

TONBRIDGE & MALLING BOROUGH COUNCIL



EXECUTIVE SERVICES

Chief Executive

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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

15 September 2016

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, 26th September, 2016 commencing at 7.30 pm

Yours faithfully

JULIE BEILBY

Chief Executive

A G E N D A

PART 1 - PUBLIC

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To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 7 June 2016

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9. Urgent Items 49 - 50

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

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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

11. Urgent Items 53 - 54

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 H S Rogers (Vice-Chairman)

Cllr D A S Davis
Cllr Mrs F A Kemp
Cllr R D Lancaster
Cllr D Lettington
Cllr M Parry-Waller
Cllr M Taylor

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

Tuesday, 7th June, 2016

Present: Mr C Smith (Chairman), Cllr H S Rogers (Vice-Chairman), Cllr D A S Davis, Cllr Mrs F A Kemp, Cllr D Lettington, Cllr M Parry-Waller, Cllr M Taylor, Mrs V Dagger, Mrs S Hohler and Mr P Homewood

Councillors Mrs S M Barker, V M C Branson, M A Coffin, D J Cure, N J Heslop, P J Montague, Miss S O Shrubsole and A K Sullivan were also present pursuant to Council Procedure Rule No 15.21.

Apologies for absence were received from Councillor R D Lancaster and Mr M Balfour

Miss A Moloney and Mr H Rayner were also present on behalf of the Kent Association of Local Councils (KALC)

PART 1 - PUBLIC

JTB 16/8 DECLARATIONS OF INTEREST

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

JTB 16/9 MINUTES

RESOLVED: That the Minutes of the meeting of the Joint Transportation Board held on 14 March 2016 be approved as a correct record and signed by the Chairman.

MATTERS SUBMITTED FOR INFORMATION

JTB 16/10 KCC HIGHWAYS WORKS PROGRAMME 2016/17

The report of KCC Highways and Transportation provided an update on footway and carriageway improvement, drainage repairs and improvements, street lighting, transportation and safety schemes, Developer Funded Work (Sections 278 and 106 works), bridge works and approved traffic schemes. In addition the report provided details of current County Member funded schemes within the Borough.

**JTB 16/11 PROGRESS REPORT ON M20 JUNCTION 4 OVERBRIDGE
WIDENING SCHEME**

Kent Highways Services provided an update on progress with the proposed eastern overbridge widening scheme at the A228/M20 Junction 4.

**JTB 16/12 UPDATE ON TONBRIDGE HIGH STREET WORKS AND
PROGRESS WITH PHASE 2**

The Transportation and Safety Schemes Manager, KCC Highways and Transportation provided a verbal update on Phase 1 of the Tonbridge High Street Works and on progress with Phase 2.

MATTERS FOR CONSIDERATION IN PRIVATE**JTB 16/13 EXCLUSION OF PRESS AND PUBLIC**

There were no items considered in private.

The meeting ended at 8.13 pm

Tonbridge Station Transport Interchange Improvements

To: Tonbridge Joint Transportation Board, 26th September 2016

By: Tim Read – Head of Transportation, KCC

Classification: Unrestricted

This report outlines the project to improve the Tonbridge Station Transport Interchange.

1. Introduction

Funding of £500,000 has been allocated from the West Kent Local Growth Fund (LGF) to improve the Transport Interchange at Tonbridge Station. The aim is to improve interaction between users at the station, provide more space for pedestrian movements and to create an interchange suitable for one of the busiest station outside of London. The aim is to link the design to other redevelopment projects such as the High Street and Pembury Road.

The programme is forecast as follows:

2016/17 – Consultation

2017/18 – Detailed design

2018/19 – Construction

DHA Planning have surveyed the area and have completed an initial design. Alongside visual images demonstrating the potential changes, these are ready to be taken to the wider public for consultation.

2. The Design

The key proposals include:

1 - Bus lane removed from outside station entrance and relocated to outside Lidl. This would allow for a much larger pedestrian area in front of station entrance. (the 6 bay 'kiss & drop' to remain)

2 - 3m wide diagonal pedestrian crossing from the station towards Priory Road following the desire line.

3 - 3 way traffic light controls (Waterloo Road, B2260 North & South) to allow pedestrians' safe movement, particularly at peak times such as after school. The

lights to be controlled to allow for optimal pedestrian and vehicle flow within the space.

4 - Existing bus layby outside Lidl to be removed and converted to new pedestrian area. New bus stops for three buses to be created using some of the existing carriageway space.

3. Consultation

It is expected the consultation will run for six weeks from **November to mid-December**. This is to ensure that it falls within term time to engage with schools particularly, as young people are large users of the station for both trains and buses.

It is important that the consultation influences the design process and is fully inclusive. KCC's Transport Innovation team have started to outline a consultation and engagement plan with the support of KCC's corporate consultation team. This is to ensure all stakeholders have the opportunity to provide feedback on the scheme. This plan will list all the stakeholders to be engaged with and the consultation activities to be undertaken. This will be refined in partnership with TMBC officers and will be made available to district and county members in early October.

KCC are developing the list of key stakeholder groups to consult with, and are likely to include:

- Young People using the train (or buses from outside the train station) to travel to school / college / university / leisure activities
- Commuters
- People travelling for leisure
- Local businesses
- Local community / residents
- County and Local Tonbridge Members
- Parish councils
- Organisations representing passengers
- Access Groups (Kent Association for the Blind, Tonbridge and Sevenoaks Age UK etc.)

We would also seek to engage with key local groups, such as, Tonbridge Town Forum, Parish Partnership, Seniors Forum, Residents Associations, the Youth Hub, TMBC Youth Forum and Kent Youth County Council (KYCC) Members who live and / or study in Tonbridge. KCC would value views from JTB members regarding any key groups or stakeholders that should be consulted with.

Consultation Activities

KCC aims to include as many groups as possible, however the promotional and participation activities selected will be dependent on the budgets and timescales available. These may include:

- Letter drop to businesses
- Leaflet for commuters and leisure travellers
- Questionnaire (online and in hard copy)
- Consultation web page
- Exhibition days
- Online Forum (Stickyworld)
- Banners / posters at station / library / Gateway
- Press release and briefings supported by KCC press office
- Social media, including Facebook and Twitter
- Road Safety Week 'walkabout' with designers and school children
- Workshop(s) with young people from Youth Hub, Forum, KYCC
- Attendance at local partnership meetings and forums

Pre engagement activity

KCC officers met with a group of young people at the Tonbridge Youth Hub to find out how they currently interact with the station, what they like and don't like about the area and their ideas for improvements. Their responses were fed back to DHA Planning for consideration whilst producing the initial design. KCC have agreed to return to meet those young people to discuss the initial design as part of the consultation process.

