

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

2 March 2017

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, 13th March, 2017 commencing at 7.30 pm

Yours faithfully

JULIE BEILBY

Chief Executive

A G E N D A

PART 1 - PUBLIC

- | | | |
|----|--------------------------|-------|
| 1. | Apologies for absence | 5 - 6 |
| 2. | Declarations of interest | 7 - 8 |

3. Minutes 9 - 12

To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 26 September 2016

Matters for recommendation to the Borough Cabinet

4. Parking Action Plan - Phase 8A 13 - 64

Matters for Decision

5. Tonbridge Station Transport Interchange Improvements 65 - 98
6. A26 Tonbridge to Tunbridge Wells Cycle Route 99 - 104
7. A228/M20 Junction 4 - Eastern Overbridge Widening 105 - 114

Matters submitted for Information

8. Hermitage Lane and surrounding area Improvement Works 115 - 122
9. Highways Works Programme 2016/17 123 - 140
10. Urgent Items 141 - 142

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 143 - 144

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 145 - 146

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

This page is intentionally left blank

Apologies for absence

This page is intentionally left blank

Declarations of interest

This page is intentionally left blank

TONBRIDGE AND MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

Monday, 26th September, 2016

Present: Cllr H S Rogers (Vice-Chairman), Cllr D A S Davis, Cllr Mrs F A Kemp, Cllr M Parry-Waller, Cllr M Taylor, Mr M Balfour, Mrs V Dagger, Mrs T Dean and Mrs S Hohler

Councillors Mrs J A Anderson, O C Baldock, Mrs S M Barker, P F Bolt, M A Coffin, D J Cure, Mrs S L Luck, B J Luker, M R Rhodes, R V Roud and Miss S O Shrubsole were also present pursuant to Council Procedure Rule No 15.21.

Apologies for absence were received from County Councillor C Smith (Chairman), Borough Councillor R D Lancaster and County Councillor R Long together with Miss A Moloney (KALC)

Mr H Rayner was also present on behalf of the Kent Association of Local Councils together with representatives of Ditton and Wouldham Parish Councils.

PART 1 - PUBLIC

JTB 16/14 DECLARATIONS OF INTEREST

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

JTB 16/15 MINUTES

RESOLVED: That the Minutes of the meeting of the Joint transportation Board held on 7 June 2016 be approved as a correct record and signed by the Chairman.

MATTERS FOR DECISION

JTB 16/16 TONBRIDGE STATION TRANSPORT INTERCHANGE IMPROVEMENTS

The report of the Head of Transportation, Kent County Council, outlined a project to improve the Transport Interchange at Tonbridge Station. The Board noted that funding of £500,000 had been allocated from the West Kent Local Growth Fund (LGF) and that the project aimed to improve interaction between users of the station, provide more space for pedestrian movements and create an interchange suitable for one of the busiest stations outside London. The initial design proposals, prepared by DHA Planning, were presented at the meeting together with details of

the consultation with key stakeholder groups to be undertaken in November and December 2016.

RESOLVED: That the consultation with key stakeholder groups, as identified in section 3 of the report, be undertaken by KCC's Transport Innovation Team.

MATTERS SUBMITTED FOR INFORMATION

JTB 16/17 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 systems. In addition the report provided details of current County Member funded schemes within the Borough.

JTB 16/18 KCC LOCAL TRANSPORT PLAN 4 UPDATE

The report of the KCC Transport Strategy Team provided a summary of proposals contained in Local Transport Plan 4: Delivering Growth without Gridlock (2016 – 2031) (Consultation Draft) and outlined progress with the 12 week consultation process due to close on 30 October 2016. Particular reference was made to the proposals affecting Tonbridge and Malling.

JTB 16/19 A228/M20 JUNCTION 4 - EASTERN OVERBRIDGE WIDENING

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

JTB 16/20 M20 JUNCTION 4 - CASTLE WAY JUNCTION

The report of Kent Highways Services set out details of recent consultation undertaken with local County and Borough Members, local parish councils and residents following the temporary closure of the right turn out of the junction of Castle Way with the A228 Leybourne and West Malling Bypass to facilitate the eastern overbridge widening. The Head of Transportation Service anticipated that a more informed report would be submitted to the meeting of the Joint Transportation Board to be held on 28 November 2016.

MATTERS FOR CONSIDERATION IN PRIVATE

JTB 16/21 EXCLUSION OF PRESS AND PUBLIC

There were no items considered in private.

The meeting ended at 9.12 pm

This page is intentionally left blank

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

13 March 2017

Report of the Director of Street Scene, Leisure & Technical Services

Part 1- Public

Matter for Recommendation to Borough Cabinet - Non-Key Decision

1 PARKING ACTION PLAN – PHASE 8A

Summary

This report relates to a number of minor alterations to parking restrictions that had been recently introduced as part of Phase 8 of the Parking Action Plan and the West Malling Parking Review.

1.1 Introduction

- 1.1.1 Last summer the Borough Council introduced changes to a number of restrictions across the Borough as part of Phase 8 of the Parking Action Plan and also as part of the West Malling Parking Review.
- 1.1.2 The majority of approved changes have proved effective in managing the parking arrangements and addressing the reported issues, but three areas have been identified which require minor alterations.

1.2 Cage Green Road, Tonbridge

- 1.2.1 As part of Phase 8, new parking restrictions were introduced to Cage Green Road to prevent obstructive parking in front of driveways. The resident of No.5 has subsequently reported continued problems with access and requested that the parking restrictions be extended slightly.
- 1.2.2 To address this problem a proposed change to the double yellow lines, was drawn up as illustrated in **Annex 1**. The proposal extends the double yellow lines by 2 metres in front of the access to No. 53 Thorpe Avenue, the access adjacent to that of No.5 Cage Green Road.

1.2.3 Bearing in mind the changes in Cage Green Road had already been through two rounds of consultation and the proposal was a minor extension, it was felt appropriate to limit the consultation process to one round of formal consultation. The consultation process meets with the necessary legal requirements.

1.2.4 Formal consultation was undertaken from 3rd to 26th February 2017, and three responses were received – two in favour of the proposal and one against. No responses were received from the normal Statutory Consultees. Details of the responses are included in **Annex 2**;

1.3 Offham Road

1.3.1 As part of the West Malling Parking Review, new parking restrictions to the northern part of Offham Road, introducing time limits and resident permit parking.

1.3.2 During the informal consultation the Council was asked by residents to slightly reduce the length of double yellow lines on the east side of the road at the northern end, to allow a larger on-street parking area for residents. The proposals were amended to reflect this.

1.3.3 However, following implementation, comments were received from the resident of No.3, indicating that the reduced yellow lines and extended parking was causing problems when turning in and out of their driveway, and that they would like the yellow lines to be restored to the previous extent. Details of the proposal are in **Annex 3**.

1.3.4 As the changes in Offham Road had already been through two rounds of consultation and a residents' survey and the proposal was to revert to the prior restriction length. Once again consultation was limited to one round of formal consultation.

1.3.5 Formal consultation was undertaken from 3rd to 26th February 2017, and ten properties responded – nine against the proposal (one property responded twice and another responded three times) and one in “qualified” favour.

1.3.6 West Malling Parish Council also responded against the proposal. No responses were received from the normal Statutory Consultees. Details of all the responses are included in **Annex 4**;

1.4 Norman Road

1.4.1 As part of the West Malling Parking Review, it was intended to introduce new parking restrictions to the western part of Norman Road (between No.75 and Alma Road). When setting-out the agreed restrictions for implementation it became apparent however that the road widths were slightly narrower than shown in the Ordnance Survey record, and that the restrictions would create problems for traffic movements.

- 1.4.2 Accordingly, the introduction of these restrictions were held in abeyance, pending re-design and consultation on the revised proposal.
- 1.4.3 Informal consultation was undertaken with residents of that part of Norman Road, with the potential changes illustrated on-street by using temporary spray paint markings.
- 1.4.4 The response from that informal consultation was, of the 19 properties consulted,

8 in favour of the proposals
2 asked that the double yellow lines be extended and the bays slightly shortened outside No.79
1 asked that the parking bays be swapped to the other side of the road
1 objection to the proposals

- 1.4.5 In light of the responses, the Council proceeded to the formal consultation stage, although the proposals were amended slightly to accommodate the views raised. Details of the proposal are in **Annex 5**.
- 1.4.6 Formal consultation was undertaken from 3rd to 26th February 2017, and responses were received from nine properties – five in favour, three properties against (with one duplicated), and one concerned about emergency vehicle access to a property set back from the road (this should be accessible even with parking opposite as the entrance to the access and the neighbouring driveway provide a generous should an emergency arise).
- 1.4.7 West Malling Parish Council also responded in favour of the proposal. No responses were received from the normal Statutory Consultees. Details of all the responses are included in **Annex 6**
- 1.4.8 The objections related to the loss of parking in the road, but this has to be considered against the need to maintain traffic movements. Residents should also benefit from the permit parking restrictions that would be introduced as they would have more priority to park, and existing long-stay non-resident parking would be removed.

1.5 Next Steps - Implementation

- 1.5.1 Any proposals that the Board decide to implement would be introduced during Summer 2017.

1.6 Equality Impact Assessment

- 1.6.1 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.
- 1.6.2 Screening for equality impacts is shown in the table at the end of this report.

1.7 Recommendations

1.7.1 Cage Green Road, Tonbridge

It is Recommended that the board set aside the objection and agree the introduction of the restrictions as advertised.

1.7.2 Offham Road, West Malling

It is Recommended that in light of the level of response from residents, and the potential changes to No.3 that could be altered to ease their own access issues, that the proposal to shorten the parking bays be abandoned and the existing on-street parking and yellow line restrictions be retained.

1.7.3 Norman Road, West Malling

It is Recommended that the board set aside the objections and agree the introduction of the proposals as advertised.

1.7.4 That the changes in line with the above recommendations are made to the draft Amendment 13 to the Borough's on-street Traffic Regulation Order, and the Order is sealed.

