Contribution has been approved.	In progress

Valerie Dagger

Details of Scheme	Status
Introducing a proposed 30 mph speed limit in Long Mill Lane, Dunks Green. Site to be inspected pending receipt of the completion certificate	Handed over for delivery

Leigh Road, Hildenborough Traffic Calming - awaiting programme date. The works will be carried out under a road closure to be implemented in the school holidays	Handed over for delivery
B245 London Road/Tonbridge Road, speed limit reduction to 30 mph - Traffic survey results were favourable and design is underway for the scheme including, progression of the speed limit TRO.	In progress
Stocks Green Road, speed management/gateway improvements - Outline design complete, awaiting feedback re any amendments/additions before moving to next phase	In progress
Shipbourne speed management improvement investigation. Traffic surveys underway, Engineer is awaiting the results	In progress

Richard Long

Details of Scheme	Status
A contribution using the remainder of Mr Long's MHF towards the Dry Hill Park/London Road scheme towards a puffin crossing facility. Contribution passed to Traffic Schemes. The scheme is now on site	Complete
Lansdowne Road, Tonbridge, scheme to prevent HGVs from attempting to use Lansdowne Road. A traffic survey undertaken in 2014 showed vehicles speeds to be very low. The results also indicate an average of 26 HGVs using the road per week. Design and investigation underway	In progress.

Christopher Smith

Details of Scheme	Status
Illuminating the pedestrian crossing – The Drive, Pembury Road/Lavender Hill	Works Complete
St Saviour's Church, Dry Hill Park Road Direction Signing	Works Complete
A contribution using the remainder of Mr Smith's MHF towards the Dry Hill Park/London Road scheme towards a puffin crossing facility. Contribution passed to Traffic Schemes. The scheme is now on site	Complete

Appendix B – Developer Funded Schemes Section 106 and Local Transport Plan (LTP) Schemes

Developer	Parish	Description of Works	Current Progress	Anticipated Actions for next 3 months (Prior to next JTB)	Original Allocation 2014-15	Forecast Out-turn 2014-15	Kent County Council H&T Contact 03000 41 81 81
Halling Cement Works	Leybourne	Contribution to widening of M20 Junction 4 Eastern Overbridge	Planning application for smaller-scale mixed-use development granted by Medway Council. Revised S.106 contribution to M20 Junction 4 Eastern Overbridge agreed with KCC and the Highways Agency. Trigger point not yet reached.	Government decision on Single Local Growth Fund bid. Successful outcome would enable construction during 2015/16.	Nil	Nil	Louise Rowlands
Holborough Valley	Snodland	Pedestrian and cycling improvements in Snodland	Funding secured from developer. Likely contributions to various footway and pedestrian crossing improvements in Snodland.	Footpath improvements on eastern side of railway between Snodland station and Vantage Point – complete.	£70,000	£70,000	Louise Rowlands

Holborough Valley	Various	Contribution to A20 Quality Bus Corridor, comprising traffic signal priority, upgraded stops and shelters and junction capacity improvements	Traffic signal upgrades programmed, upgraded stops and real-time bus information programmed. Funding secured from developer	Ongoing delivery of traffic signal upgrades, bus stop improvements and real-time bus information. Gighill Road traffic calming modifications – now complete.	£20,000	£20,000	Louise Rowlands
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Holborough Valley	Various	Study into feasibility of enhancing Route 151 bus service	S.106 trigger point not yet reached	N/A	Nil	Nil	Louise Rowlands
Kings Hill	Various	Contribution to A20 Quality Bus Corridor, comprising traffic signal priority, upgraded stops and shelters and junction capacity improvements	Traffic signal upgrades programmed, upgraded stops and real-time bus information programmed. S.106 trigger point for Kings Hill contribution not yet reached.	Ongoing delivery of traffic signal upgrades, bus stop improvements and real-time bus information, funded by Holborough Valley and Leybourne Chase contributions. Ongoing procurement and programming of upgraded stops and shelters.	Nil	Nil	Louise Rowlands

Kings Hill	Kings Hill	Bus Lane on Tower View	S.106 trigger point not yet reached. Kings Hill Phase 3 proposals may warrant revised trigger point.	Determination of Kings Hill Phase 3 application by TMBC. Potential for revised S.106 and trigger point for bus lane scheme.	Nil	Nil	Louise Rowlands
Kings Hill	Mereworth	Improved sight lines at A228 / Kent Street junction and installation of foot/cycleway to Mosquito Road. Potential installation of pelican crossing on A228 and extension of 30mph speed limit.	Outline design completed and meeting held with neighbouring landowner to discuss required land take. Funding secured from developer. Modifications being considered following consultation with Mereworth Parish Council.	Negotiations with neighbouring landowner ongoing and wider consultation exercise following design modifications.	£25,000	£25,000	Louise Rowlands
Leybourne Chase	Various	Contribution to A20 Quality Bus Corridor, comprising traffic signal priority, upgraded stops and shelters and junction capacity improvements	Traffic signal upgrades programmed, upgraded stops and real-time bus information programmed. Funding secured from developer.	Ongoing delivery of traffic signal upgrades, bus stop improvements and real-time bus information.	£20,000	£20,000	Louise Rowlands

Leybourne Chase	Leybourne	Traffic calming on Birling Road	Traffic and speed surveys completed demonstrate that traffic calming not currently required. Contribution to be held in abeyance until development built out further, including completion of upgraded Birling Road access.	N/A	Nil	Nil	Louise Rowlands
Leybourne Chase	West Malling	Improved interchange at West Malling Station	Construction work completed on site apart from snagging errors. Minor modifications to highway road signing required.	Completion of on-site works and hand over of scheme to KCC/Network Rail	£550,000	£550,000	Louise Rowlands
Leybourne Park	Leybourne	Contribution to widening of M20 Junction 4 Eastern Overbridge	Funding secured from developer.	Government decision on Single Local Growth Fund bid. Successful outcome would enable construction during 2015/16.	Nil	Nil	Louise Rowlands

Peter's Village	Leybourne	Contribution to widening of M20 Junction 4 Eastern Overbridge	S.106 trigger point not yet reached.	Government decision on Single Local Growth Fund bid. Successful outcome would enable construction during 2015/16.	Nil	Nil	Louise Rowlands
Peter's Village	Various	Enhancement of Route 155 bus service	S.106 trigger point not yet reached.	N/A	Nil	Nil	Louise Rowlands
Peter's Village	Various	New 'west bank' bus service	S.106 trigger point not yet reached.	N/A	Nil	Nil	Louise Rowlands
Ryarsh Brickworks	Various	Traffic calming in Ryarsh and surrounding villages	Development currently stalled. S.106 trigger point not yet reached.	N/A	Nil	Nil	Louise Rowlands