4. Recommendation required:

To give backing to KCC to begin the consultation process and to recommend any key stakeholder groups that should be consulted with as part of the consultation.

Future Meeting if applicable:	A progress report will be presented at the next JTB on 28 th November 2016
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Contact Officers:	Tim Middleton, Principal Transport Planner (03000 412457)
Reporting to:	Tim Read, Head of Transportation (03000 411662)

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Agenda Item 5

To: Tonbridge and Malling Joint Transportation Board
By: KCC Highways and Transportation
Date: 26th September 2016
Subject: Highway Works Programme 2016/17
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2016/17

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2016/17

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures** – see Appendix D1
- **Integrated Transport Schemes** – see Appendix D2
- **Local Growth Fund** – see Appendix D3

Developer Funded Work – see Appendix E

Section 278 Works – see Appendix E1

Section 106 Works – see Appendix E2

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

Conclusion

1. This report is for Members information.

Contact Officers:

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

Alan Casson	Resurfacing Manager
Katie Moreton	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Katie Moreton	(Interim) Structures Manager
Jamie Hare	Development Agreement Manager
Louise Rowlands	Development Planner
Jamie Watson	Transportation and Safety Schemes Manager
Jamie Watson	Combined Member Fund 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 Treatment Schemes – Contact Officer Mr Clive Lambourne			
Road Name	Parish	Extent of Works	Current Status
Borough Green Road	Ightham	Ightham Bypass to Western Road Surface Dressing	Completed
High Cross Road	Ightham	From Tonbridge Road to Mote Road Micro Surfacing	Programmed for 21 st September
Pine Tree Lane	Ightham	Coach Road to Stone Street Road Micro Surfacing	Completed
Priory Road	Tonbridge	Strawberry Vale to Railway Approach Micro Surfacing	Completed
Garden Road	Tonbridge	Whole length Micro Surfacing	Completed – Some remedial works planned September
Basted Mill	Platt	Whole length Micro Surfacing	Completed
Audley Avenue	Tonbridge	Pembroke Road to Audley Rise Micro Surfacing	Programmed for 19 th September
High Street	East Malling	Mill Street to The Rocks Road Micro Surfacing	To Be Programmed October
Rochester Road	Aylesford	Pilgrims Way to Unwin Close Surface Dressing	Completed
Comp Lane	Platt	Seven Mile Lane to Comp Lodge Surface Dressing	Completed
Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status

Hall Road	Aylesford	Various sections along Hall Road	Completed
B245 Tonbridge Road	Hildenborough	Resurfacing the junction with Riding Lane	Completed
Dry Hill Park Road	Tonbridge	From junction of London Road to junction of Shipbourne Road (including roundabout)	Programmed 24 th October
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
High Street	Tonbridge	From its junction with Bordyke to outside number 135. This scheme is currently in the design stages	Works are included within the Tonbridge High Street Regeneration Scheme
East Street	Tonbridge	From its junction with Bordyke to its junction with Lyons Crescent (Footway Reconstruction)	To be designed and programmed.
Shipbourne Road	Tonbridge	From its junction with Welland Road to the YMCA at No. 164 Shipbourne Road. (Footway Reconstruction).	To be designed and programmed
Lillieburn	Leybourne	From it's junction with Castle Way to its junction with Oxley Shaw Lane. (Footway Protection Treatment).	Completed

Appendix B – Drainage

Drainage Works – Contact Officer Kathryn Moreton			
Road Name	Parish	Description of Works	Current Status
No Drainage works planned over £5000			

Appendix C – 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	Parish	Description of Works	Status
Cedar Crescent	Tonbridge	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Greenfrith Drive	Tonbridge	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Griggs Way	Borough Green	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Higham Lane	Tonbridge	Replacement of 2no streetlights complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Laker Road	Walderslade	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016

Maltings Close	Hadlow	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Old Parsonage Court	West Malling	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Park Way	Tonbridge	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Quincewood Gardens	Tonbridge	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Rembrandt Close	Tonbridge	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Stacey Road	Tonbridge	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Waveney Road	Tonbridge	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
St Peters Road	Ditton	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by December 2016
Keyes Garden	Tonbridge	Replacement of 1no streetlight complete with LED lantern following RTC	Works currently being programmed and expected for completion by December 2016
Dry Hill Park Road	Tonbridge	Removal and disconnection of 1no redundant sign post	Works currently being programmed and expected for completion by December 2016
Coldharbour Roundabout	Aylesford	Replacement of 1no streetlight complete with LED lantern following RTC	Works currently being programmed and expected for completion by December 2016
Nepicar Roundabout	Nepicar/Wrotham	Replacement of 1no sign post	Works currently being programmed

		complete with LED Downflood following RTC	and expected for completion by December 2016
Fellowes Way	Hildenborough	Replacement of 1no streetlight complete with LED lantern following RTC	Works currently being programmed and expected for completion by December 2016

Appendix D – Transportation and Safety Schemes

Appendix D1 – Casualty Reduction Measures

Identified to address a known history of personal injury crashes

Location	Parish	Description of Works	Lead officer	Current Status
A26 High Street, Hadlow	Hadlow	Tree now pollarded, scheme under development. Change of junction from GIVE WAY to STOP	Tom Williams	Substantially complete.
A20 London Road, junction with New Road	East Malling and Larkfield	Lining improvements to help ease entering and exiting of nearby business and to warn drivers of lane merging.	Tom Williams	Works Ordered.
A229 Blue Bell Hill northbound offslip to Common Road	Aylesford	New yellow bordered chevron signs.	Tom Williams	Work Complete.

Appendix D2 – Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
A25 Maidstone Road	Borough Green	Traffic Management Options Report	Michael Hardy	Design undergoing alterations. Programme to be confirmed with Streetworks and Amey during 16/17.

Appendix D3 – Local Growth Fund

Local Growth Fund programme update for the Tonbridge and Malling Borough.

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

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

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

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

Local Growth Fund (Transport Innovations)		
Scheme Name	Description of Works	Current Status
Snodland Train Station Improvements	Improvements to the station forecourt / access and provision of additional cycling and car parking facilities.	Construction is complete and the refurbished booking hall will be open to the public from 8 th September. Snagging issues still need to be completed by the contractor.
Tonbridge Wayfinding signs	Installation of wayfinding signs and monoliths to assist pedestrians and visitors in Tonbridge.	Monoliths have been delivered and are in storage until the proposed station improvements are in construction.
Tonbridge Town Centre cycle routes	New cycle routes to link the train station interchange with nearby schools and town centre.	Designs being investigated for a route connecting Brook Street with Railway Station and local schools. Please see individual scheme reports below.