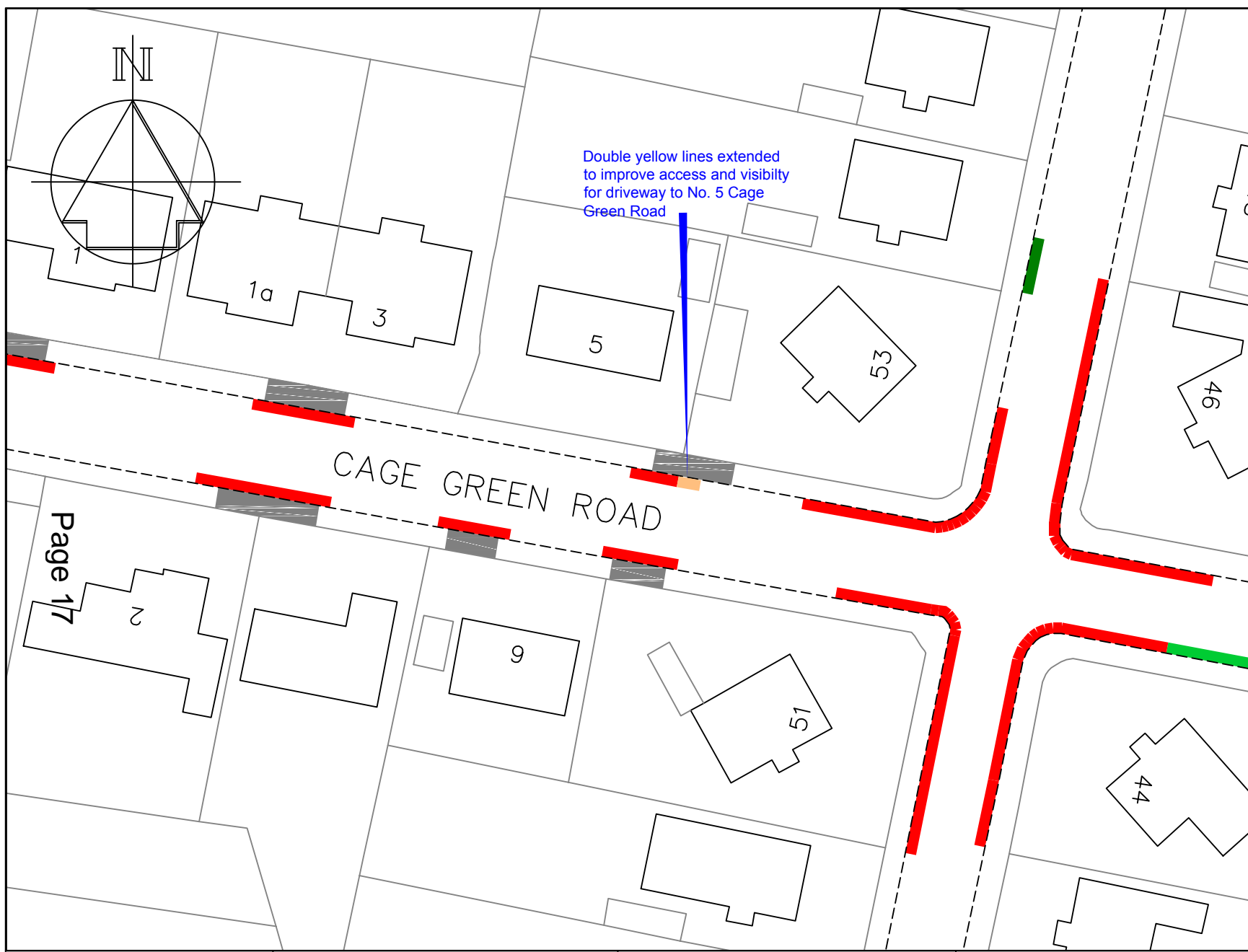
Background papers:

- Annex 1 – Plan of Cage Green Road proposal
- Annex 2 – Redacted Cage Green responses
- Annex 3 – Plan of Offham Road proposal
- Annex 4 – Redacted Offham Road responses
- Annex 5 – Plan of Norman Road proposal
- Annex 6 – Redacted Norman Road responses

contact: Andy Bracey
Parking Manager

Robert Styles

Director of Street Scene, Leisure and Technical Services



Key

- Existing 'No waiting at any time' (double yellow lines)
- Existing access protection marking (white line)
- Proposed 'No waiting at any time' (double yellow lines)
- Existing "School Keep Clear" (yellow zig-zags)

Page 17

CAGE GREEN ROAD

TONBRIDGE & MALLING
BOROUGH COUNCIL

STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 8 (a)
Formal consultation

Drawing Title
Tonbridge
Cage Green Road

B	DYL across No. 5 access extended	1/2017
Revision		Date
Drawn ACB	Checked AY	Date 8/2015
Scale 1 : 500 @ A4		
Drawing No. DD/577/67b		Rev B

This page is intentionally left blank

02117

Claire Twinn

From: [REDACTED]
Sent: 04 February 2017 13:51
To: Parking Office
Subject: 2011-8a Form-start

Andy,

I have received a letter for the extension of parking restriction in front of the access to No 5 Cage Green Road.

As previously advised, I do not want double yellow lines across my drive way, which will be the case should this extension go ahead.

The issue in Cage Green and Thorpe Avenue, is not how many double yellow lines you put down, it's the irresponsible parents dropping/picking their children up from school, causing problems for residents. This is the issue that needs resolving.

I work between 8.00am and 5.00pm, which doesn't normally cause me any issues with parking, it's when I am on annual leave that it does. Both streets are normally packed with parents, taxis throughout the day, meaning I only get to park on the road, outside my drive and should you put a double yellow line across it, where am I supposed to park, on another street?

I strongly disagree with this request.

Kind regards,

[REDACTED] Thorpe Avenue, Tonbridge, Kent, TN10 4PR.

at/zt/7

Claire Twinn

From: [REDACTED]
Sent: 07 February 2017 09:50
To: Parking Office
Cc: Andy Bracey; Nicolas Heslop
Subject: Phase 8a Formal - Cage Green Road

RE: Phase 8a Formal - Cage Green Road

Dear Sirs

Thank you for your recent letter consulting on the proposed plans to extend the yellow lines to the east of the driveway of 5 Cage Green Road.

I am in favour of this proposal for safety reasons.

Currently vehicles are able to park right up to the edge of the driveway of 5 Cage Green Road on the eastern side which completely blocks the visibility of small children who are often running or riding scooters along this stretch of pavement (it is one of the main pedestrian routes to a local primary school).

Whilst obviously great care is taken whilst joining or leaving the highway, this lack of visibility is a great safety concern as it is impossible to see any children until they emerge from behind a parked vehicle by which time they are at great risk of running into the vehicle crossing the pavement.

There have been a number of 'near misses' and on one occasion a young child who was careering along on his scooter came off it as he saw my car (and I saw him) at the very last minute. Thankfully he was not badly injured but it shook him up badly as it did me.

This proposal will allow visibility and significantly reduce the risk of an accident happening.

I sincerely hope that the safety aspect of this proposal is considered carefully and approval is given.

Many thanks.

Kind regards

[REDACTED]
[REDACTED] Cage Green Road
Tonbridge
TN10 4PS



This email has been checked for viruses by Avast antivirus software.
www.avast.com

**Formal Consultation
Amended Parking Restrictions
Cage Green Road, Tonbridge (Cage Green)**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



COMMUNITY RELATIONS
& TECHNICAL SERVICES

08 FEB 2017

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal - Cage Green Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	[REDACTED]
Address	[REDACTED] Cage Green Road Tonbridge Kent
Postcode	TN10 4PS
Telephone	[REDACTED]
Email	[REDACTED]

I am **(in favour of / object to)*** the Borough Council's proposals for changes to the on-street parking arrangements in Cage Green Road.

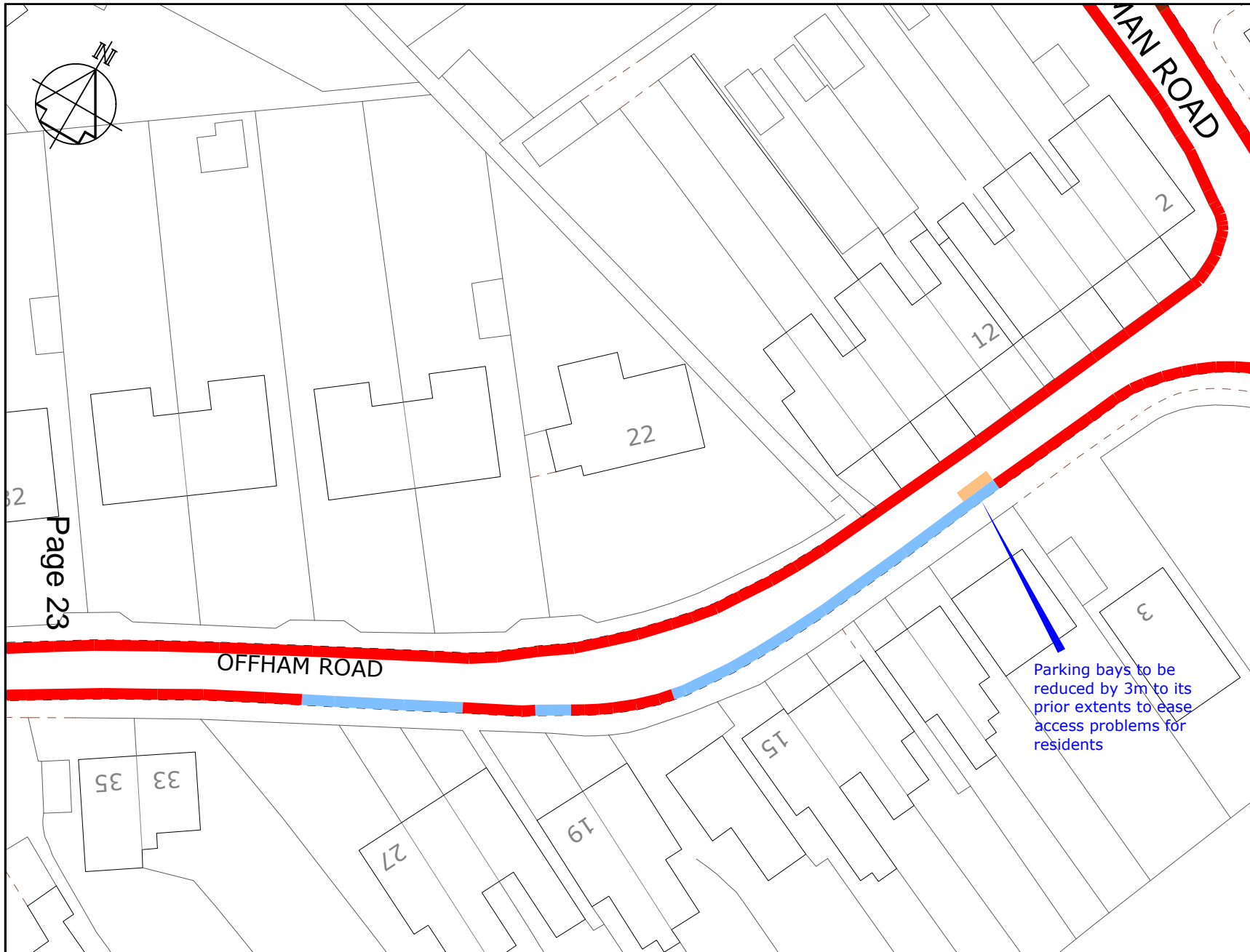
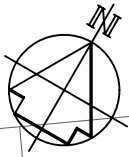
* **delete where not applicable**