Ryarsh Brickworks	Various	Enhancement of Ryarsh bus services, one month bus pass for all new occupiers of the development and all residents of Ryarsh Parish	Development currently stalled. S.106 trigger point not yet reached.	N/A	Nil	Nil	Louise Rowlands
Redrow / Town and Country Housing Group	Tonbridge	Priority change at the Medway Wharf Road/Sovereign Way junction	Outline design and public consultation exercise completed. Funding secured from developer.	Detailed design and programming of works.	£50,000	£50,000	Louise Rowlands
B245 London Road/Dry Hill Park Road	Tonbridge	Highway Safety Improvements	Scheme complete		£150K	£40K	Michael Heath
A20/Seven Mile Lane	Wrotham Heath	Junction Improvements - No 2 crash site in the County and a spate of recent incidents have resulted in numerous calls for action from the local community & Councillors	A number of matters remain outstanding. Power supply issues resolved, awaiting erection of new lighting columns and re-erection of direction signs.	Final remedial works and scheme completion	£220K	£440K	Michael Heath
Snodland	Snodland	LTP Scheme – Footway improvement High Street junction with May Street	Detailed design	Scheme delivery		£3k	Michael Heath

Ditton	Ditton	LTP Scheme – Legal work to enable scheme to develop Station Road Ditton	Legal work for deed of Dedication	Legal Work progression		£3k	Michael Heath
Borough Green	Borough Green	LTP Scheme – Forward design and Options Report	Options report delivered by consultant and being analysed.	Recommend options to be taken forward.		£17k	Michael Heath
Hadlow	Hadlow	CRM scheme – A26 junction with Carpenters Lane	The tree has now been pollarded and the side junction warning sign has been erected.	Scheme development		£0	Michael Heath
Tonbridge	Tonbridge	CRM Scheme – A26 Hadlow Road junction with Higham Lane	Scheme completed			£16k	Michael Heath
Hadlow	Hadlow	CRM Scheme – A26 Maidstone Road junction with Common Road	Scheme completed			£22k	Michael Heath

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To: Tonbridge & Malling Joint Transportation Board

By: KCC Highways and Transportation

Date: Monday 30th March 2015

Subject: Highway Works Programme 2014/15

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2014/15

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2014/15

Footway and Carriageway Improvement Schemes – see Appendix A

Street Lighting – see Appendix B

Traffic Systems – see Appendix C

Bridge Works - see Appendix D

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on 03000 41 41 41

Carol Valentine	Highway Manager (West)
Sue Kinsella	Street Lighting Manager
Neil Tree	Footway Improvement Team Leader
Mary Gillett	Major Projects Planning Manager
Wendy Boustead	Carriageway Surface Improvements
Katie Lewis	Drainage Manager
Toby Butler	Intelligent Transport Systems Manager
Tony Ambrose	Structures Manager

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.

Surface Dressing – Contact Officer Mrs Wendy Boustead			
Road Name	Parish	Extent of Works	Current Status
London Road	Ryarsh	From Callis Court Nurseries to its junction with Roughetts Road	Deferred due to utility works. This scheme will now be delivered in 2015/16
London Road	Tonbridge	From its junction with Dry Hill Park Road to its junction with Stacey Road	Substantially Completed Covers adjustments to complete
Micro Asphalt Schemes – Contact Officer Mrs Wendy Boustead			
Road Name	Parish	Extent of Works	Current Status
High Cross Road	Ightham	From Stone Street Road to its junction with the A227 Ightham Road	Deferred due to utility works. This scheme will now be delivered in 2015/16
Pine Tree Lane	Ightham	From its junction with Stone Street Road to its junction with Coach Road	Deferred due to utility works. This scheme will now be delivered in 2015/16
Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A20 Wrotham Heath	Wrotham	A20 London Road to its junction with Ford Lane.	Programmed to start March 2015
A20 Nepicar Roundabout	Wrotham	Circulatory of junction	To be programmed Summer 2015. Delayed due to conflict with HA works
A228 Snodland Bypass	Snodland	Southbound side of dual carriageway to Ham Hill roundabout	Programmed to start March 2015

B2260 Railway Approach/Quarry Hill Road	Tonbridge	From its junction with Vale Road to its junction with Pembury Road	To be programmed Summer 2015. Delayed due to STATS
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
London Road	Wrotham/Platt	Sections of footway between M26 J2a to the A25. Replacement of existing asphalt surface and kerbing where required.	To be re-programmed consultation underway with the Highway Agency.
High Street	Tonbridge	From its junction with Bordyke to outside number 135. This scheme is currently in the design stages	Works to be included within the Tonbridge High Street Regeneration Scheme

Appendix B – Street Lighting

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella				
Road Name	Ward	Column Ref	Location	Status
Railway Approach	Tonbridge	JRCT004	OPPS STATION RHS	Column cut down and removed, further trial holes being programmed, awaiting dates.
Hadlow Road East	Higham	JHAC	Feeder Pillar for Traffic Island Junction Cuckoo Lane.	Electrical Connection Dates Currently Being Programmed.
Quarry Hill Road	Tonbridge	JQAK545	Sign In Centre Reservation	Works Programmed for Sunday's during April / May. Works require extensive traffic management over 2 lanes due to trenching / reinstatement works.
Quarry Hill Road	Tonbridge	JQAK028	S/O 3 Quarry Bank	Works will be carried out on the same day as the works above using the traffic management.
Holborough Road	Snodland	JHCN008	Outside 82/84	Currently being re- programmed and awaiting electrical connection dates.
Malling Road	Snodland	JMAQ036	O/S 66 SHOP	Requires letter drop to residents for assistance with parking bay suspension. Awaiting programme date. Estimated Completion End of April 2015.
Borough Green Road	Borough Green	JBCK018	Various Locations	Currently being programmed for completion in April 2015
Mill Street	East Malling	JMCL011	Various Locations	Currently being programmed for completion in April 2015
The Rocks Road	East Malling	JTBY003	Various Locations	Currently being programmed for completion in April 2015
Brainbridges Road	East Peckham	JWEA511	Various Locations	Currently being programmed for completion in April 2015
Half Moon Lane	Hildenborough	JHAG501	Various Locations	Currently being programmed for completion in April 2015
Ightham Bypass	Ightham	JIAD001, 003, 004	Various Locations	Currently being programmed for completion in April 2015