Local Growth Fund (Schemes Planning and Delivery)		
Tonbridge High Street Regeneration Phase 1	The key elements of the improvements were to widened footways and provide a raised speed table, Define delivery areas level with the footways, provide a 20mph speed limit, and install quality street furniture	The project started on 17 th August 2015 and was completed on 6 th June 2016. There are some drainage issue still to resolve plus some minor defects to attend to.
Hadlow Road / Cannon Lane, Tonbridge Junction Improvement	Cannon Lane localised carriageway widening and refuge island alterations to provide pedestrian phase to traffic signals at the junction.	Scheme under construction. Due to be completed by 16 September 2016.
Tonbridge Station to A21 non-motorised user route (NMU) Cycle Route	Installation of off-carriageway cycle route to link the station to the NMU under construction as part of the A21 widening, via Pembury Road and Vauxhall Roundabout.	Scheme detailed design only being undertaken during F.Y. 16/17. Funding for construction still to be agreed and pending consultation results and approval to proceed.
Tonbridge Angels to Tonbridge Station Cycle Route	Phase one; Tonbridge Angels (Darenth Avenue) to London Road, partly on-carriageway, partly off-carriageway cycle route provision.	Detailed design underway. Scheme to be designed and prepared for construction phase, planned for Winter/Spring 2017. Pending funding availability in 17/18.
Brook Street/Waterloo Road Cycle Route	Improvements to existing cycle facilities in Brook Street and new cycle route in Waterloo Road to improve cycle links to Tonbridge Station.	Outline design underway. Scheme to be designed and prepared for construction phase, planned for Winter 16/17.

High Street/Bordyke and London Road/Shipbourne Road junctions Traffic Control Improvements	Investigation of causes of congestion across these junctions to seek possible methods of reducing congestion and improve traffic flows	No further update from June 2016 JTB.
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Appendix E – Developer Funded Works

Appendix E1 - (Section 278 Works)

Developer Funded Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
TO003089	Cannon Lane Tonbridge	Tonbridge	Alteration of entrance to new McDonald site	Letter of agreement signed. Awaiting start date from developer.
TO003086	Nepicar Park, Wrotham	Wrotham	New access and right turn lane	Works complete and in maintenance period.
TO003085	Rochester Road, Aylesford	Aylesford	New vehicle access to Vineyard	Works completed on maintenance
TO003084	751 London Road Larkfield	Larkfield	New vehicle access	Awaiting start date from developer
TO003079	Snodland Railway Station Forecourt	Snodland	Layout Improvement	Work complete
TO003077	Entrance to Ryarsh Quarry from Roughetts Road	Ryarsh	Entrance Improvement	Works complete
TO003076	Quarry Hill Road Borough Green	Borough Green	Provision of footways etc	Works in progress
TO003068	Hermitage Lane/London Road, Aylesford	Aylesford	New signal controlled junction	Works complete

TO003063	Hadlow College	Tonbridge	Puffin crossing	Agreement signed awaiting start date from developer,
TO003059	Priory Works, Tonbridge	Tonbridge	New footway	Works in progress
TO003054	Pilgrims Way T Junction	Aylesford	New central island and improved right turn lane	In maintenance period
TO003051	Pilgrims Way Footpath	Burham	New pedestrian link between split roads	In maintenance period
TO003050	Mercedes Site Vale Road Tonbridge	Tonbridge	New Entrance and seal off old entrance	Works complete on maintenance
TO003048	Area F1 Rougement	Kings Hill	Tie in works to new road	Works complete
TO003043	Court Road, Burham	Burham	Realignment of Court Road for Peters Village	In maintenance period
TO003041	Hall Road, Wouldham	Wouldham	New Pegasus crossing and roundabout	Currently under construction
TO003040	Peters Village East Bank Roundabout	Wouldham	New roundabout to Medway Crossing	Currently under construction
TO003026	Scott Road	Tonbridge	Alteration of turning head	In maintenance period
TO003024	Carnation Close	East Malling	Alteration of turning head and creation of parking bays	In maintenance period
TO003023	Owen Close	East Malling	Alteration of turning head and creation of parking areas	In maintenance period
TO003022	Hardie Close	East Malling	New car park includes stopping up of existing road	In maintenance period

TO003021	The Pinnacle, Darenth Avenue	Tonbridge	Creation of bellmouth	In maintenance period
TO003000	Red Lion PH	Borough Green	New roundabout and access to development	Works complete

Appendix E2 - (Section 106 Works)

Developer Funded Works (Section 106 Works)			
Road Name	Parish	Description of Works	Current Status
M20J4	Leybourne	Widening of M20 junction 4 overbridge	Combined LGF/developer funded scheme under construction.
A20	Various	A20 Route Study between A228 and Coldharbour	Initial report complete. Transport model and 'Quick wins' being developed
Tower View and A228	Kings Hill	Improvements to A228/Tower View roundabout	Awaiting Kings Hill phase 3 development
Teston Road	Offham	Environmental Improvement Scheme	Proposals for pseudo tables at the junctions and material treatments within the channels of Teston Road are currently being reviewed. The initial timing for this work was for a start in August 2016, however issues with the buildability and providing a bus service during these works have delayed the scheme. The road channel proposals are being developed and a start date will be provided shortly.
A228 Malling Road	Mereworth	Visibility improvements at A228 / Kent Street junction	A scheme is being designed to improve visibility from the junctions of Kent Street and also the repositioning and strengthening of ironwork in the carriageway (drainage and manholes) where possible.
Various	Various	Study into feasibility of enhancing Route 151 bus service associated with Holborough	S106 trigger point reached and discussions underway with developer and KCC Public

		development	Transport Team
Various	Various	Enhancement of 155 bus service and new east bank service associated with Peters Village development	S.106 trigger point not yet reached
Various	Various	Traffic calming in Ryarsh and surrounding villages	S.106 trigger point not yet reached
Various	Various	Enhancement of Ryarsh bus services, one month bus pass for all new occupiers of the development and all residents of Ryarsh Parish	S.106 trigger point not yet reached
A228 and M20	Kings Hill	New express low emission bus services between Kings Hill and Maidstone town centre via West Malling Station and the M20	due December 2016
A228 and A26	Kings Hill and Tonbridge	Additional school morning and afternoon low emission service between Kings Hill and Tonbridge Rail station	Bus service has commenced

Appendix F – Bridge Works

Bridge Works – Contact Officer Katie Moreton			
Road Name	Parish	Description of Works	Current Status
No Works Planned			

Appendix G – Traffic Systems

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

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

Appendix H – Combined Member Fund

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

The following schemes are those that have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design, or
- at consultation stage, or
- about to be programmed, or
- have recently been completed on site.

The list is up to date as of **6 September 2016**.