*(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).*

Comments
<p align="right">Continue on additional sheets if necessary</p>

Signed	[REDACTED]	Date	6.2.2017.
--------	------------	------	-----------

This page is intentionally left blank



Key

- Existing 'No waiting at any time' (double yellow lines)
- Proposed 'No waiting at any time' (double yellow lines)
- Existing Limited waiting, Mon-Sat, 8am-6pm, 2hr no return 3hrs & WM5 permit parking bay

Parking bays to be reduced by 3m to its prior extents to ease access problems for residents

Page 23

A	Parking bay and DYs altered	1/2017
	Revision	Date

Drawn ACB	Checked AY	Date 8/2015
---------------------	----------------------	-----------------------

Scale 1 : 500 @ A4

Drawing No. DD/578/2a	Rev A
---------------------------------	-----------------



STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team

Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title

Local Parking Plan - Phase 8 (a)
Formal consultation

Drawing Title

West Malling
Offham Road

This page is intentionally left blank

WEST MALLING PARISH COUNCIL
9 HIGH STREET, WEST MALLING. KENT ME19 6QH
TELEPHONE : 01732 870872 EMAIL : CLERK@WESTMALLINGPC.ORG

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

By Email

26th February 2017

Dear Sirs,

West Malling Parish Council would wish to make the following observations with regard to the proposed parking changes in Offham Road and Norman Road.

Offham Road:

It is the view of the Parish Council that this bay ought to remain as it is as present. This bay was previously extended to create additional space at the end of Offham Road, it is presumed that when this bay was approved it was deemed to be safe; in light of this and the objections from local residents, we do not support the proposed change and loss of a parking space within West Malling.

Norman Road:

It would appear that on the whole the residents of Norman Road are in favour of these changes and in light of this we are supportive of the plans. However, we would like it to be noted that the changes will not ease the traffic congestion which regularly occurs at the junction with Alma Road / Norman Road and ask that consideration be given to extending the parking restrictions and for T&MBC to enter into discussions with KCC about the possibility of imposing width restrictions.

Yours faithfully

Claire Christmas
Clerk
West Malling Parish Council

Claire Twinn

From: [REDACTED]
Sent: 05 February 2017 15:23
To: Parking Office
Subject: Phase 8a Formal - Offham Road
Attachments: image1.PNG; ATT00001.txt

Good afternoon

Further to your recent letter concerning the above I would like to make the following comment.

The proposed 3m reduction to the parking bay was not made by number 3 Offham Road but a request was made to restore the original double yellow line. The red line drawn on attached photo



9/12/17

Claire Twinn

From: [REDACTED]
Sent: 09 February 2017 11:19
To: Parking Office
Cc: Andy Letten
Subject: Ref: Phase 8a Formal - Offham Road

We OBJECT to the Borough Council's proposals for changes to the current on-street parking arrangements in Offham Road.

Had the parking bays been for residents only (ie no provision on this residential street for short stay shoppers or visitors) then our answer would have been different.

Regards

[REDACTED] Offham Road

This e-mail is confidential and is for the addressee only. Please refer to <http://www.jpmorgancazenove.com/disclaimers/jpmorgancazenove.htm> for important disclaimers and the firm's regulatory position. By responding to this email you acknowledge on behalf of your company that we may communicate electronically with you and your company. Please refer to http://www.jpmorgancazenove.com/disclaimers/notice_clients.shtml for important information regarding our services.

www.tmbc.gov.uk/do-it-online
PARKING SECTION
 TONBRIDGE & MALLING BC
 08 FEB 2017

012117

**Formal Consultation
 Amended Parking Restrictions
 Offham Road, West Malling**

Please return this form to;

The Parking Team
 Tonbridge & Malling Borough Council
 Gibson Building, Gibson Drive
 Kings Hill
 West Malling
 Kent ME19 4LZ

CREATIVITY, SCENE, LEISURE
 & TECHNICAL SERVICES

08 FEB 2017

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Offham Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	[REDACTED]
Address	[REDACTED] Offham Road West Malling
Postcode	ME19 6RB
Telephone	[REDACTED]
Email	[REDACTED]

I am (~~in favour of~~ / **object to**)* the Borough Council's proposals for changes to the on-street parking arrangements in Offham Road.

* **delete where not applicable**

(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).

Comments
The proposed restriction is unecessary unnecessary. It will reduce one already insufficient parking for residents on Offham Road. It will also increase unsafe parking around the school, as parents park here for pick up / drop off.
Continue on additional sheets if necessary

Sign	[REDACTED]	Date	04.02.17
------	------------	------	----------

could.

- The house requesting this already has access and parking. If it were to extend their dropped kerb towards one junction of West Street / Norman Road they could avoid what they see as a problem.
- The bays are not enforced by TMBC, and parking is extremely difficult at night for residents, and during one day when not enforced.
- Your plan has numbered the bays wrong, it has put No 19 where No 21 should be. We are still waiting for the double yellow lines to be painted here.



04.02.17

2/2/17

Claire Twinn

From: [REDACTED]
Sent: 05 February 2017 21:43
To: Parking Office
Subject: Phase 8a Formal - Offham Road

With reference to your letter dated 2nd February 2017 reference 2011-8a Form-start, I would like to advise you to our objection to the proposal to make a 3m reduction in the parking bays at the northern end of Offham Road, outside no 5 to help prevent obstructive parking and to ease access.

The removal of these 3m are the equivalent of a small car in length and I am unclear to whom it is easing the access for. The plans for the redevelopment of no 3 appear to show parking across the full width of the property, which with the correct dropped kerb should provide all of non-obstructed access that they need.

If this change in parking is approved, should we expect to see the same in the future around no 21, when they develop their off road parking.

[REDACTED]
[REDACTED] Offham Road

Please withhold name and address in any onward communication of this email.

**Formal Consultation
Amended Parking Restrictions
Offham Road, West Malling**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Offham Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	[REDACTED]
Address	Offham Road West Malling
Postcode	ME19 6RB
Telephone	[REDACTED]
Email	[REDACTED]

I am (~~in favour of~~ / object to)* the Borough Council's proposals for changes to the on-street parking arrangements in Offham Road.

** delete where not applicable*

*(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).*

Comments
No thank you.
Continue on additional sheets if necessary

[REDACTED]	Date
[REDACTED]	04/02/17.

a/2/17

**Formal Consultation
Amended Parking Restrictions
Offham Road, West Malling**



TECHNICAL SERVICE

09 FEB 2017

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Offham Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	
Address	Offham Road West Malling
Postcode	ME19 6RB
Telephone	
Email	

MOBILE

I am (~~in favour of~~ / object to)* the Borough Council's proposals for changes to the on-street parking arrangements in Offham Road.

* **delete where not applicable**

(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).

Comments
I will be so cross if the proposed parking changes in offham Road go ahead. Just where are we supposed to park!! we will lose another parking space and have already lost many spaces. No.3 offham Road has plenty of space as it is and you should consider old residents views instead of new comers who have just moved in and want their own way. Continue on additional sheets if necessary

Signed	Date
	7.02.2017



**Formal Consultation
Amended Parking Restrictions
Offham Road, West Malling**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Offham Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	[REDACTED]
Address	[REDACTED] Offham Road West Malling
Postcode	ME19 6RB
Telephone	[REDACTED]
Email	[REDACTED]

I am (~~in favour of~~ / object to)* the Borough Council's proposals for changes to the on-street parking arrangements in Offham Road.

** delete where not applicable*

*(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).*

Comments
<p>This "minor changes", quote from Feb 2017 WM Headline that the TMBc have begun are <u>NOT</u> <u>MINOR</u> to us, the residents of OFFHAM ROAD. Pro</p> <p style="text-align: right;">Continue on additional sheets if necessary</p>

Signed	[REDACTED]	Date
		19/02/2017

It who yet again are being compromised in their ability to park their household cars in the road, (near to their house), when we have no other option of using the front of their properties for off road parking; i.e. no 5, no 7, no 9, no 11, no 13, no 15 offham road.

Unlike the new owners of no 3 offham road, who together with their planning application to demolish most of the bungalow, are now requesting this totally inappropriate extension of the double yellow lines. It is ironic that Beverly & Peter Sellick, have instructed MR Valeriy Petrushechkin (an Associate of MAA Architects, based in Teddington Lock), who in their opening Introduction quote "The Proposal seeks to make a positive contribution without causing detrimental effect on neighbouring properties or adjacent amenity spaces".

At present they are parking up to 5 vehicles in front of their bungalow, at any one time. Vehicular access was granted by TMCC in Jan 1965 together with planning permission to build the bungalow and garage, still standing, in Jan 1966. In the artistic, not factual drawings, produced by MAA Architects they describe no 3, offham road as a "bulk out of character". This has not been the case as the residents of OFFHAM RA, regarded the property and the family to being an important part of our community, together with a very high standard of maintenance of the exterior & the gardens, with the beautiful wisteria & plants.