Betjeman Close	Larkfield	JBFB004	Various Locations	Currently being programmed for completion in April 2015
Keats Road	Larkfield	JKAA014	Various Locations	Currently being programmed for completion in April 2015
Martin Square	Larkfield	JMBD501	Various Locations	Currently being programmed for completion in April 2015
Baywell	Leybourne	JBFE022	Various Locations	Currently being programmed for completion in April 2015
London Road	Leybourne	JLCL011, 023	Various Locations	Currently being programmed for completion in April 2015
Oxley Shaw Lane	Leybourne	JOBG040	Various Locations	Currently being programmed for completion in April 2015
Brook Street	Snodland	JBDJ502	Various Locations	Currently being programmed for completion in April 2015
Baltic Road	Tonbridge	JBAE505, 506	Various Locations	Currently being programmed for completion in April 2015
Castle Street	Tonbridge	JCAL001	Various Locations	Currently being programmed for completion in April 2015
Chaucer Gardens	Tonbridge	JCBF002, 008	Various Locations	Currently being programmed for completion in April 2015
Cherry Grove	Tonbridge	JCBH003	Various Locations	Currently being programmed for completion in April 2015
Dry Hill Park Road	Tonbridge	JDAW507	Various Locations	Currently being programmed for completion in April 2015
Hadlow Road East	Tonbridge	JHAC007	Various Locations	Currently being programmed for completion in April 2015
Judd Road	Tonbridge	JJAF501, 503	Various Locations	Currently being programmed for completion in April 2015
London Road	Tonbridge	JLBU001	Various Locations	Currently being programmed for completion in April 2015
Pembury Road	Tonbridge	JPAT003	Various Locations	Currently being programmed for completion in April 2015
Pembury Road	Tonbridge	JPAU012	Various Locations	Currently being programmed for completion in April 2015
Quarry Gardens	Tonbridge	JQAA501, 503, 504	Various Locations	Currently being programmed for completion in April 2015
St Marys Road	Tonbridge	JSCO509, 510	Various Locations	Currently being programmed for completion in April 2015
The Slade	Tonbridge	JTBZ502	Various Locations	Currently being programmed for completion in April 2015
Waterloo Road	Tonbridge	JWAQ009, 013, 014, 015	Various Locations	Currently being programmed for completion in April 2015
Weald View Road	Tonbridge	JWAS503	Various Locations	Currently being programmed for completion in April 2015

Wincliff Road	Tonbridge	JWBR006	Various Locations	Currently being programmed for completion in April 2015
Bluebell Hill Village Slip	Walderslade	JUBK501	Various Locations	Currently being programmed for completion in March 2015
Marlow Copse	Walderslade	JMAX010	Various Locations	Currently being programmed for completion in April 2015
Oakleigh Close	Walderslade	JOBH008	Various Locations	Currently being programmed for completion in April 2015
Robin Hood Lane	Walderslade	JRBE004	Various Locations	Currently being programmed for completion in April 2015
Robin Hood Lane	Walderslade	JUBC040	Various Locations	Currently being programmed for completion in April 2015
Valley Rise	Walderslade	JVAE002	Various Locations	Currently being programmed for completion in April 2015
Nepicar Lane	Wrotham Heath	JUAQ513	Various Locations	Currently being programmed for completion in April 2015
Cycle Path from Chaucer Way to New Hythe Lane	Larkfield	JUCG004	Various Locations	PROGRAMMED 09.03.15
Walderslade Woods	Walderslade	KWAB010, 029, 041, 506	Various Locations	PROGRAMMED 13.03.15
Woodbury Road	Walderslade	JWDC001, 010, 021	Various Locations	PROGRAMMED 13.03.15
Whistler Road	Higham	JWBD010	O/S 51	COMPLETED
Birch Crescent	Aylesford	JBBL008	Various Locations	COMPLETED
Hermitage Lane	Aylesford	JHBK007	Various Locations	COMPLETED
High Street	Aylesford	JHBU011	Various Locations	COMPLETED
Mills Road	Aylesford	JMCN020	Various Locations	COMPLETED
Station Road	Aylesford	JSDH003	Various Locations	COMPLETED
Quarry Hill Road	Borough Green	JQAC502, 504	Various Locations	COMPLETED
St Michaels Close	Boxley	KSDZ012	Various Locations	COMPLETED
Impton Lane	Boxley	KIAC002, 005, 019, 024, 030, 037.	Various Locations	COMPLETED
Acorn Grove	Ditton	JABB002, 007, 009	Various Locations	COMPLETED

Blackthorn Drive	Ditton	JBCA006	Various Locations	COMPLETED
Bradbourne Lane	Ditton	JBCQ017	Various Locations	COMPLETED
Cherry Orchard	Ditton	JCBI009	Various Locations	COMPLETED
Kiln Barn Road	Ditton	JKAL005	Various Locations	COMPLETED
Linkway	Ditton	JLBI002	Various Locations	COMPLETED
Medina Road	Ditton	JMBP003	Various Locations	COMPLETED
Nursery Road	Ditton	JNBH008	Various Locations	COMPLETED
Primrose Drive	Ditton	JPCM006, 007, 009	Various Locations	COMPLETED
Scott Close	Ditton	JSAU003, 005	Various Locations	COMPLETED
St Peters Road	Ditton	JSCS008	Various Locations	COMPLETED
Woodlands Road	Ditton	JWCE011, 050, 052, 053, 055	Various Locations	COMPLETED
Chapel Street	East Malling	JCAZ007	Various Locations	COMPLETED
Cottenham Close	East Malling	JCDY005, 007, 008	Various Locations	COMPLETED
The Rocks Road	East Malling	JTBX012	Various Locations	COMPLETED
Seven Mile Lane	East Peckham	JSAY506	Various Locations	COMPLETED
Pattenden Gardens	Golden Green	JPDE001	Various Locations	COMPLETED
Brookmead	Hildenborough	JBDO019, 020, 021	Various Locations	COMPLETED
Church Road	Hildenborough	JCBY001, 004	Various Locations	COMPLETED
Greenview Crescent	Hildenborough	JGBE002, 003, 008, 009	Various Locations	COMPLETED
Hawden Close	Hildenborough	JHBA003, 010	Various Locations	COMPLETED
Hilden Avenue	Hildenborough	JHCD002, 007	Various Locations	COMPLETED
Hilden Park Road	Hildenborough	JHCE010, 012	Various Locations	COMPLETED