The details given below are for highway projects only. This report does not detail -

- contributions Members have made to other groups such as parish councils, or
- highway studies, or
- traffic/non-motorised user surveys funded by Members, or
- requests for tree planting to be funded by Members

More information on the schemes listed below can be found via Kent Gateway the online database for all Combined Member Grant schemes and studies, or by contacting the Schemes Planning and Delivery team.

Trudy Dean

Details of Scheme	Status
16-MHF-TM-4 St Leonard's Street, West Malling, near St Leonard's Tower The objective of this scheme is to reduce the risk of personal injury crashes by emphasising the presence of the double bend and the public footpath that crosses the road at this point and encouraging drivers to travel at a speed appropriate to the conditions. This scheme will review existing signs and install new signs and markings as necessary.	Consultation in progress.

Sarah Hohler

Details of Scheme	Status
<p>16-MHF-TM-3 Taylor's Lane, Trottiscliffe</p> <p>30 miles per hour speed limit to be installed from the end of the existing 20 miles per hour zone to the bend in the road at Vigo Hill.</p> <p>Scheme design has been approved by the member. Consultation for the speed limit order has been completed with no objections received. Speed limit order currently being made and works programmed.</p>	<p>Waiting for TRO to be confirmed</p>
<p>16-MHF-TM-2 Birling Road</p> <p>Bollards to be installed on Birling Road to help prevent heavy goods vehicles from parking up on the footway.</p>	<p>Works complete.</p>
<p>16-MHF-TM-15/16/17/18/19</p> <p>Sign cleansing to be carried out in members area.</p>	<p>Works complete.</p>
<p>Malling Road, Snodland vehicle activated sign.</p> <p>The scheme is currently with KCC ITS team. Locations have been identified and are awaiting a quotation from Telent.</p>	<p>Design in progress. Awaiting a quotation from Telent</p>

Matthew Balfour

Details of Scheme	Status
<p>15-MHF-TM-30 The Street, Mereworth proposed parking restriction (design and traffic regulation order)</p> <p>Mereworth, requested provision of a single yellow line and associated restricted waiting parking sign. The scheme was placed on hold until the latter part of September pending further consultation with local residents (undertaken by the Parish Council). The Engineer has been advised of the option the Parish Council and local residents wish to pursue (addition of road markings).</p>	<p>Lines to be agreed and works to be programmed.</p>
<p>16-MHF-TM-8 A26, Hadlow, southwest of Carpenters Lane</p> <p>Installation of speed activated sign to warn drivers of a junction to the left.</p> <p>KCC ITS team to procure sign and install sign. Location and type of sign has been agreed.</p>	<p>KCC ITS team to procure sign and install sign.</p>

<p>Ashes Lane, Hadlow Extension of 30 miles per hour speed limit up Ashes Lane.</p>	Works complete.
<p>16-MHF-TM-34 A26 Tonbridge Road, junction with Pizien Well Road Installation of highway features to help warn drivers for the bend near Pizien Well Road. Speed survey has been carried out to ascertain vehicle speed around the bend.</p>	Design in preparation.
<p>16-MHF-TM-22 Highway improvement to highway walled section. (O/S 1 Carpenters Lane)</p>	Works ordered and with contractor.

Peter Homewood

Details of Scheme	Status
<p>16-MHF-TM-6 (previously 15-MHF-TM-15) Bull Lane, Eccles – Installation of Zebra pedestrian crossing Local consultation with frontages has taken place, which has raised issues. Scheme on-hold pending further consultation with residents.</p>	On hold.
<p>16-MHF-TM-7 (previously 14-MHF-TM-3) Hall Road Zebra pedestrian crossing upgrade. This application is to upgrade the globes on the existing Zebra pedestrian crossing near the London Road junction to improve their visibility.</p>	Awaiting quotations

Valerie Dagger

Details of Scheme	Status
<p>14-MHF-TM-79 B2027 Stocks Green Road, Hildenborough speed management/gateway improvements (speed limit order, design and indicative cost) Proposed reduction in speed limit from national speed limit to 40 miles per hour. Other measures to be investigated include provision of an advisory on-road cycle lane for commuter cyclists using the train station and installation of vehicle activated speed plus pedestrian/cyclist warning signs. A further meeting has taken place on site. The speed limit order process will commence. The design process for the traffic calming element of the scheme will commence pending approval by the County Member. No objections received from consultation for 40 miles per hour speed limit. Sign locations to be determined with the contractor.</p>	Works to be ordered.
<p>16-MHF-TM-24</p>	Speed survey

A227 Gravesend Road, Wrotham Investigation to see if a reduction in speed limit is possible from 50 to 40 miles per hour.	ordered. Outline design in progress.
16-MHF-TM-12 Fen Pond Road, Ightham Investigation to see if a reduction in speed limit from national (derestricted) to 30 miles per hour from Fen Meadow is possible.	Speed survey ordered. Outline design in progress.

Richard Long

Details of Scheme	Status
15-MHF-TM-21 and 22 (shared with Mr Chris Smith) At-grade zebra crossing for Hunt Road, between its junctions with Knight Road and Higham School Road	Construction complete.

Christopher Smith

Details of Scheme	Status
15-MHF-TM-21 and 22 (shared with Mr Richard Long) At-grade zebra crossing for Hunt Road (assessment, design and indicative cost) See above.	See above.

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

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Kent County Council *Local Transport Plan 4: Delivering Growth without Gridlock* (2016-2031) (Consultation Draft)

To: Joint Transportation Board

Main Portfolio Area:

By: Kent County Council Transport Strategy Team

Classification: For Information

Ward: All wards

Division: All divisions

Summary:

Kent County Council (KCC) has a statutory duty to have a Local Transport Plan (LTP). The current LTP3 (2011-16) needs to be replaced. This report introduces the draft LTP4 (2016-31). It incorporates a refresh of Growth without Gridlock (Kent's Transport Delivery Plan) and will be aligned with the Kent and Medway Growth and Infrastructure Framework (GIF) and the South East Local Enterprise Partnership's (SELEP) Strategic Economic Plan (SEP). In addition, transport strategies that support districts' Local Plans should have regard for the policies and priorities within LTP4.

The LTP4 sets out nationally important strategic priorities (such as a new Lower Thames Crossing and a solution to Operation Stack), countywide priorities and priority transport schemes in each district. The local priorities pages for each district have been developed through close working with the district/borough councils. Kent-wide priorities (such as road safety, highway maintenance, and our policy on aviation) are also prominent in the LTP, as is an explanation of funding sources and how LTP4 will be used as a basis to bid for future funding streams and investment.