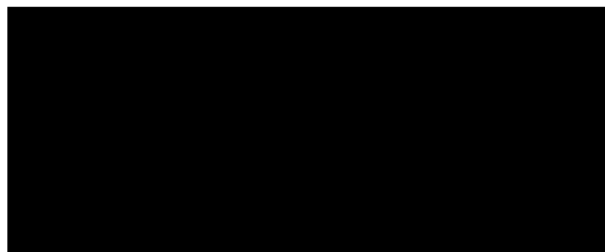
together with constraints no (5) & no (6) of planning application TM/17/00043/FL & an incorrect quote of "Garden

aspect unimproved" of neighbouring⁽³⁾ properties, this
now further request to TMBC highways to
extend the double yellow lines, these points must
be raised for the awareness of both Parish & TMBC
Councils.

If "minor changes" are to be implemented to
the parking problem in Offham Road it should
include that our present restriction of our permits to
WM5 & WM6 is changed to allow us to park in
WM3 (where practically all the residents have off
road parking); we still frequently have difficulty
finding a parking space in Offham Road. And also
that the present parking bays are extended to
provide the residents of Offham Road, who have to
park on the road, a workable amenity; especially
despite our monthly council taxes we now have to
pay for our permit & visitor's permit that we
are charged with.

In conclusion I object strongly, following
my mentioned points above, to the proposed reduction
of parking bays and extension of double yellow lines as
seen on drawing DD/578/2a. If needing to
correspond with me regarding any points I have
raised please use my email 'moirageorge@hotmail.com'
and not my phone or by post.

Signed:



19/02/2017

**Formal Consultation
Amended Parking Restrictions
Offham Road, West Malling**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Offham Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	[REDACTED]
Address	[REDACTED] Offham Road West Malling
Postcode	ME19 6RB
Telephone	[REDACTED]
Email	[REDACTED]

I am (~~in favour of~~ / **object to**)* the Borough Council's proposals for changes to the on-street parking arrangements in Offham Road.

* **delete where not applicable**

(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).

Comments
<i>We have lost too many parking spaces all ready. The drive is big enough all ready to come in and out of property. We have lived here for over 20 years and I have parked there with previous owners with no problem. Think of residents of Offham Road who have NO parking at their properties. We strongly object to the loss of on street space</i> Continue on additional sheets if necessary

Signed	[REDACTED]	Date
		14/2/17

Claire Twinn

From: [REDACTED]
Sent: 26 February 2017 21:17
To: Parking Office
Subject: Order 2011

I strongly object to the proposals of Order 2011.

There are already limited parking spaces with the recent permit parking introduced along Offham Road. The thought of another reduction of a car parking space will bring more problems to the residents without drives in Offham Road. As a resident for 16 years I work as a Paramedic and do shift work. After working long hours coming home from early/late/night shifts to find no car parking spaces available near to my home I often park at neighbouring streets causing added stress. The thought of this unnecessary request should be declined especially as there is ample parking at their property (4 cars at present) and the previous owner had no issues with access.

Kind regards

[REDACTED]
Offham Rd
[REDACTED]

Sent from my iPhone

Claire Twinn

From: [REDACTED]
Sent: 26 February 2017 20:56
To: Parking Office
Subject: Order 2011

To whom it may concern,

I strongly OBJECT the Order 2011 m, specifically to the 3 m reduction in parking bays and the increase of double yellow lines on Offham Road due to the already limited parking bays which is insufficient to the present resident parking requirements. The previous owner has access to a car and never had any issues.

I further suggest the residents on Offham road should have the parking zone changed to allow parking on West Street.

Kind regards

[REDACTED]
[REDACTED] Offham Road
West Malling
Kent
ME19 6RB
[REDACTED]

Sent from my iPhone

Claire Twinn

From: [REDACTED]
Sent: 26 February 2017 22:32
To: Parking Office
Subject: Parking reference Phase. 8a Formal Offham Road .Contact details 01634 378815
I hereby object to the proposed limiting of parking in Offham Road. Looking after my grand child necessitates parking in West Malling [REDACTED]

Claire Twinn

From: [REDACTED]
Sent: 26 February 2017 22:09
To: Parking Office
Subject: Phase 8a Formal - Offham Road

> Name [REDACTED]
> Address [REDACTED] Offham Road, West Malling
> Postcode: ME196RB
> Telephone: [REDACTED]
> Mobile [REDACTED]
> Email: [REDACTED]

> I object to the Borough Council's proposals for changes to the on-street parking arrangements in Offham Road.

> The on street parking provision at this end of Offham Road is woefully inadequate. Bearing in mind we now have to pay to park on the street (which we thoroughly opposed from the outset), it is increasingly common for us to have to park at the far end of Offham Road, or on Fatherwell Avenue - parking availability in the evening and over the weekend (when residents are home from work) is terrible and noticeably worse than before the parking changes. It's just not acceptable - we are in effect paying for an extremely poor - or at times - completely non-existent service.

> Furthermore, I would like serious consideration to be given to the further planning application on Offham Road seeking dropped curb and creation of a driveway. In it inevitable that this will result in further reductions to off street parking and I fear this application will set a further precedent which will completely decimate the remaining on street parking and would only benefit those with off street parking. I understand this request for reduction in on-street parking has been made in order to improve access to (extensive) off street parking of number 3. I would hope the local authority would agree that this just is not fair. We firmly believe these changes are simply not necessary.

> Bearing in mind the level of inconvenience we have already been subjected to since the recent changes to the parking arrangements, we oppose these proposals wholeheartedly. We cannot afford to lose another inch of parking space, let alone 3m. From a personal perspective clearly the space is immediately outside our property - on the rare occasion the space is free it is of course a huge bonus and reconfiguring the parking in this way will mean we have passing traffic and people stopping and starting right outside our property.

> We would implore The Parking Team to please give some consideration to all the residents who only have access to such a limited number of parking spaces. A quick glance at the map you provided simply demonstrates the magnitude of the issue. The vast majority of the street is now red lines only and yet it's plain to see how many houses there are on this section of street that are expected to share with anyone who wishes to park for 2 hours or outside the 'residents only' parking times. We need to ensure that decisions are not made only to the benefit of those with off street parking.

> I would really appreciate time to discuss this with a member of the parking team as there are several residents who are absolutely up in arms about this.

> I can be contacted on [REDACTED]

> Regards
[REDACTED]

> Sent from my iPhone

Claire Twinn

From: [REDACTED]
Sent: 26 February 2017 21:31
To: Parking Office
Subject: Formal Consultation - Amended Parking Restrictions Offham Road, West Malling

Name: [REDACTED]
Address: [REDACTED] Offham Road, West Malling
Postcode: ME196RB
Telephone: [REDACTED]
Mobile: [REDACTED]
Email: [REDACTED]

I object to the Borough Council's proposals for changes to the on-street parking arrangements in Offham Road.

The on street parking provision at this end of Offham Road is woefully inadequate. Bearing in mind we now have to pay to park on the street (which we thoroughly opposed from the outset), it is increasingly common for us to have to park at the far end of Offham Road, or on Fatherwell Avenue - parking availability in the evening and over the weekend (when residents are home from work) is terrible and noticeably worse than before the parking changes. It's just not acceptable - we are in effect paying for an extremely poor - or at times - completely non-existent service. Furthermore, I would like serious consideration to be given to the further planning application on Offham Road seeking dropped curb and creation of a driveway. In it inevitable that this will result in further reductions to off street parking and I fear this application will set a further precedent which will completely decimate the remaining on street parking and would only benefit those with off street parking. I understand this request for reduction in on-street parking has been made in order to improve access to (extensive) off street parking of number 3. I would hope the local authority would agree that this just is not fair. We firmly believe these changes are simply not necessary. Bearing in mind the level of inconvenience we have already been subjected to since the recent changes to the parking arrangements, we oppose these proposals wholeheartedly. We cannot afford to lose another inch of parking space, let alone 3m. From a personal perspective clearly the space is immediately outside our property - on the rare occasion the space is free it is of course a huge bonus and reconfiguring the parking in this way will mean we have passing traffic and people stopping and starting right outside our property. We would implore The Parking Team to please give some consideration to all the residents who only have access to such a limited number of parking spaces. A quick glance at the map you provided simply demonstrates the magnitude of the issue. The vast majority of the street is now red lines only and yet it's plain to see how many houses there are on this section of street that are expected to share with anyone who wishes to park for 2 hours or outside the 'residents only' parking times. We need to ensure that decisions are not made only to the benefit of those with off street parking.

I would really appreciate time to discuss this with a member of the parking team as there are several residents who are absolutely up in arms about this.

I can be contacted on [REDACTED]

Regards
[REDACTED]

Sent from my iPhone

Claire Twinn

From: [REDACTED]
Sent: 26 February 2017 22:07
To: Parking Office
Subject: Phase 8a Formal - Offham Rd

Name: [REDACTED]
Address: [REDACTED] Offham Rd, West Malling
Tel: [REDACTED]
Email: [REDACTED]

Dear Mr Bracey

I OBJECT TO the borough council's proposals for changes to the on-street parking arrangements on Offham Rd.

I feel that parking available to residents on the street are already inadequate.

As I work full time, I find it difficult to find a space in the evening & often at the weekends.

Between my husband & I we own only one car, yet despite paying our annual parking permit & daily visitor permits, we (& our visitors) regularly find ourselves parking at the southern end of Offham Road or on Norman Rd (which is also extremely limited for parking).

Furthermore despite living so close to West Street, I question why our parking permit will not allow us to park there - can I request that this is reviewed.