Hill View Road	Hildenborough	JHCK001, 002, 003, 004, 005, 006, 007, 008, 009	Various Locations	COMPLETED
Mount Pleasant	Hildenborough	JMDF006, 501, 502	Various Locations	JMDF006 – COMPLETED JMDF501 & JMDF502 CURRENTLY AWAITING PROGRAMME DATES
Oaklands Way	Hildenborough	JOAC001, 003, 004	Various Locations	COMPLETED
Barrie Drive	Larkfield	JBEJ002, 003	Various Locations	COMPLETED
Blake Drive	Larkfield	JBEI002, 003	Various Locations	COMPLETED
Chaucer Way	Larkfield	JCBG017, 020, 024, 025, 027, 502, 503, 504	Various Locations	COMPLETED
Cygnets Close	Larkfield	JCER004	Various Locations	COMPLETED
Eagle Close	Larkfield	JEEA002, 007	Various Locations	COMPLETED
Gighill Road	Larkfield	JGAE501, 502, 510, 513, 516, 519	Various Locations	COMPLETED
Goldfinch Close	Larkfield	JGAI001, 002	Various Locations	COMPLETED
Heron Road	Larkfield	JHBL007, 101	Various Locations	COMPLETED
Larch Close	Larkfield	JLAJ001	Various Locations	COMPLETED
Lunsford Lane	Larkfield	JLDD014, 507, 508, 540, 541	Various Locations	COMPLETED
Marsh Way	Larkfield	JMAY001, 002	Various Locations	COMPLETED
Oriole Way	Larkfield	JOAW005, 006	Various Locations	COMPLETED
Pine Close	Larkfield	JPBI001	Various Locations	COMPLETED
Plover Road	Larkfield	JPBW010	Various Locations	COMPLETED
River Way	Larkfield	JRAZ002	Various Locations	COMPLETED
Swallow Road	Larkfield	JSDU002, 005	Various Locations	COMPLETED
Thackeray Road	Larkfield	JTAS007, 008, 009, 022	Various Locations	COMPLETED

Woodpecker Road	Larkfield	JWC1006	Various Locations	COMPLETED
Sandown Road	Leybourne	JSAE005	Various Locations	COMPLETED
Maidstone Road	Mereworth	JTCU509	Various Locations	COMPLETED
Constitution Hill	Snodland	JCDN001, 502	Various Locations	COMPLETED
Paddlesworth Road	Snodland	JPAA301	Various Locations	COMPLETED
Rocfort Road	Snodland	JRBG507	Various Locations	COMPLETED
Saltings Road	Snodland	JSAD072	Various Locations	COMPLETED
St Benedict Road	Snodland	JSER006, 026, 035	Various Locations	COMPLETED
Willowside	Snodland	JWDP010	Various Locations	COMPLETED
Allington Drive	Tonbridge	JAAM001	Various Locations	COMPLETED
Audley Avenue	Tonbridge	JABD001, 002, 003, 004	Various Locations	COMPLETED
Barden Park Road	Tonbridge	JBAL002, 003, 004, 005, 006, 007, 008	Various Locations	COMPLETED
Barden Road	Tonbridge	JBAM001, 004, 011, 012, 015, 017, 020	Various Locations	COMPLETED
Caistor Road	Tonbridge	JCAB001, 002	Various Locations	COMPLETED
Cannon Lane	Tonbridge	JCAC011, 016, 017, 018	Various Locations	COMPLETED
Colin Blythe Road	Tonbridge	JCCX006	Various Locations	COMPLETED
Constable Road	Tonbridge	JCDK001	Various Locations	COMPLETED
Cromer Street	Tonbridge	JCEI001, 002, 003	Various Locations	COMPLETED
Darenth Avenue	Tonbridge	JDAC010	Various Locations	COMPLETED
Douglas Road	Tonbridge	JDAO013, 014, 015, 019, 502	Various Locations	COMPLETED
Gladstone Road	Tonbridge	JGAF002	Various Locations	COMPLETED
Hadlow Road	Tonbridge	JHAB008, 026	Various Locations	COMPLETED

Ives Road	Tonbridge	JIAF003, 502	Various Locations	COMPLETED
Landseer Close	Tonbridge	JLAH003	Various Locations	COMPLETED
Lawn Road	Tonbridge	JLAU001	Various Locations	COMPLETED
Lodge Oak Lane	Tonbridge	JLBQ018	Various Locations	COMPLETED
Nelson Avenue	Tonbridge	JNAA001, 002, 003, 004, 005, 006, 007, 008, 009	Various Locations	COMPLETED
Norfolk Road	Tonbridge	JNAT003	Various Locations	COMPLETED
Northcote Road	Tonbridge	JNBB001	Various Locations	COMPLETED
Oakmead	Tonbridge	JOAD004	Various Locations	COMPLETED
Pembroke Road	Tonbridge	JPAQ001	Various Locations	COMPLETED
Pen Way	Tonbridge	JPAV001, 005	Various Locations	COMPLETED
Preston Road	Tonbridge	JPCJ001, 002, 003	Various Locations	COMPLETED
Raeburn Close	Tonbridge	JRAA001, 004	Various Locations	COMPLETED
Rodney Avenue	Tonbridge	JRBV004, 006	Various Locations	COMPLETED
Salisbury Close	Tonbridge	JSAA002	Various Locations	COMPLETED
Scott Road	Tonbridge	JSAV002	Various Locations	COMPLETED
Shipbourne Street	Tonbridge	JSBO018, 022, 043, 044, 050, 054	Various Locations	COMPLETED
Strawberry Vale	Tonbridge	JSDO001, 002, 003	Various Locations	COMPLETED
Tudeley Lane	Tonbridge	JTDV004	Various Locations	COMPLETED
Tulip Tree Close	Tonbridge	JTDX006	Various Locations	COMPLETED
Vale Road	Tonbridge	JVAC013, 017, 020, 024, 054, 057	Various Locations	COMPLETED
Woodgate Way	Tonbridge	JWDQ021, 026	Various Locations	COMPLETED