The draft LTP is currently undergoing a statutory 12-week public consultation alongside a Strategic Environmental Assessment (SEA) report and an Equality Impact Assessment (EqIA). Following the consultation, a revised LTP4 will be adopted by KCC in 2017. Key stakeholders, including district councils, are encouraged to take part in the consultation at www.kent.gov.uk/localtransportplan

1.0 Background

- 1.1 This report details the purpose and contents of Kent County Council (KCC)'s draft *Local Transport Plan 4: Delivering Growth without Gridlock*, and focuses on the priorities for Tonbridge and Malling. KCC invites the JTB to consider responding to the consultation.
- 1.2 KCC is in the process of developing a new Local Transport Plan, to replace the current Local Transport Plan (LTP3) 2011-16. Under the Local Transport Act 2008, it is a statutory requirement for KCC to have a Local Transport Plan (LTP) in place. The LTP is a critical tool in supporting and facilitating sustainable growth and in assisting Kent to attract investment from national government to priority transport schemes. It is thus vital that KCC has a robust LTP in place.
- 1.3 The existing LTP3 is a five year plan (2011-16), and as such, is relatively short-term in horizon and focus. The current refresh provides an opportunity to produce a new longer-term plan, enabling KCC to take a strategic view of transport to better support the county's growth ambitions. By spanning the period to 2031, LTP4 will align with the Kent and Medway Growth and Infrastructure Framework (GIF).

- 1.4 KCC has also taken the opportunity to integrate LTP4 with Kent's transport delivery plan, Growth without Gridlock (GwG). GwG was produced in December 2010, separate to LTP3 and set out the strategic aims for transport to support economic growth in Kent over a 20-year period. Many of the ambitions of that strategy have been achieved or significant progress made in the six years since publication, so LTP4 recognises this progress and reaffirms and refreshes KCC's strategic transport priorities. Therefore, KCC will have one transport policy document covering both strategic and local transport priorities.
- 1.5 Critically, the GIF has fed into LTP4. The GIF identifies the county's infrastructure needs to support planned growth to 2031 and is an important evidence base for LTP4. Transport priorities identified in LTP4 reflect those identified in the GIF and therefore provide a clear link between such transport priorities and the growth agenda.
- 1.6 A range of internal stakeholders across KCC were consulted in developing the draft LTP4. These partners included officers from Highways, Transportation and Waste, Education, Public Health, and Environment, Planning and Enforcement teams. An informal Member Task and Finish Group was established, with one representative from each political party sitting on the Environment and Transport Cabinet Committee. The objective of this group was as an advisory panel to provide a steer on the formation of the LTP.
- 1.7 Importantly, districts have also been extensively consulted regarding their transport priorities in advance of the full public consultation. This included a review of transport schemes for inclusion in the Plan. The views of the Kent and Medway Economic Partnership have also been taken into account.
- 1.8 KCC has a statutory duty to consult on LTP4. The consultation is taking place over 12 weeks, from August 8th to October 30th. District councils are invited to review the full LTP4 and respond to KCC with comments, following their pre-consultation input.

2.0 Summary of Local Transport Plan 4: Delivering Growth without Gridlock (2016 – 2013) (Consultation Draft)

- 2.1 The ambition set out in LTP4 is **"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported."** The draft LTP takes an outcomes-based approach and all transport schemes should achieve at least one of the five outcomes, as follows:
1. **Economic growth and minimised congestion:** *Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*
 2. **Affordable and accessible door-to-door journeys:** *Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*
 3. **Safer travel:** *Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.*
 4. **Enhanced environment:** *Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.*
 5. **Better health and wellbeing:** *Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.*
- 2.2 LTP4 is set out into three main sections: 'Transport in Kent', 'Transport Priorities' (Strategic, Kent-wide, and District) and 'Our Funding Sources'. The summary structure of LTP4 is:
- **Foreword** – Sets out the context for the LTP4, including Kent's ambitious targets for growth. With potential opportunities for devolution from government, now is the time for us to set out our plans and our asks. This Plan articulates what KCC and partners will

do to make sure transport is playing its part in making Kent a great place to live, work and do business.

- **Transport in Kent** – Sets out the KCC’s achievements, anticipated growth, the background to our transport issues, roles and responsibilities, links to the South East Local Enterprise Partnership (SELEP) and the policy context of the Plan. It also outlines our ambition for transport, our strategic outcomes and supporting policies.
- **Strategic priorities** – Sets out KCC’s strategic transport priorities, which is essentially an update of ‘Growth without Gridlock’. This section includes delivering growth in the Thames Gateway (to include A2 Bean and A2 Ebbsfleet junction upgrades and Crossrail extension), a new Lower Thames Crossing, bifurcation of port traffic, port expansion at Dover, a solution to Operation Stack, provision for overnight lorry parking, Ashford International Station signalling, Journey Time Improvements and Thanet Parkway Rail Station, and rail and bus improvements (by working with bus operators and influencing the rail franchise).
- **Kent-wide priorities** – Sets out our approach to road safety, highway maintenance, home to school transport, active travel and our policy on aviation.
- **District priorities** (see paragraph 2.3) – Sets out district transport schemes that have been identified as necessary in each district by the GIF, schemes funded by Local Growth Fund (LGF), schemes identified in the South East Local Enterprise Partnership (SELEP) Strategic Economic Plan (SEP), and priority future schemes identified by the districts. We have worked closely with each district/borough council in preparing this section.
- **Our Funding Sources** – Sets out what funding sources are available and alternative funding strategies. These alternatives include Kent receiving a fair portion of the income from the HGV Road User Levy, fuel loyalty discounts and port landing charges related to the impact of these activities in the county. In addition, LTP4 will be used to bid for future funds as and when they become available.
- **Technical annexes** - Comprising a prioritisation method for the Integrated Transport Programme (ITP), the implementation plan for the ITP, and the implementation plan for the Crash Remedial Measures (CRM) Programme.

2.3 KCC met with Steve Humphrey, Jeremy Whittaker, Andy Edwards and Ian Bailey, of Tonbridge and Malling Borough Council, on June 9th to discuss the content within LTP4. The priority schemes in Tonbridge and Malling that were identified through liaison with the Borough Council were considered for inclusion in the latest Local Growth Fund (LGF) bid. As agreed policy once LTP4 is adopted, these schemes will form the basis of bids for future funding opportunities. The Tonbridge and Malling schemes and accompanying text is available at the end of this report.

3.0 Consultation

- 3.1 The draft LTP4 is undergoing a 12 week consultation, along with an accompanying Strategic Environmental Assessment (SEA) report and Equality Impact Assessment (EqIA). The consultation launched on August 8th and will close on October 30th. All LTP4 documents can be accessed at www.kent.gov.uk/localtransportplan.
- 3.2 Following the consultation, responses will be analysed and a consultation report produced that summarises organisations’ and the public’s responses to the draft LTP. This will be reported alongside a revised LTP4 to KCC’s Environment and Transport Cabinet Committee before consideration by Cabinet to then recommend it to full County Council for adoption in early 2017.