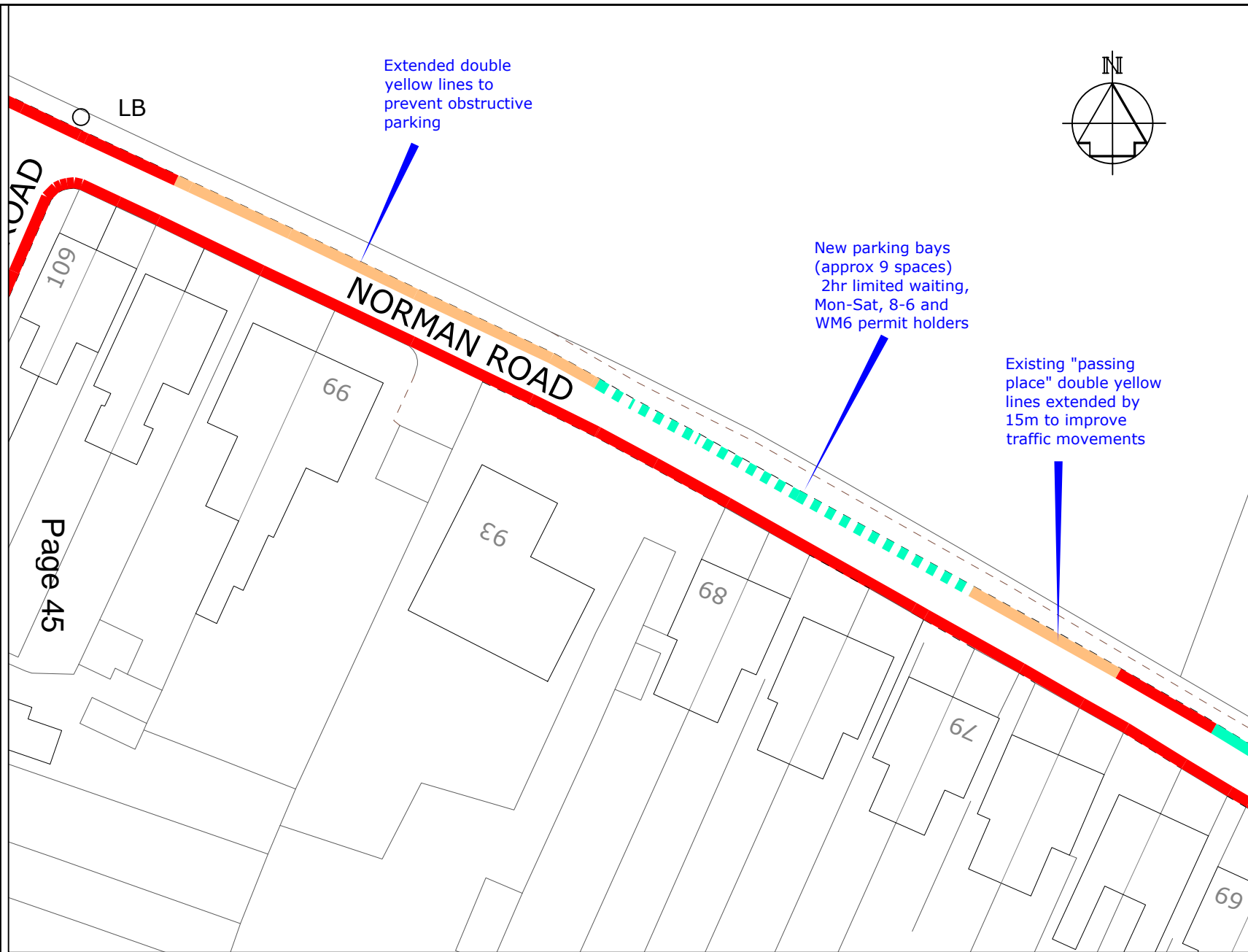
The parking consultation has already evoked unnecessary anxiety & although we have tried to accept recent changes, it is completely unacceptable to reduce the parking bays even further, which will only benefit those that have access to off street parking.

The two residents of 3 Offham Road, currently have enough space to park 5 cars & if their recent residential planning application is approved they will still have enough space for 3 cars.

I feel the impact of the proposed change will impact heavily on those who do not have the luxury of off street parking, by losing any more parking on the street, residents will have no choice but to park much further away from home.

Thank you for your consideration.

This page is intentionally left blank



Key

- Existing 'No waiting at any time' (double yellow lines)
- Proposed 'No waiting at any time' (double yellow lines)
- Existing Limited waiting, Mon-Sat, 8am-6pm, 2hr no return 3hrs & WM6 permit parking bay
- - - Proposed Limited waiting, Mon-Sat, 8am-6pm, 2hr no return 3hrs & WM6 permit parking bay

B	Parking bays and DYs altered	1/2017
	Revision	Date

Drawn	Checked	Date
ACB	AY	8/2015

Scale 1 : 500 @ A4

Drawing No.	Rev
DD/571/15b	B



STREETSCENE,
LEISURE &
TECHNICAL SERVICES

Transportation Team

Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title

Local Parking Plan - Phase 8 (a)
Formal consultation

Drawing Title

West Malling
Norman Road

This page is intentionally left blank

WEST MALLING PARISH COUNCIL
9 HIGH STREET, WEST MALLING. KENT ME19 6QH
TELEPHONE : 01732 870872 EMAIL : CLERK@WESTMALLINGPC.ORG

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

By Email

26th February 2017

Dear Sirs,

West Malling Parish Council would wish to make the following observations with regard to the proposed parking changes in Offham Road and Norman Road.

Offham Road:

It is the view of the Parish Council that this bay ought to remain as it is as present. This bay was previously extended to create additional space at the end of Offham Road, it is presumed that when this bay was approved it was deemed to be safe; in light of this and the objections from local residents, we do not support the proposed change and loss of a parking space within West Malling.

Norman Road:

It would appear that on the whole the residents of Norman Road are in favour of these changes and in light of this we are supportive of the plans. However, we would like it to be noted that the changes will not ease the traffic congestion which regularly occurs at the junction with Alma Road / Norman Road and ask that consideration be given to extending the parking restrictions and for T&MBC to enter into discussions with KCC about the possibility of imposing width restrictions.

Yours faithfully

Claire Christmas
Clerk
West Malling Parish Council

2112

Claire Twinn

From: [REDACTED]
Sent: 06 February 2017 15:48
To: Parking Office
Subject: RE: TS/2016/174 Revised proposals Norman Road, West Malling (between 75 and Alma Road)

Dear Mr Bracey

Please see the e-mails below. I wrote to you on the 8th November and was advised that my concerns and possible solution would be taken into consideration when looking at the parking restrictions in Norman Road.

I am in receipt of your letter dated the 2nd February, and I am disappointed to see that in fact this has not happened.

My response has not been included in with the 12 you state you have received, and unfortunately it looks as though the e-mail from technical services was just a 'standard' response .

I would be really grateful if you could let me know how my input has been overlooked, and your thoughts on these now. In addition , I now have another point to raise - I am wondering if you have thought about the fact that if an emergency vehicle was necessary at the cottage that sits behind our house (no 91 – Puckle Cottage), which is down a drive at the side of our house, how the vehicle would access when cars are parked in the parking bay at the end of the driveway as now proposed.

I look forward to hearing from you shortly,

Many Thanks
[REDACTED]

From: Technical Services [<mailto:Technical.Services@tmbc.gov.uk>]
Sent: 09 November 2016 14:49
To: [REDACTED]
Subject: TS/2016/174 Revised proposals Norman Road, West Malling (between 75 and Alma Road)

Dear [REDACTED]

I acknowledge receipt of your email dated 08 November 2016, which has been logged with the Enquiry Reference of TS/2016/174.

As you mentioned in your email, consultation is due to start shortly. In fact letters, proposal drawings and consultation forms are being posted today.

I am sure you will appreciate that consultation follows a set process. All responses received up to a consultation deadline, are submitted to councillors, for them to consider and make a decision.

It would not be correct for your suggestions to be considered in isolation, and as such your email will kept until the end of the consultation period where it will then be considered with other consultation responses.

However, please feel free to also respond to the consultation if you so wish.

Regards

Sally Mockford
Technical Design Officer
Streetscene, Leisure and Technical Services
Tonbridge & Malling Borough Council
01732 876315

From: [REDACTED]
Sent: 08 November 2016 17:28
To: Parking Office <parking.Office@tmbc.gov.uk>
Subject: Revised proposals Norman Road (between 75 and Alma Road)

For the attention of Mr Andy Bracey

Good afternoon Mr Bracey

Thank you for your letter dated the 2nd November, and as you advised they would be, the temporary markings have been made on the road outside my house.

Your ref for this is 2011-11 WM JTB Imp3

I do understand that you will be asking for comments or objections as part of a formal consultation shortly, but could I highlight something in the meantime.

My property is [REDACTED] Norman Road, West Malling, and for several months it has been very difficult to get in or out of our driveway when cars are parked on the road outside.

This has been slightly improved by the temporary yellow lines placed outside our property, but only at one end, the end closest to Alma Road. Parking bays have been placed at the other end which means that it is still extremely difficult to gain access or leave due to cars /vans being parked directly opposite our access. In addition, our neighbours' road to his property (number 91) which is a cottage behind ours runs up the side of our house and on several occasions I have seen vehicles having enormous difficulty getting in or out of this road, narrowly missing our walls and narrowly missing hitting parked cars/vans that are there. Norman Road at this point is too narrow to allow a car to turn out of the road or drive without having to do a multiple point turn.

Could I ask that when reviewing the road markings in Norman road again that you consider reducing the parking bays to just two outside our property directly opposite our wall (in between the entrances) and then placing yellow lines opposite the other end of our drive and continuing these across the end of our neighbours drive so as far as number 89, and resume parking bays from this point. This would allow cars to be able to access both properties without the risk of damaging walls or hitting parked cars.

Please could you acknowledge receipt of this e-mail, and I look forward to hearing from you in due course. If you would like to discuss this with me please do not hesitate to give me a call on my mobile

Many Thanks

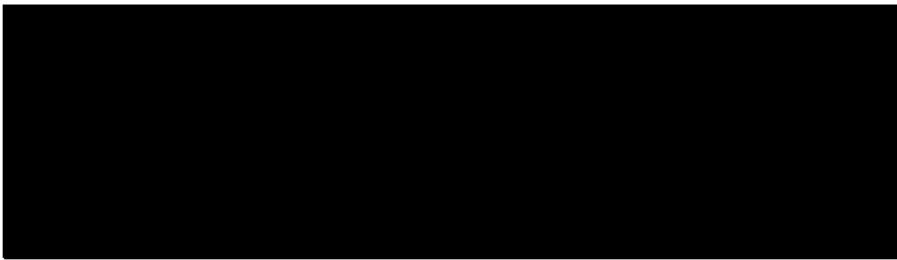
[REDACTED], West Malling, Kent. ME19 6RN

James Villa Holidays registered in England and Wales No. 3643374. Registered office: 20/20 Business Park, St Leonards Road, Maidstone, Kent, ME16 0LS. ABTA No.W3940. ATOL No.2730.