Catkin Close	Walderslade	JCFT001, 004	Various Locations	COMPLETED
Chippendale Close	Walderslade	JCFO002	Various Locations	COMPLETED
Falkland Place	Walderslade	JFCC004	Various Locations	COMPLETED
Fostington Way	Walderslade	JFBI005, 007, 010, 011, 502	Various Locations	COMPLETED
Frensham Walk	Walderslade	JFBR001, 004	Various Locations	COMPLETED
Hallsfield Road	Walderslade	JHAK008	Various Locations	COMPLETED
Hawthorns	Walderslade	JHBD001	Various Locations	COMPLETED
Hepplewhite Mews	Walderslade	JHDN002	Various Locations	COMPLETED
Hurst Hill	Walderslade	JHDR011, 016	Various Locations	COMPLETED
Locksley Close	Walderslade	JLDL004, 007, 009	Various Locations	COMPLETED
Oaks Dene	Walderslade	JOBB002, 006	Various Locations	COMPLETED
Robin Hood Lane	Walderslade	JRBB002, 004, 006	Various Locations	COMPLETED
Sadlers Close	Walderslade	JSEQ003, 004	Various Locations	COMPLETED
Taddington Wood Lane	Walderslade	JTAA010	Various Locations	COMPLETED
Tunbury Avenue	Walderslade	JTEB006, 008, 016	Various Locations	COMPLETED
Tunbury Avenue	Walderslade	JTEQ002, 004	Various Locations	COMPLETED
Walsham Road	Walderslade	JWDB002	Various Locations	COMPLETED
Redhouse Gardens	Wateringbury	JRAJ005	Various Locations	COMPLETED
Goodworth Road	Wrotham Heath	JGAM001	Various Locations	COMPLETED
London Road	Wrotham Heath	JLBW005	Various Locations	COMPLETED
West Street	Wrotham Heath	JWAZ010, 501	Various Locations	COMPLETED

Appendix C – 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.

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
Lodge Oak Lane Railway Bridge	Refurbishment of traffic signal controlled junction	Summer 2015

Appendix D- Bridge Works

Bridge Works – <i>Contact Officer Tony Ambrose</i>			
Road Name	Parish	Description of Works	Current Status
No Works Planned			

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.

Contact: Behdad Haratbar 03000 41 81 81

To: Tonbridge and Malling Joint Transportation Board
By: Behdad Haratbar, Head of Programmed Works
Date: 30 March 2015
Subject: Highway Drainage
Classification: Information only

Summary: To update Members on the approach to maintaining and improving the highway drainage system whilst ensuring that the customer is provided with a quality service against a background of increasing severe weather events.

This paper was reported to the Kent County Council Environment and Transport Cabinet Committee on 5 December 2014

1. Introduction

- 1.1 The County Council is responsible for the maintenance of the 5,400 miles of public highway roads including 250,000 roadside drains (gullies) and associated drainage systems.
- 1.2 The primary objectives of the highway drainage system are:
 - a. Removal of surface water (from the carriageway) to maintain road safety and minimise nuisance,
 - b. Effective sub-surface drainage to prevent damage to the structural integrity of the highway and maximise its lifespan, and,
 - c. Minimise the impact of highway surface water on the adjacent environment including properties
- 1.3 In recent years, numbers of prolonged and heavy rainfall events have increased, notably the winter of 2013/14. As prolonged, heavy rainfall events have become more frequent, the number of customer enquiries has increased year on year. The volume of customer enquiries now stands at twice that of 2009. In the last 12 months, around 10,000 enquiries related to drainage and flooding have been received. Of these, 3,000 are related directly to highway flooding and 500 related to incidents of highway flooding that had resulted in damage to private properties.

- 1.4 The Highway Drainage service is split into two functions:
- Maintenance
 - Repairs, renewals and improvements
- 1.5 The approach taken to delivering the service has been outlined in a document called "Asset Management in Drainage". In summary, this details the steps that we take to manage our drainage asset. The series of questions and answers emphasise the need to spend the right amount of money at the right time and explain our focus on sites where the risk to road users and residents is the highest. This document can be found at Appendix A.
- 1.6 This year, the County Council has increased capital investment in drainage infrastructure to £4.3m. This is enabling completion of an additional 120 drainage improvement schemes in 2014/15. Investment has been prioritised on the basis of the following risks:
- Highway Safety
 - Internal flooding of properties
 - Network disruption

2. Financial Implications

- 2.1 The allocated budget for highway drainage cleansing is £2,408,300. This a saving of £300,000 made as part of the wider Highway, Transportation and Waste efficiencies for 2014/15. The maintenance regime outlined in this report has been developed on the basis of the current budget allocation and feedback from stakeholders to ensure a balance between the needs of the asset and the demands of the County Council's customers.
- 2.2 The approach outlined for capital investment in highway drainage infrastructure ensures that the allocated budget is spent effectively

3. Policy Framework

- 3.1 The approaches to service delivery outlined in this report fulfil the principle of achieving value for money.

4. The Report

Maintenance

- 4.1 In December 2010, a change of approach to cleaning highway drains was approved. There was a transition from providing a purely reactive service to delivering routine maintenance on a cyclical basis.

4.2 At the point of moving from a reactive to a planned approach information about the quantum and location of drainage assets was limited. An understanding of the quantum of assets and traffic management required to carry out maintenance activities has been developed. This data is being used to inform planning and programming and enhance service delivery at an operational and strategic level.

4.3 The departure from a predominantly reactive service combined with very wet weather throughout 2012 resulted in an initial decline in customer satisfaction. However this improved significantly and by April 2013 customer satisfaction had reached 87%.

4.4 In 2013, the annual Tracker Survey asked:

“How satisfied or dissatisfied are you that road drains/ gullies are kept clean and working in your local area?”

Comments and feedback indicated that blocked drains were continuing to be a hot topic for Members and Parish Councils, particularly in rural areas.

4.5 In response to the feedback from the Tracker Survey and in light of the need to make significant revenue savings, the way in which drainage maintenance is delivered was subject to a further review. The table below details cleansing activities undertaken from September 2011 and the frequencies currently being trialled.

Road Type/ Category	Risk	Road Length (miles)	Number of Gullies	Cleansing Frequency 2011	Cleansing Frequency 2014
Hotspots (250 locations)	(250)	NA	NA	Every 3-6 months	Every 3-6 months
High Speed Roads		160	8820	Every 6 months	Every 12 months
Strategic and Locally Important Routes		1370	41,191	Every 12 months	Every 12 months
Minor Urban ¹ Roads		2190	112,776	Every 2 years	Targeted Cleansing
Minor Rural Roads		1650	85,078	Every 2 years	Targeted Cleansing
Totals		5370	247,865	-	-

4.6 The frequency of cyclical cleansing on high speed roads was reduced from six monthly to annually to be consistent with the frequency of maintenance on the County’s other main roads. This was part of a service wide saving

that came into effect on 1st April and applied to all routine maintenance on the high speed road network.