4.0 LTP4 – Tonbridge and Malling pages

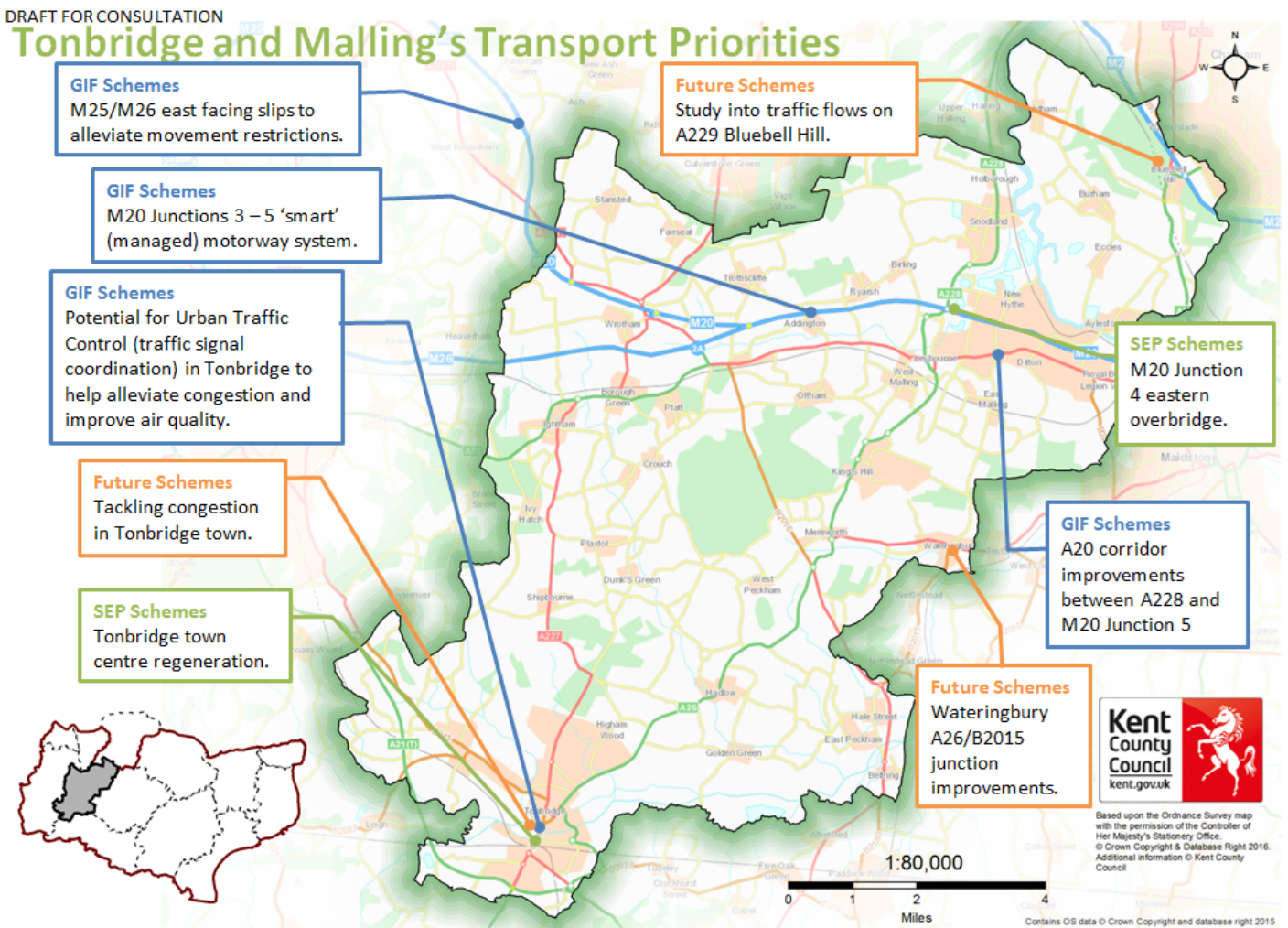
Accompanying text included on the Tonbridge and Malling page:

Tonbridge town is closely linked to Royal Tunbridge Wells in the neighbouring district. Tonbridge is a significant transport interchange, with good road and rail connections, whereas Royal

Tunbridge Wells is a substantial economic and service centre, meaning that there are many movements between the complementary centres. The fast and frequent London Cannon Street services from Tonbridge attract a lot of rail commuters from outside the town and can overcrowd trains.

Tonbridge town has a lot of through traffic, and positive signing and the public realm enhancements to the High Street are aiming to reduce this. In the north of the district, capacity issues on the road network are closely tied to issues in Maidstone district such as around M20 Junction 5. There is also congestion on the M20, A26 (particularly around Watlingbury) and the A20 and A228 corridors.

Identified Schemes on the Tonbridge and Malling page:



5.0 Financial

5.1 Not applicable.

6.0 Legal implications

6.1 There is a legal requirement for KCC to have a Local Transport Plan and a legal requirement for KCC to consult on the proposed Plan. The consultation can be accessed at www.kent.gov.uk/localtransportplan.

7.0 Conclusions

7.1 The Local Transport Plan (LTP) is a statutory Plan which is currently undergoing public consultation. The draft *Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031)* sets out KCC's overarching transport policy and the strategic outcomes that all transport schemes must achieve. It also includes the strategic schemes that KCC supports and transport priorities in each district. District councils are encouraged to take part in the consultation on the draft plan by visiting www.kent.gov.uk/localtransportplan

8.0 Recommendations

8.1 The Joint Transportation Board is asked to note the draft LTP and the opportunity to respond to the consultation, as set out in paragraph 3.1.

Future Meeting if applicable:	Date:
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Contact Officer:	Katie Pettitt, KCC Principal Transport Planner
Reporting to:	Joseph Ratcliffe, KCC Transport Strategy Manager

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A228/M20 Junction 4 - Eastern Overbridge Widening

To: **Tonbridge & Malling Joint Transportation Board - 7 June 2016**

Main Portfolio Area: **Growth, Environment & Transport**

By: **Roger Wilkin, Director of- Highways & Transportation**

Classification: **For Information**

Ward: **West Malling & Leybourne, and Downs & Mereworth**
Division: **Malling North**

Summary: **Progress report on M20 Junction 4 overbridge widening scheme**

1.0 Introduction

1.1 Members will be aware of the scheme to widen the eastern bridge of M20 Junction 4 from previous reports and attendance by officers at meetings of this Board.

1.2 This report gives a further update on construction progress that will be supplemented by a verbal update at the meeting to reflect the fact that reports are produced sometime in advance of meetings.