The information in this e-mail may contain information that is confidential and/or privileged, or may otherwise be protected by copyright or other legal rules. It is solely for the use of the individual(s) or the entity(ies) originally intended. Please notify the sender immediately if you have received this electronic message by mistake, and destroy all copies of the original message. The sender believes that this e-mail and any attachments were free of any virus, worm, Trojan horse, malicious code and/or other contaminants when sent. All views or opinions presented in this email are solely those of the author and do not necessarily represent those of the company. Neither James Villas nor any of its affiliated entities is liable for any loss or damage arising in any way from, or for errors or omissions in the contents of, this message or its attachments

Have you tried contacting us at www.tmbc.gov.uk/do-it-online ?

This e-mail may contain information which is sensitive, confidential, or protectively marked up to OFFICIAL-SENSITIVE level and should be handled accordingly. If you are not the intended recipient of this e-mail or any part of it, please inform the sender immediately on receipt and do not copy it or disclose the contents to any other person. All e-mail traffic may be subject to recording and/or monitoring in accordance with relevant legislation.



James Villa Holidays registered in England and Wales No. 3643374. Registered office: 20/20 Business Park, St Leonards Road, Maidstone, Kent, ME16 0LS. ABTA No.W3940. ATOL No.2730.

The information in this e-mail may contain information that is confidential and/or privileged, or may otherwise be protected by copyright or other legal rules. It is solely for the use of the individual(s) or the entity(ies) originally intended. Please notify the sender immediately if you have received this electronic message by mistake, and destroy all copies of the original message. The sender believes that this e-mail and any attachments were free of any virus, worm, Trojan horse, malicious code and/or other contaminants when sent. All views or opinions presented in this email are solely those of the author and do not necessarily represent those of the company. Neither James Villas nor any of its affiliated entities is liable for any loss or damage arising in any way from, or for errors or omissions in the contents of, this message or its attachments

**Formal Consultation
Amended Parking Restrictions
Norman Road, West Malling**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Norman Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	[REDACTED]
Address	[REDACTED] Norman Road West Malling
Postcode	ME19 6RN
Telephone	
Email	

I am **(in favour of / object to)*** the Borough Council's proposals for changes to the on-street parking arrangements in Norman Road.

* **delete where not applicable**

*(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).*

Comments
<p>Please consider making Norman Road one way from Offham Road to Alma Road.</p> <p align="right">Continue on additional sheets if necessary</p>

Sign	[REDACTED]	Date	5.1.2017
------	------------	------	----------

**Formal Consultation
Amended Parking Restrictions
Norman Road, West Malling**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Norman Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	
Address	Norman Road West Malling
Postcode	ME19 6RN
Telephone	
Email	

I am (in favour of ~~Object to~~)* the Borough Council's proposals for changes to the on-street parking arrangements in Norman Road.

* *delete where not applicable*

(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).

Comments	
	In favor of extended yellow lines from 75-81, where so many incidents have taken place, walls, posts, damaged cars etc. But feel parking spaces could be extended from 93 to just before 99 where the road widens. Continue on additional sheets if necessary

Signed	Date
	15.02.2017

**Formal Consultation
Amended Parking Restrictions
Norman Road, West Malling**



Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Norman Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	[REDACTED]
Address	[REDACTED] Norman Road West Malling
Postcode	ME19 6RN
Telephone	[REDACTED]
Email	[REDACTED]

I am **(in favour of / object to)** the Borough Council's proposals for changes to the on-street parking arrangements in Norman Road.

** delete where not applicable*

*(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).*

Comments
[REDACTED]
Continue on additional sheets if necessary

Signed	Date
[REDACTED]	19/2/17

Claire Twinn

From: [REDACTED]
Sent: 23 February 2017 09:27
To: Parking Office
Subject: TS/2017/30 Parking Norman Road - Area WM6 permit parking area

Many thanks for your recent letter. In principal I agree with the proposals, with the exception that I think the passing bay should be moved in its entirety 5-10m to the West. It will then not only act as a passing bay, but will also protect the original frontage of No.79 where the road is at its narrowest and which has been hit by vehicles on many occasions.

Best regards,

[REDACTED]
Norman Road

**Formal Consultation
Amended Parking Restrictions
Norman Road, West Malling**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Norman Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	[REDACTED]
Address	[REDACTED] Norman Road West Malling
Postcode	ME19 6RN
Telephone	[REDACTED]
Email	[REDACTED]

I am (in favour of / ~~opposed to~~) the Borough Council's proposals for changes to the on-street parking arrangements in Norman Road.

* **delete where not applicable**

(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).

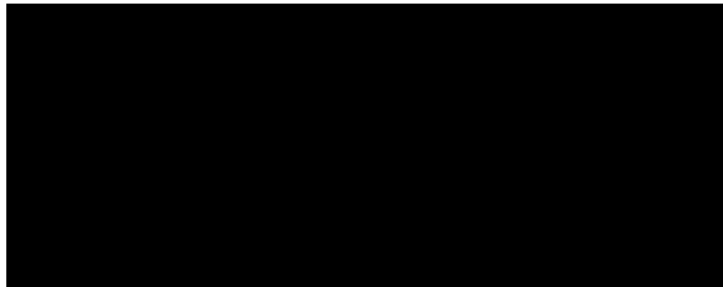
Comments
The yellow lines on the HOUSE side between 99 – 107 should be REMOVED + as the new proposals say, inserted opposite. If yellow lines are removed on HOUSE side, this would ensure no illegal and random parking which has caused * Continue on additional sheets if necessary

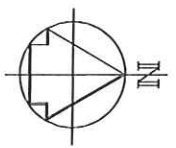
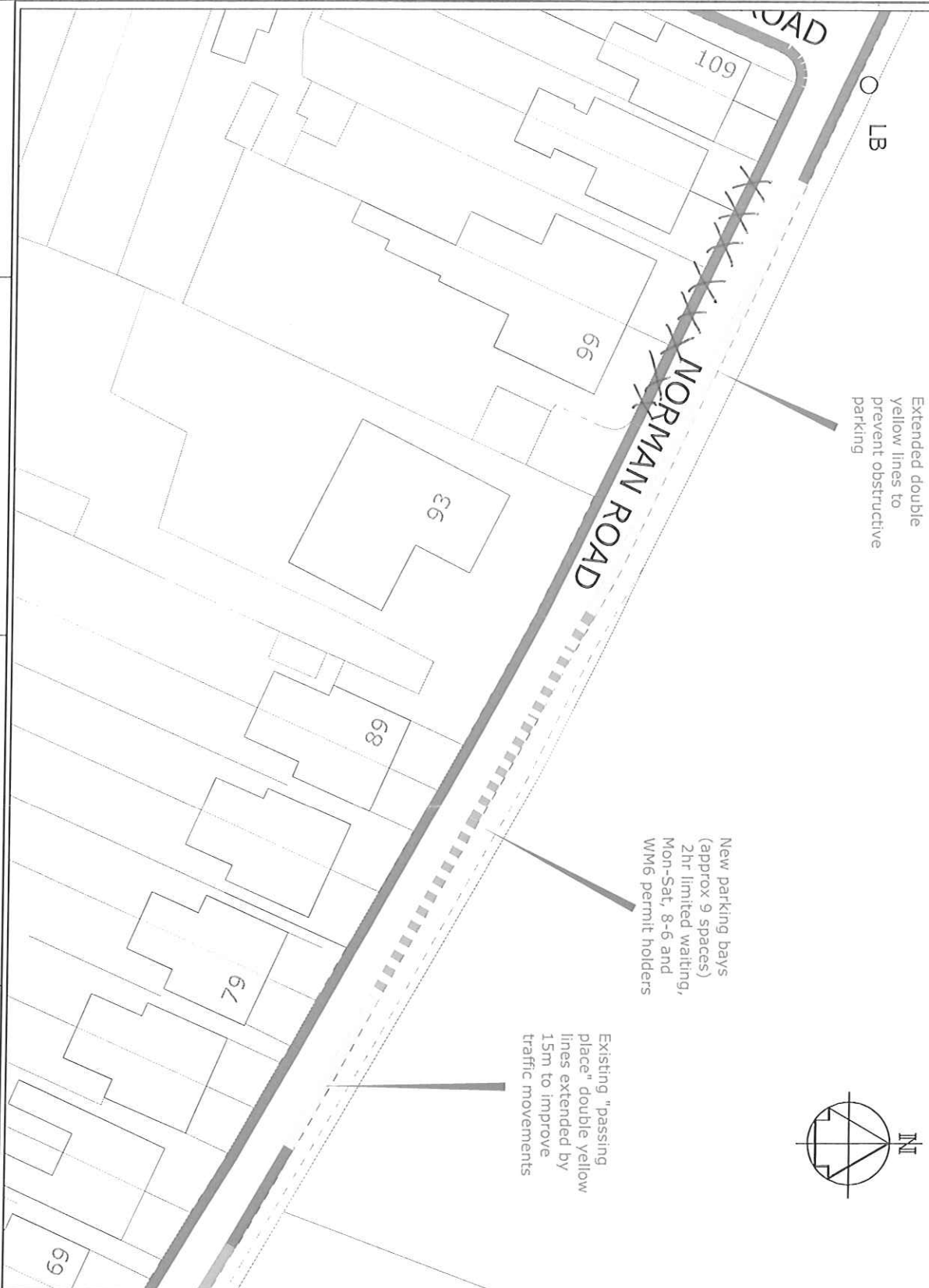
Signed	Date

* road to be blocked causing hazard + safety issues.
For over 30 yrs this road has not been blocked because these 4 houses 99 – 105 have had parking outside their homes. Please consider this idea.
It will ensure no further road blockages.

*. So, basically we are in favour of new proposals but would like to recommend the following alterations to plan:
as detailed on enclosed plan.

To remove existing yellow lines on HOUSE Side of houses between 99 - 105 Norman Rd.
These lines have caused so many problems; their removal will remove the problem.