- 4.7 Drains on minor urban roads are generally less prone to becoming blocked due to protection by kerb lines, the nature of the traffic using the roads, street sweeping undertaken by District Council and self-cleansing capabilities of the carrier pipes. Examining the data collected from routine walked inspections undertaken by the Highway Inspectorate between April and September has emphasised this point. Blocked drains were reported on less than 10% of the roads inspected.
- 4.8 A targeted approach to cleansing is now being trialled on minor urban roads. Rather than a cleansing crew attending every road once every two years, each road is inspected at least annually and resources are focused where the need is highest.
- 4.9 Drains on minor rural roads are often more prone to becoming blocked. Gullies can become overgrown by verges and hedge rows and are particularly vulnerable during peaks in agricultural activities or when silt is washed off fields during prolonged or heavy rainfall. It is not financially viable to increase the cleansing frequency and therefore a community lead approach is being trialled.
- 4.10 The principle behind this approach is to utilise the good relationships that have been fostered by Highway Stewards with Members and Parish Councils. Over the past three years, the Highway Stewards have developed a detailed knowledge of issues in their area. The intention here is to use this local knowledge of community issues to inform our programmes of gully cleansing.
- 4.11 Cleansing is now being undertaken in response to enquiries from Members, Parish Councils and customers. Each site is inspected by a highway steward, assessed and prioritised on the basis of highest risk first. The assessment criteria include, risk to highway safety and risk of internal property flooding.

Repairs, renewals and improvements

- 4.12 Highway flooding causes significant level of disruption; it affects movement of people and goods, therefore adversely affecting the local economy. It also causes significant damage to the highway network; at surface level, flood water scours the surface of the carriageway and footway, which will allow ingress of water to the layer below. In the short term it will result in cracking and development of potholes. Flood water also penetrates the lower layers of road construction washing away fine materials and in time results in large failures of the road structure which may require significant repairs or even reconstruction.

- 4.13 The weather last winter highlighted numerous pinch points in the drainage network. Some of these are being addressed by the implementation of an enhanced cleansing regime however in a large number of cases work is required to improve the functionality of the system.
- 4.14 The annual capital budget allocation in recent years has been around £2.7m. This has enabled the completion of around 800 priority minor repair and small improvements and a small number of larger improvement schemes each year. Nevertheless, there are many more sites that need attention and this has been demonstrated by the 3,500 enquiries received last winter.
- 4.15 Details of the schemes scheduled for completion by the 31 March 2015 can be found at Appendix B.

5. Conclusion

- 5.1 The regime adopted in September 2011 enabled us to develop a good knowledge of the drainage asset. Moving forward, we have taken on board feedback from stakeholders and tailored the service to respond to customer demand, asset need and the financial challenges.

Recommendations

It is recommended that Members note this report

<p>Background documents: Appendix A: Drainage Asset Management in Highways Appendix B: 2014/15 Drainage Improvement Schemes</p>
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Appendices

Contact officer:

Kathryn Lewis
Drainage & Flooding Manager
03000 418 181
kathryn.lewis@kent.gov.uk

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Asset Management in Highways

What asset management means for drainage assets

Introduction

This short guide outlines the steps that we take to manage our 'drainage asset'. This includes roadside drains, soakaways, ponds, lagoons, pumping stations, highway ditches and thousands of kilometres of connecting pipe.

This guide is set out in a series of 12 questions and answers we have developed from discussing asset management with the Public, elected Members and Parish/Town Councils.

1. What is Asset Management?

Asset management is the term used to describe a common sense approach to maintenance and future investment decisions for all the parts that make up our highway. It is about spending the right amount of money at the right time to keep our assets working properly to meet the needs of our customers now and in the future.

For example, if we spend £1,000 cleaning a soakaway every two years it will keep working for up to 30 years. If we don't clean the soakaway, we may need to spend £30,000 replacing it after just 10 years.

2. What are drainage assets?

The drainage asset is made up of:

Asset	The amount we look after
Roadside drains	250,000
Ponds and Lagoons	250
Pumping Stations	15
Soakaways	8,500

3. Why do KCC need to know where all these assets are?

We continually collect information on all our new, replacement and improved drainage assets. This includes where they are as well as information about the asset itself such as the size of the drain and where it drains to.

We use the information that we collect to plan routine maintenance work, make decisions about where to invest our money and set the levels of service that our customers can expect from us.

The number of drainage assets in Kent is currently increasing each year due to new housing and business developments being built.

4. Why do KCC need to know what condition assets are in?

Once we know what our assets are and where they are located, we need to know what condition they are in. This information helps us to make informed decisions about how often

to maintain them and where we need to invest our money to make improvements and keep the drainage system functioning as it should.

We regularly inspect our assets and use information from customers to help assess their condition and understand what needs to be done to keep them functioning correctly in the most cost effective way. This helps us manage our future budget needs and understand what could happen if, for example, the budget we need is not fully available.

5. How often do KCC check what condition assets are in?

There are two types of checks, planned inspections and reactive inspections.

Planned inspections include highway safety inspections and condition checks carried out as part of our cyclical maintenance regime:

- Our team of 12 highway inspectors carry out visual checks to make sure the highway assets are in a safe condition. This includes checking that drain covers are not broken or missing. We carry out this kind of check at least once every 12 months.
- Our drainage cleansing crews look at the condition of the drains on main roads and test each one by filling it with water and checking that it is able to flow away. We carry out these kind of checks at least once every 12 months.

Reactive inspections are carried out in response to enquiries and generate ad hoc and emergency works, for example cleaning blocked drains that are causing the road to flood and repairing collapsed road drains.

6. How do KCC decide how much to spend on each asset?

When we are prioritising drainage works we think about the risk that flooding poses to road users and residents:

- What do we need to do to make sure that the road doesn't flood?
- If the road floods, does it create a hazard to road users?
- If the road floods, does it cause a lot of disruption?
- If the road floods, are people's homes affected?

We use the information we have collected about our drainage assets to help us answer these questions and decide what we need to do to keep the drainage system working and keep road users and people's homes as safe as we can from flooding.

Sometimes the weather can create an increased need demand for maintenance and reactive works such as flood clearance. We ensure that budget is available to respond to these situations.

When we don't have the budget to do everything that is needed, we prioritise works with the budget that we have.

7. Are some assets more important than others and does the type of road affect how much KCC spends on it?

All assets are important and we have a statutory duty to ensure that the highway is safe to use but, we have to work within our overall budget. We decided what work is needed and when it should be done by thinking about where the risk to road users and residents is the highest.

Some of the things we think about include the following:

- The type of road, for example, whether it is a high speed road, a main road, an estate road or a country lane
- The amount of traffic that uses the road, for example is it a main route in and out of a town or is it a minor road only used by a handful of drivers each day
- The impact if the road is closed, for example, the road might only be used by a handful of people but it may also be the only route to get to their homes
- The impact on residential property, for example, when the drains are blocked do homes get flooded

8. How do KCC decide when repairs are needed?

Whilst we know we need to react and fix dangerous situations quickly, this is not a cost effective way of working as we have to send crews specifically to these locations and more time is spent travelling rather than fixing.