2.0 Works

Piling Difficulties

2.1 The bridge piles to support the new bridge abutments were installed in early June. The piling involves driving a long Archimedes type screw (known as continuous flight auger) into the ground to remove a column of soil. The screw has a hole down the centre. As the screw is withdrawn, concrete is pumped in under pressure to fill the void. A cage of steel reinforcement bars is then pushed and vibrated into the concrete. When the concrete has set the rough top of the piles are broken away to form a level platform for constructing the base of the bridge abutments.

2.2 Difficulties were encountered in installing the reinforcement cages on four of the sixteen piles on the north side and one of the sixteen piles on the south side. These difficulties meant that some of the reinforcement cages were short of the depth required by the design and in some cases they were misplaced or damaged. Before proceeding we needed to check the design and assess the design on the basis of what had gone in to see if it was still satisfactory or whether further work was required. Our contractor, his designer and our designer all looked at this together with the support of our colleagues at Highways England to make considered and

pragmatic decisions as quickly as possible so that construction could resume. The outcome was that with the introduction of lightweight backfill the abutments could proceed without any further or remedial piling work.

2.4 Inevitably and unfortunately it did take a little while to complete the design checks and get agreement from all of the parties involved and the construction programme has been delayed about 6 weeks.

Works to date

- Site established – vehicle recovery, forward welfare base & accesses completed;
- Motorway communication cables temporarily diverted;
- Existing bridge edge demolished;
- Bridge edge prepared;
- M20 verge/embankment temporary works completed;
- Continuous flight auger piling completed;
- Pile breakdown & abutment bases completed;
- Pile caps completed;
- South abutment formwork and reinforcing underway;
- North abutment formwork and reinforcing started.

3.0 Future Works Programme

3.1 The full consequences of the delays caused by the piling issues are still being assessed and a verbal update will be given at the Board meeting but the indicative programme for completing key elements of the work is as follows:

New bridge abutments	South 18 Sept/North 23 Sept
Lift in bridge beams	Overnight on weekend of 1 & 2 October
Complete bridge sub-structure	To the end of November
Construct concrete deck	To the end of November
Reinstate motorway communications	To the end of November
Construct new parapet	December
New surfacing	December
Install signals and finishing works	December
Install 'yellow boxes'	December
Scheme complete	Before Christmas

3.2 A major milestone activity will be the delivery and lifting in of the new bridge beams that are planned to take place over weekend overnight closures of the motorway - currently planned for 1 and 2 October. During motorway closures, traffic will be taken around the works by using the slip roads. A short duration closure of the bridge being widened is also planned to facilitate the beam lifting and traffic will be signed to use Leybourne Way and Lunsford Lane.

3.3 Late access to the M20 and resolution of the motorway communications temporary diversion delayed the start of works and the piling issues has unfortunately caused a significant delay and extended the construction period. The contractor has been able to accelerate and switch some activities and work longer hours but the net effect is that the scheme will not be completed until Christmas 2016 at the earliest,

some 3 months later than originally planned. This is regretted by all parties involved in delivery of the project.

4.0 Other Matters

4.1 The opportunity will be taken while on site to resurface the western overbridge which is in a poor condition in places.

4.2 Many comments received from the public included requests for 'yellow boxes' on the gyratory to improve traffic movement. Up until recently such ideas have been rejected. The layout of 'yellow boxes' need to follow national guidance and at J4 would have been very large. In such circumstances, they can have a counter effect on capacity as drivers hesitate to enter when unsure if their exit is clear. They also need to be self-regulating as camera enforcement is not available.

4.3 However, in May 2016 the Department of Transport issued new traffic sign and road markings guidance under Circular 01/16 for 'The Traffic Signs Regulations and General Directions 2016'. The new guidance allows more flexibility in the layout of 'yellow boxes' that will allow smaller boxes that can be more focused on the areas of conflict.

4.4 Under the new guidance it is considered that 'yellow boxes' could make an effective contribution to assisting traffic flow and they will be implemented as part of the scheme. There will also be a refresh of lane and lane destination markings.

5.0 Public Relations

5.1 Dealing with the delay caused by the piling issues has been difficult. We advised Leybourne Parish Council, Borough Members and local KCC Members and openly responded to any enquiries we received from the public. However, we delayed advising the wider local community and travelling public. This was not because of any particular reluctance but I hope the Board will understand that we did not want to just say we have a problem but also wanted to be able to advise what the solution was and how that was being implemented and the effect on the construction programme. Now that there is increasing clarity we will soon be distributing Newsletter (No. 5).

5.2 The Newsletter will focus on details of the beam lift and the overnight weekend closure of the M20 through the junction on 1 & 2 October so that the local community can plan their journeys. This will be supplemented by information to the wider travelling public.

3.0 Financial

3.1 The estimated cost of the scheme is £4.80m and is being delivered within the banked S106 contributions and Local Growth Funding allocated to the scheme.

4.0 Legal implications

4.1 This Report is for information only and hence there are no legal implications for the Board.

5.0 Conclusions

5.1 There have been construction problems but they are now resolved and hopefully the scheme can now proceed smoothly to a satisfactory conclusion.

6.0 Recommendations

For Information

Future Meeting if applicable: As necessary but none planned at present	Date:
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Contact Officer:	John Farmer - Project Manager (major Projects) e mail: john.farmer@kent.gov.uk tel: 07740 185252 - OR Richard Shelton - Project Manager (Major Projects) e mail:richard.shelton@kent.gov.uk tel: 07540 677604
Reporting to:	Tim Read - Head of Transportation Service

Appendices

None	
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A228/M20 Junction 4 - Eastern Overbridge Widening

To: **Tonbridge & Malling Joint Transportation Board - 26
September 2016**

Main Portfolio Area: **Growth, Environment & Transport**

By: **Roger Wilkin, Director of- Highways & Transportation**

Classification: **For Information**

Ward: **West Malling & Leybourne, and Downs & Mereworth**
Division: **Malling North**

Summary: **M20 Junction 4 overbridge widening scheme - permanently
closing right turn out of Castle Way**

1.0 Introduction

1.1 The Board are aware that as a result of the decision to temporarily ban the right turn out of Castle Way to facilitate the traffic management for the bridge widening works the opportunity arose to consider whether this should be made permanent.

1.2 This Report gives a commentary on the traffic surveys carried out, crash data and initial response to public engagement and is offered for information at this stage with the intent of bringing a further report to the next Board meeting on 28 November.

2.0 Background

1.1 The junction was created in 2006 as part of the A228 Leybourne & West Malling Bypass. It is unusual in layout and this was dictated by the layout constraints of the Bypass and J4. It attracted considerable comment at the time and while this has subsided over the intervening years there remains a residual local concern.