Key

- Existing 'No waiting at any time' (double yellow lines)
- Proposed 'No waiting at any time' (double yellow lines)
- Existing Limited waiting, Mon-Sat, 8am-6pm, 2hr no return 3hrs & WM/6 permit parking bay
- Proposed Limited waiting, Mon-Sat, 8am-6pm, 2hr no return 3hrs & WM/6 permit parking bay
- - - Proposed Limited waiting, Mon-Sat, 8am-6pm, 2hr no return 3hrs & WM/6 permit parking bay



TONBRIDGE & MALLING
BOROUGH COUNCIL
STREETSCAPE,
LEISURE &
TECHNICAL SERVICES

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

Project Title
Local Parking Plan - Phase 8 (a)
Formal consultation

Drawing Title
West Malling
Norman Road

B	Parking bays and DV's altered	1/2017
Revision		Date

Drawn	Checked	Date
ACB	AY	8/2015
Scale 1 : 500 @ A4		

Drawing No.	Rev
DD/571/15b	B

012117

Claire Twinn

From: [Redacted]
Sent: 04 February 2017 11:09
To: [Redacted] Parking Office
Subject: Re Amendment 13, Order 2011
Attachments: Norman Road ParkingV2_2017.docx

[Redacted] Norman Road
West Malling
Kent
ME19 6RN

Dear Barbara Cooper,

Thank you for the Notice dated 03 February 2017 (Re Amendment 13, Order 2011).

On 08 Nov 2016 we wrote to you with the calculation of parking spaces on Norman Road (**Re new parking restrictions – revised proposals. Norman Road (properties between No. 75 and Alma Road)** – see below.

Today and regularly on evenings and weekends every parking space is taken on Norman Road including those with the temporary yellow lines. Although we are in agreement with the parking bays it is essential that spaces are not removed by incorporating more double yellow lines as this will not leave enough parking for residents.

Having calculated the number of houses on Norman Road (east), the number of houses with drives and consideration of the National average number of cars per household (x2); removing more spaces from Norman road will result in a **deficit of parking places** of approximately **16**. This does not include parking for friends and relatives who may visit from time to time. Nor does it consider future housing developments and the added pressures for parking in West Malling.

In addition, Norman Road residents are not permitted to park in spaces designated below WM6.

We therefore consider it imperative that, yet, more parking places are not taken away from Norman Road residents, specifically extending the yellow lines outside Nos. 75 and 77. The problem time for parking is not in the daytime when council employees visit the road, but in the evening when residents of Norman Road return from work. Please see our calculation below.

No. houses in WM6	No. houses with drives	Ave. No. cars / household	No. parking spaces needed	Spaces between 49-77	Spaces from 79-101 (current proposal)	Parking spaces deficit on Norman Road
28	17	56	39	13	10	16

We feel it very important that you take this lack of available parking for street residents in to consideration in any future decisions.

Yours sincerely,

[Redacted signature]

2/2/17

**Formal Consultation
Amended Parking Restrictions
Norman Road, West Malling**



Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Norman Road.

All responses must be received by 26th February 2017.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	[REDACTED]
Address	[REDACTED] Norman Road West Malling
Postcode	ME19 6RN
Telephone	[REDACTED]
Email	[REDACTED]

I am (~~in favour of~~ / object to)* the Borough Council's proposals for changes to the on-street parking arrangements in Norman Road.

* **delete where not applicable**

(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).

Comments
See attached letter.
Continue on additional sheets if necessary

[REDACTED]	Date
[REDACTED]	04/02/2017

Norman Road
West Malling
Kent
ME19 6RN

04th February 2017

Dear Barbara Cooper/Andy Bracey,

Ref: Phase 8a Formal – Norman Road

Thank you for the Notice dated 03 February 2017 (Re Amendment 13, Order 2011) and the letter 2011-8a Form-start.

We **strongly disagree** with extending the double-yellow lines any more than the official current markings. We have regularly been forced to park on the "un-official" double yellows over the past month or so as there is simply nowhere to park within the WM6 permit spaces or the proposed WM6 spaces at peak times.

As a property with no drive (we love our front-garden), where both of us work all day, we cannot shuffle cars around as gaps appear (as others do) or let visitors use the drive as their main car is parked on-street. When we arrive home late we will be forced to park 100m up the road.

My assumption is properties those in favour of extending the double yellows have enough off-street for their cars, or don't use their cars in the evening and the weekend when there are simply no spaces to park in WM6.

I would urge you to reconsider taking away even more parking spaces. The passing space between 71 and 75 is easily sufficient for passing. Note: WM5 have a surplus of spaces always available as nearly all the properties have large driveways. Perhaps WM5 *could* be used as a WM6 overflow?

Below is the calculation Michelle sent you last year which shows how tight Norman Road (WM6 zone) is for spaces.

Today and regularly on evenings and weekends every parking space is taken on Norman Road including those with the temporary yellow lines. Although we are in agreement with the parking bays it is essential that spaces are not removed by incorporating more double yellow lines as this will not leave enough parking for residents. Having calculated the number of houses on Norman Road (east), the number of houses with drives and consideration of the National average number of cars per household (x2); removing more spaces from Norman road will result in a **deficit of parking places** of approximately **16**. This does not include parking for friends and relatives who may visit from time to time. Nor does it consider future housing developments and the added pressures for parking in West Malling.

In addition, Norman Road residents are not permitted to park in spaces designated below WM6.

We therefore consider it imperative that, yet, more parking places are not taken away from Norman Road residents, specifically extending the yellow lines outside Nos. 75 and 77. The problem time for parking is not in the daytime when council employees visit the road, but in the evening when residents of Norman Road return from work. Please see our calculation below.

No. houses in WM6	No. houses with drives	Ave. No. cars / household	No. parking spaces needed	Spaces between No. 49-77	Spaces from 79-101 (current proposal)	Parking spaces deficit on Norman Road
28	17	56	39	13	10	16

We feel it very important that you take this lack of available parking for street residents in to consideration in any future decisions.

Yours Sincerely

12119

**Formal Consultation
Amended Parking Restrictions
Norman Road, West Malling**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ



08 FEB 2017

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference Phase 8a Formal – Norman Road.

All responses must be received by **26th February 2017**.

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

Name (please print)	[Redacted]
Address	[Redacted] Norman Road West Malling
Postcode	ME19 6RN
Telephone	[Redacted]
Email	[Redacted]

I am (in favour of / object to)* the Borough Council's proposals for changes to the on-street parking arrangements in Norman Road.

* **delete where not applicable**

(if you are in favour of the majority of the scheme but wish to suggest alterations in the comment box below, you **should** highlight the 'in favour' section above).

Comments
<p>See attached letter</p>
Continue on additional sheets if necessary

Signed	Date
[Redacted] 6/2/2016	6/2/2017

6TH February

The Parking Office TMBC
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent
ME19 4LZ

WITHOUT DUE PREJUDICE

Dear Mr Andy Bracey

Cc: Andy Edwards/Barbara Cooper KCC Maidstone

RE: Parking Norman Road

Is anyone listening?

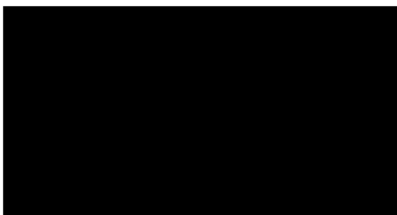
You have taken away my ability to park outside or even near my home, and have yet to offer any alternative parking option. Since this parking plan has been put in place trying to park has been a nightmare and quite frankly dangerous at times, my home has been devalued on top of which you have failed to answer/address any of my letters or emails.

Individuals should be considered, this cannot be a majority decision as each property is affected in different ways.

You have left me no option to object to the Whole Scheme

I request an appointment on site and a response within the next 7days.

Yours sincerely



 orman Road, West Malling, ME19 6RN 

Claire Twinn

From: [REDACTED]
Sent: 24 February 2017 12:03
To: Parking Office
Subject: parking objection - order 2011

Dear Sir/Madam,

I wish to object to proposals for further parking restrictions along Norman Road. Namely the extended double yellow lines from no. 75. These will unnecessarily reduce the total parking available for residents of Norman Road. The longer passing place will also have an adverse effect on safety as it will encourage and permit speeding.

I think the council fails to realise the main problem for residents without off road parking is the lack of spaces in the evening when parking restrictions no longer apply.

I cannot understand why Norman Road (WM6) permit holders, where parking can be severely restricted, are not allowed to park in WM5 area, where most residents have off road parking and parking spaces are readily available. Please address this issue.

To summarise,

Please do not extend yellow lines.
Allow residents to park in WM5 area.

Please acknowledge this objection, many residents feel that their wishes are being ignored (for example, I have yet to speak to another who is in favour of the extra £40+ parking tax).

yours sincerely,

[REDACTED]
[REDACTED]
Norman Road

Tonbridge Station Transport Interchange Improvements

To: Tonbridge Joint Transportation Board, 13th March 2017

By: Tim Read – Head of Transportation, KCC

Classification: Unrestricted

This report outlines the consultation on the proposal to Improve Access to Tonbridge Station.

A recommendation is sought as to whether to progress to the detailed design stage.

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 stations 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

On the 26th September 2016 the Tonbridge Joint Transportation Board gave their recommendation to take a proposed scheme to public consultation.

2. The Design

The key proposals included:

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.

5 - Extend the existing bus stop located outside Quarry Hill Parade

3. Forecasting Traffic Flow

Congestion in the South East is forecast to rise by between 8 and 17% in the next 20 years.

Currently, in the evening peak the section of Quarry Hill Road from the station to the roundabout at Vale Road is running at over 92% capacity.

To combat roads becoming blocked in the future, local authorities need to encourage walking, cycling and bus use where possible while balancing the needs of car drivers.

KCC commissioned some traffic modelling work to look at this scheme to assess the potential impacts on congestion. There are many factors that influence the traffic flow in this area so it is not possible to accurately forecast an increase or decrease of traffic flow with any degree of certainty. However, analysis was undertaken looking specifically at the Waterloo Road Junction arm in relationship with the Quarry Hill Road North and South flows.

The proposed scenario assessments indicate a slight worsening performance in highway capacity terms by 2029 compared with the existing situation, however, these do not take account of the wider benefits to other road users, particularly buses and pedestrians. Furthermore, some of the existing road arms are projected to be running at over 100% capacity by 2029 with no intervention, leading to junctions becoming blocked.

Therefore it could be argued that there is a need to improve provision for sustainable modes of transport such as buses, trains, walking and cycling in this area as vehicle congestion is set to get progressively worse in the future.