We can clearly get more done for our budget if we plan the work that need to be done. By planning ahead and maintaining the assets at the right time, it means we can do more with less and keep the asset at its required condition for longer.

9. How do KCC let customers know what service they can expect?

Our response to emergency or dangerous situations is the same across all our assets – we arrive on site within 2 hours.

For more routine enquiries we normally respond in 28 days

Other more complex requests will take us time to investigate and arrange remediation works.

The levels of service we can deliver is clearly linked to the 'need' of the assets, maintaining safety and the share of the budget it is allocated.

We aim to meet customer expectations wherever possible. We do however welcome support and help from community groups and parishes.

Our aim is to be clear to customers the levels of service they can expect from us for each asset.

10. Where do KCC publish the level of service?

We will publish on the KCC website the work we plan to do during the year so customers can see how drainage assets are looked after, the levels of service you can expect and when work will be carried out.

11. How can customers contact KCC to help look after assets?

If you see a drain that is causing a problem please report it to us using our online web form or if you are concerned about dangerous flooding call our contact centre which is available 24/7 on 03000 41 81 81. We have also put information on the website entitled "how you can help" if you want to look drains near you. We encourage local communities to help enhance

the level of service we deliver and we have produced guidance which is also published on the KCC website.

It is helpful if you can give us as much information as possible when reporting a problem. We need:

- The number or name of the house the problem is outside or another landmark to help us locate it.
- The name of the road
- The name of the town or village
- What is wrong, for example " the drain is blocked and causing flooding across half the width of the road"

The more information we have when the fault is reported, the quicker we can deal with it.

12. How do KCC let customers know what has been done each year?

Each year we will report and publish on the main KCC information about how we have spent our budget. We want to be open, honest and clear about how we look after our assets in Kent, where we spend our budget and what levels of service customers can expect.

Appendix B – 2014/15 Drainage Improvement Schemes

Location	Description of Works	Order Value	Status
Nash Road, Margate	Installation of new soakaway	£34,215.50	Complete
Harvel Road, Meopham	Installation of new soakaway	£9,270.96	Works ordered
Pilgrims Way, Otford	Installation of new soakaway	£18,101.26	Works ordered
Milton Street, Swanscombe	Extension of lagoon and additional soakaway	£30,000.00	Works ordered
Knoll Hill, Aldington	Installation of French drains and resurfacing	£15,925.00	Scheduled
Stowting Hill, Stowting	Outfall extension and resurfacing	£15,916.00	Complete
Canterbury Road, Bramling	Upgrading existing drainage system	£6,061.19	Scheduled
Cranbrook Road, Speldhurst	Installation of new gullies, chambers and pipework	£22,782.58	Complete
Wrotham Road, Meopham	Installation of new Soakaways	£18,997.31	Complete
Mackenders Lane, Aylesford	Installation of new drainage system	£18,937.68	Complete
Feather Bed Lane, Mersham	Upsize existing culvert and install new culvert to link drainage ditches under highway	£4,779.42	Complete
Stockham Lane, Swingfield	New gullies and drainage	£8,027.00	Complete
Wingham Rd, Ickham and Well	Kerbing and gullies	£4,969.00	Scheduled
London Rd, West Kingsdown	Installation of new soakaways, gullies and pipework	£41,206.00	Complete
Higham Road, Tonbridge	Ditch improvements	£20,967.00	Scheduled
Wallbridge Lane, Upchurch	New drainage system	£22,697.86	Complete
Hockers Lane, Thurnham	Installation of new soakaway	£7,805.50	Complete
Saxons Drive, Maidstone	New Soakaway	£8,679.61	Scheduled
Westwood Lane, Broadstairs	New drainage system	£9,699.12	Scheduled
The Lane, Guston	New drainage system	£9,463.92	Scheduled
Elms Vale Road, Dover	Installation of new Soakaways	£26,190.98	Scheduled
Canterbury Road, Hawkinge	Pond improvements	£28,538.62	Scheduled
Willesborough Road, Ashford	Installation of new Catchpits	£8,147.92	Works ordered
Sole Street, Cobham	Installation of new Soakaways	£9,897.14	Works ordered
Lower Hartlip Road, Hartlip	Dredge Pond and bank protection	£48,434.31	Complete
Snodland Bypass	Installation of french drainage and grips	£20,248.07	Complete
Forge Lane, East Farleigh	Proposed construction of soakaway	£3,899.95	Complete

High st, Eastchurch	New gullies and drainage	£10,579.00	Complete
Cooting Road, Aylesham	Installation of new Soakaways	£19,261.56	Complete
Otterham Quay Lane	Installation of new drainage system	£21,818.75	Complete
Watling Street, Stone	Installation of new 3 stage interceptor	£8,255.76	Complete
Green Lane, Whitfield	Installation of new Soakaways	£10,401.63	Complete
Seabrook Road, Hythe	Replace linear drainage at the junction of Cliff Road and investigate and repair any defects restricting water flow in culvert	£5,998.41	Complete
Maidstone Road, Hadlow	200m section of ditch requires major dig out, weeding and disposal of waste	£2,044.00	Complete
Sutton Valence Hill, Maidstone	Installation of filter Drain	£2,911.07	Complete
Canterbury Road, Molash	Repair defective pipework and regrade verge	£724.70	Complete
Ballards Hill. Goudhurst	Repair Works	£2,072.86	Complete
Deans Bottom, Bredgar	Installation of new gullies and soakaways	£23,383.97	Complete
South Street, Selling	Installation of new soakaways and additional drainage	£27,164.70	Further work required
Langton Road, Tunbridge Wells	Upgrade existing drainage system	£2,273.53	Complete
Hatham Green Lane, Stansted	Dredge Pond and install overflow soakaway	£9,875.27	Complete
Station Road, Aylesford	Installation of new drainage system	£13,574.87	Complete
Canterbury Road, Brooksend	Installation of new drainage system and pond clearance	£10,000.19	Complete
Canterbury Road, Brabourne	Installation of gullies and discharge into disused chalk pit	£5,270.41	Complete
Shalloak Road, Sturry	Installation of new gullies and channel system	£6,121.78	Complete
Church Walk, East Malling	Replace culvert	£1,703.29	Complete
Scragged Oak Road, Detling	Installation of new soakaway and deep bore	£17,270.05	Complete
Slough Road, Rodmersham	Installation of new soakaway	£28,149.71	Complete
Heath Road, East Farleigh	Installation of new soakaway	£16,405.26	Complete
Hythe Road, Mersham	Installation of new soakaway	£29,904.35	Complete
Ashford Road, Bethersden	Replace blocked or broken pipework	£2,200.85	Complete
Bull Lane, Stockbury	Installation of new soakaways and additional drainage	£13,149.11	Complete
High Street, Sittingbourne	Repair Works	£4,690.71	Complete
Forge Lane, Whitfield	Installation of new drainage system	£1,582.98	Complete
Plaxdale Green Road	Installation of new soakaway	£9,504.79	Complete
Hamptons Road, Shipbourne	Replace existing sytem due to roots	£8,348.80	Complete