1.2 Unrelated to this, the right turn out of Castle Way has been temporarily banned during the bridge widening scheme to assist traffic management. The view was that by banning the right turn out, traffic exiting J4 going onto the A228 would not be held at the signals allowing traffic to clear J4 more easily. In promoting this, some suggested that it might be a good idea to make this a permanent arrangement.

1.3 Traffic surveys were carried out in March before the J4 works started and the right turn out was banned, and further surveys were carried out during July to assess the changes.

3.0 Commentary

Crash Record

3.1 For the 5 year period between January 2011 and December 2015 (the latest date for which confirmed data is available) there have been 11 slight injury recorded crashes. The circumstances of 3 crashes seem unrelated to layout. It is hard to be absolutely clear (because the layout of the junction does not lead to clear descriptions) but officer judgement is that a majority of the remaining 9 crashes are related in some way to the right turn movement. Further investigation has shown that a greater proportion of crashes have occurred in the last three years and that has triggered its designation as a cluster site for consideration. Many crashes also seem to be related to red light violations.

Traffic Flows

3.2 Traffic flows on Castle Way are relatively low. Traffic flows on the section approaching the A228 junction were 26,000 vehicles per week in March and that reduced to 17,000 vehicles per week in July following the right turn ban - a reduction of just over 30%. Flows on the middle section of Castle Way are slightly less and showed a slightly lower reduction of about 25%.

3.3 As would be expected there was not a significant change in flows on Castle Way coming away from the junction or indeed along Park Road.

3.4 It is an assumption but on the basis that Leybourne and Oxley Shaw residents have a greater likelihood because of their proximity of using the junction to access J4, the reduction is probably traffic from the wider area such as A20 who have elected to use the designated routes as the rat running advantage has been lost or diluted by needing to turn left and U turn at Park Road roundabout.

Diversion Length

3.4 The total diversion length for traffic making the 'U' turn at Park Road roundabout is 1km. U turning traffic has to merge and move across to the right turn lane at the approach to Park Road roundabout. There is 200m available to achieve this weaving which is less than desirable however traffic is only released from Castle Way in platoons of about six vehicles and gaps are often available because traffic from J4 is also released in phases and observation has shown that this movement takes places with relatively little difficulty.

Park Road Roundabout

3.5 There is no comparison data with March but in June/July queuing was surveyed on both the A228 approaches to the roundabout signals. There are brief periods of short queuing at the roundabout signals during the morning and evening peak periods as would be expected but there is no queuing for what would be the 'U' turn movement for banned right turn traffic heading back towards J4.

3.6 For most of the time the A228 approach and release from the circulating area are both green at the same time and hence queuing on the circulating area is not an issue. However, it does occur at times but this could probably be overcome by adjusting the signal phases so that both the A228 approach and circulating area were always fully synchronised.

Other Aspects

3.6 Banning the right turn would allow the traffic signals on the A228 approach in advance of J4 at the Castle Way junction to be removed.

4.0 Public Engagement

4.1 A consultation Newsletter was distributed to most homes covering an area generally bounded by M20 to the north, Birling Road to the west, A20 to the south, and to the rear of Lunsford Lane, Unfortunately we did not achieve full coverage and a further drop to the missed areas was undertaken.

4.2 The consultation Newsletter has also been sent to

- Leybourne Parish Council and the adjacent parish and town councils - namely Birling, Snodland, Kings Hill, East Malling & Larkfield and West Malling.
- Borough Council Ward and County Council Division Members covering the Parish and Town Council areas above and the local Member of Parliament.
- Emergency services, bus operators and other organisations like the Premier Inn/Brewers fayre, school and church.

4.3 Leybourne Parish Council held a public meeting on Friday 2 September attended by Mrs Sarah Hohler - division member, Tom Tugendhat MP and John Farmer - KCC officer, to allow residents to express their views.

5.0 Initial Public Engagement Response

5.1 The local community have been given an extended deadline of 19 September to say whether they agree or disagree with the temporary right turn ban being made permanent. Over a 1000 newsletters have been distributed and 140 replies have been received so far and resident's views are fairly even with a slight preference in favour of reinstating the right turn.

5.2 Nu- Venture, who operate the main bus service through the junction that would be affected by a permanent ban - Service 149 that runs from the Medway Towns to Kingshill on school days - are concerned about the additional journey time for the northbound service.

5.3 The Fire Brigade welcome the added flexibility provided by Castle Way but have suggested that they would not feel able to sustain a significant objection if the right turn was banned.

5.4 The Ambulance Service has no objection and that is in part related to the possibility of them having a satellite base at the end of Park Road where they would have a direct link onto Park Road roundabout for emergency calls.

5.5 No other replies have been received so far particularly from parish councils and other organisations but that is not surprising because of the holiday period but I am aware that Leybourne, and Birling Parish Councils have met but their formal response is not available at the time of drafting this report.

6.0 Initial Public Engagement Commentary

6.1 Views expressed by residents so far are fairly evenly split. Those in favour of permanently banning the right turn generally welcome the improved safety and the secondary benefit of reduced traffic on Castle Way and this together offsets any concern about the longer travel distance. Those opposed are concerned about the longer distance to travel and traffic and safety issues related to weaving with A228 traffic, the 'U turn' manoeuvre at Park Road roundabout and inadequate storage on the circulating area when held at the signals.

7.0 Financial Implications

7.1 The cost of any works whatever the eventual outcome and as long as they are minor and proportionate and can be seen as contributing to the overall improvement and safety of J4 can be covered from the bridge widening funding.

8.0 Legal implications

6.1 There are no legal implications for the Board.

9.0 Conclusions

7.1 This is like to be finely balanced decision.

7.2 More time is required to give residents, parish councils and other consultees and organisations the opportunity to give their response.

7.3 If the preference is for the ban to become permanent then some time is required to consider the concerns about limited storage on the circulating area of Park Road roundabout and if that can be addressed by amending the synchronisation and phasing of the traffic signals and any changes to road markings and lane destinations.

7.4 If the preference is to restore the right turn then some time is also required to see how safety might be improved and to address what seems to be a preponderance of red light violations. There have also been suggestions about making the right turn a single lane only to avoid an alleged number of 'side swipe' incidents and that also needs to be considered although the initial view is concern about how that would impact on junction capacity.

7.5 It is the objective to try and progress these considerations so that a more informed Report and discussion can be held at the 28 November meeting of this Board.

8.0 Recommendations

For Information.

Future Meeting if applicable:	Date: 28 November 2016
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Contact Officer:	John Farmer - Project Manager (major Projects) e mail: john.farmer@kent.gov.uk tel: 07740 185252 - OR Richard Shelton - Project Manager (Major Projects) e mail:richard.shelton@kent.gov.uk tel: 07540 677604
Reporting to:	Tim Read - Head of Transportation Service

Appendices

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Agenda Item 9

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 10

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 11

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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