Wootton Lane, Denton	Pond improvements	£9,778.91	Complete
Church Lane, Detling	Installation of new soakaway	£23,767.78	Complete
London Road, Aylesford	Scoping exercise	£18,386.33	Complete
Church Road, Ashford	Installation of Additional Gullies	£5,018.23	Complete
Caring Road, Leeds	Replacement Culvert	£4,309.68	Complete
Cranbrook Road, Tenterden	Pipe spring water to nearest highway gully	£3,891.65	Scheduled
Kingsdown Road, Walmer	Install gullies and a small soakaway at each location	£11,750.47	Complete
Ranalagh Road, Deal	Installation of new gullies and upgrade existing system	£2,411.96	Complete
Harriet Wood, East Farleigh	Divert existing discharge Point	£21,963.95	Complete
Heathfield Road, Maidstone	Installation of new soakaway	£13,168.54	Complete
Castle Hill Avenue, Folkestone	Renew gullies on roundabout	£2,780.04	Complete
Teston Lane, West Farleigh	Replace existing drainage system due to damage	£2,994.90	Complete
Honey Lane, Otham	Install drainage pipework to collect floodwater	£16,270.26	Complete
New Road Hill, Ashford	Install new gullies and connect into ditch	£3,634.79	Complete
Knockwood Lane, Molash	Installing new gullies	£4,770.05	Complete
Lucks Lane, Paddock Wood	Upgrade Existing Culvert	£13,638.44	Complete
Warmlake Road, Chart Sutton	Installation of new soakaway	£20,066.41	Complete
Sandwich Road, Ramsgate	Ditch improvements	£14,157.26	Complete
London Road, Tonge	Adjustment for scheme	£48,765.18	Complete
Watery Lane, Petham	EA Grant	£18,196.19	Complete
Bramble Lane, Wye	Installation of new gullies	£8,666.41	Complete
Denne Manor Lane, Chilham	Installation of new soakaway	£15,161.95	Complete
Horselees Road, Boughton	New drainage system	£17,582.94	Complete
Manor Way, Swanscombe	Installation of new pumping station	£23,161.44	Complete
Swanton Lane, Swingfield	Installation of Soakaways and bank protection works	£23,092.41	Complete
The Street, Wickambreux	Upgrade of existing drainage system	£1,042.01	Complete
Manor Way, Swanscombe	Pumping Station	£48,318.81	Complete
Strakers Hill, Sutton	Installation of new soakaway	£10,523.29	Complete
Royal Engineers Road, Maidstone	Gully cover replacements	£5,949.04	Complete

Tonbridge Rd, Leigh	New drainage system	£8,314.00	Complete
Tonbridge Rd, Leigh	New drainage system	£812.00	Complete
Rolvenden Hill, Rolvenden	New drainage system	£20,219.00	Complete
The Orchard, Bearsted	Installation of new soakaway	£17,865.48	Complete
Homestead Lane, Dover	Installation of new drainage system and pond clearance	£17,226.47	Scheduled
Warden Road, Eastchurch	Installation of new pond	£41,172.60	Scheduled
Church Hill, Sutton	Pond improvements	£13,020.69	Scheduled
Warden Road, Eastchurch	Ditch improvements	£11,207.51	Scheduled
Swanley Hill, Eastchurch	Ditch improvements	£11,207.51	Scheduled
SANDOWN RD, SANDOWN	Ditch improvements	£6,135.00	Scheduled
Bobb Dunn Way	Installation of new system (Pumping Station)	£100,000.00	Works ordered
Cherry Garden Lane, Folkestone	Install additional pipework to bypass existing system and take water directly to watercourse	£25,000.00	Design
Tunstall Road, Tunstall	Installation of new soakaways and additional drainage	£21,101.65	Scheduled
Hythe Road, Lympe	Installation of French Drains and culverts	£25,000.00	Design
South Bush Lane, Upchurch	Installation of new soakaway	£25,000.00	Design
Tonbridge Road, Teston	Overflow system	£15,000.00	Design
Dering Road, Bridge	Installation of new soakaway	£25,000.00	Scheduled
Ashford Road, Lenham	Repairs and improvements to existing drainage, clearance of ditches to west and replacement of failed soakaways in Northdown Close	£25,000.00	Design
Boxted Lane, Newington	Installation of new soakaways and additional drainage	£24,000.00	Design
Furnace Lane, Lamberhurst	Installation of new drainage system	£1,416.64	Complete
Sea Wall, Dymchurch	Install linear drainage and connect existing system in Sea Wall to highway drainage in the High Street	£7,500.00	Design
Claxfield Road, Lynstead	Installation of new soakaway	£25,000.00	Design
Knock Hill, Stone	Installation of French drains and culverts	£15,000.00	Design
High street, Lydd	Install new gullies and connect to existing highway drainage	£5,000.00	Design
Griffin Hill, Dover	Installation of new soakaways and additional drainage	£20,000.00	Scheduled
Lucks Hill, West Malling	Investigation and improvement of ditches	£30,000.00	Design
Adelaide Road, Dover	Installation of new gullies into existing system	£1,225.92	Works ordered
Standen Street, Benenden	Re-configuration of drainage system and clearing of ditches to use as attenuation during high flows as outfall pipe to rear of property cannot cope with peak flows	£2,462.97	Scheduled

Hambrook Lane, Chilham	Repair pipe and extend it to discharge onto uncultivated land	£3,500.00	Design
Bradbourne Lane, Ditton	Investigate feasibility of trench soakaway and construct	£10,000.00	Scheduled
Church Road, Tonge	New drainage system	£8,821.61	Scheduled
Crockham Lane, Hernhill	New drainage system	£8,155.15	Scheduled
Nursery Fields, Acol	Installation of new soakaway	£11,942.53	Scheduled
Church Road, Smeeth	Pond improvements	£15,757.32	Complete
High Street, Lyminge	Pond improvements	£7,660.00	Complete

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Agenda Item 10

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

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Agenda Item 11

The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

**ANY REPORTS APPEARING AFTER THIS PAGE CONTAIN EXEMPT
INFORMATION**

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Agenda Item 12

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

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