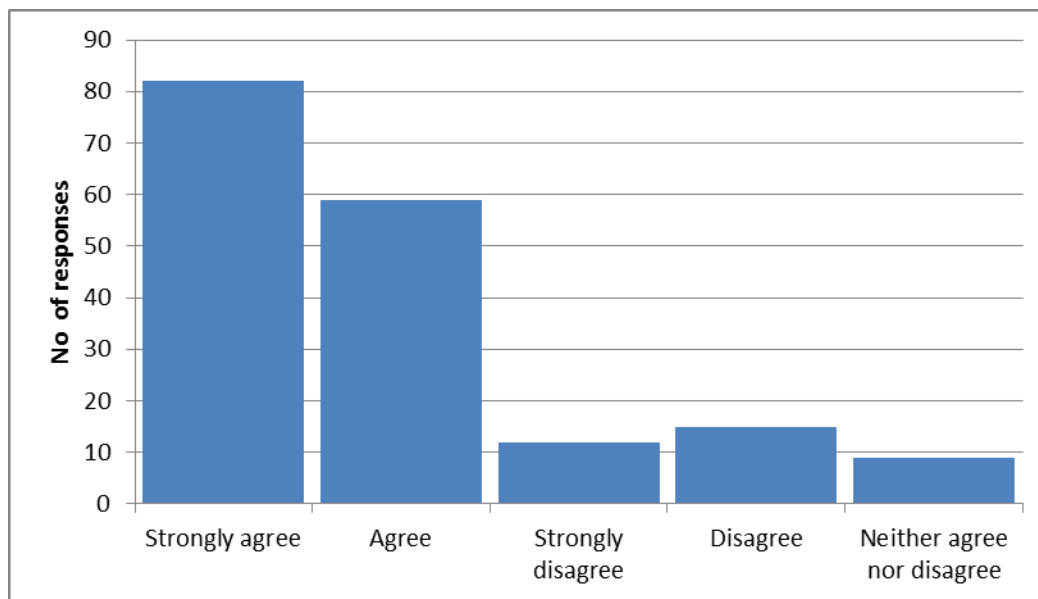
4. Consultation

The consultation ran for six weeks from **31 October to 11 December 2016**. This was to ensure that it fell within term time to engage with schools particularly, as young people are a large user group of the station for both trains and buses.

Additionally KCC consulted via the Tonbridge Youth Hub, KYCC, Tonbridge Youth Forum and Engagement and with local Schools.

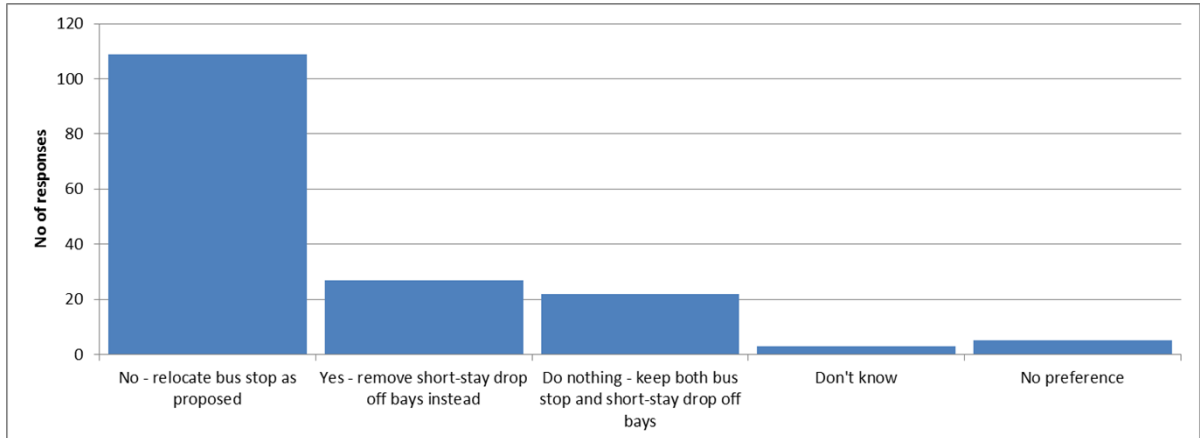
Q4. To what extent do you agree or disagree with Proposal 1 to increase pedestrian space directly outside the main station entrance by relocating the bus stop

There were 177 responses to this question



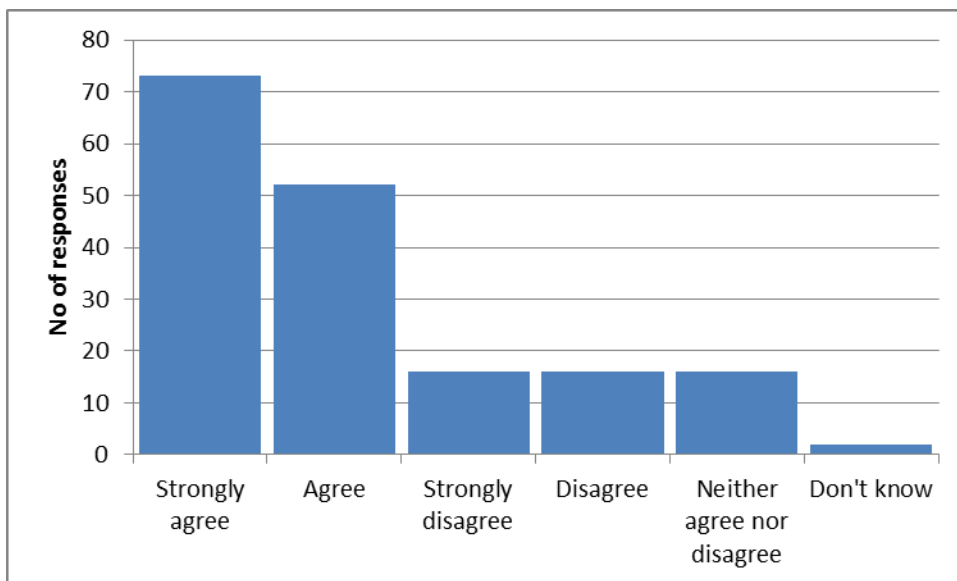
Q4a. Would you prefer to keep the bus stop directly outside the main station entrance and instead remove the short-stay drop off bays?

There were 156 responses to this question



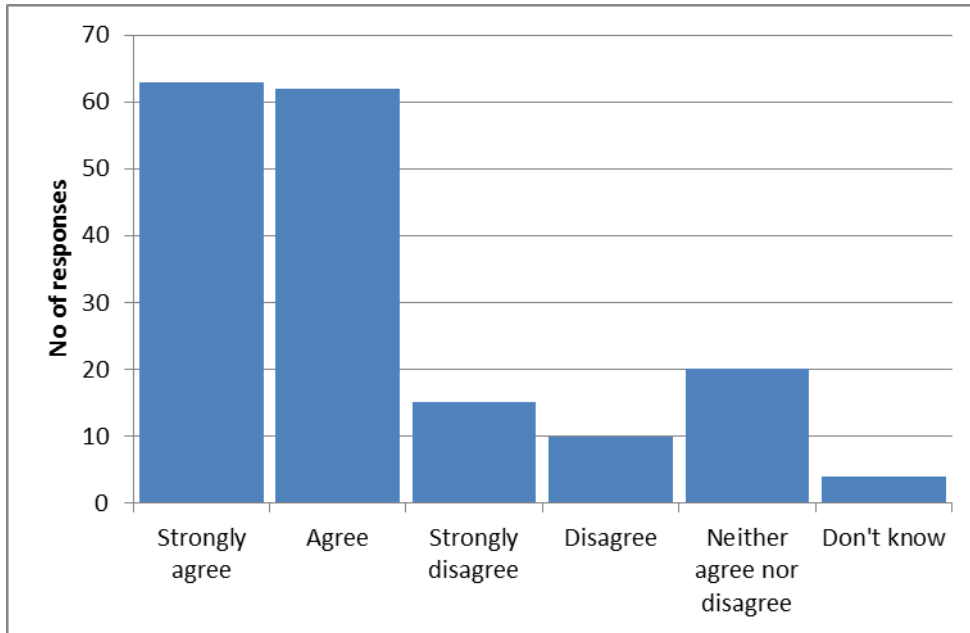
Q5. To what extent do you agree or disagree with Proposal 2 to create a new pedestrian crossing from the station to the East side of Quarry Hill Road?

There were 175 responses to this question



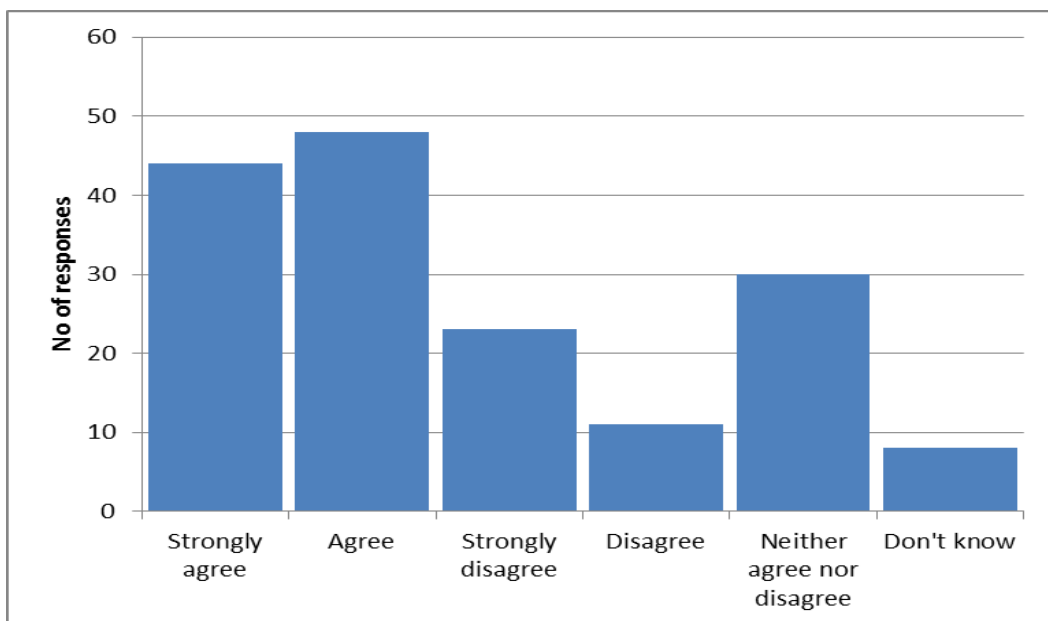
Q6. To what extent do you agree or disagree with Proposal 3 to install traffic controls at the Quarry Hill Road / Waterloo Road junction?

There were 174 responses to this question



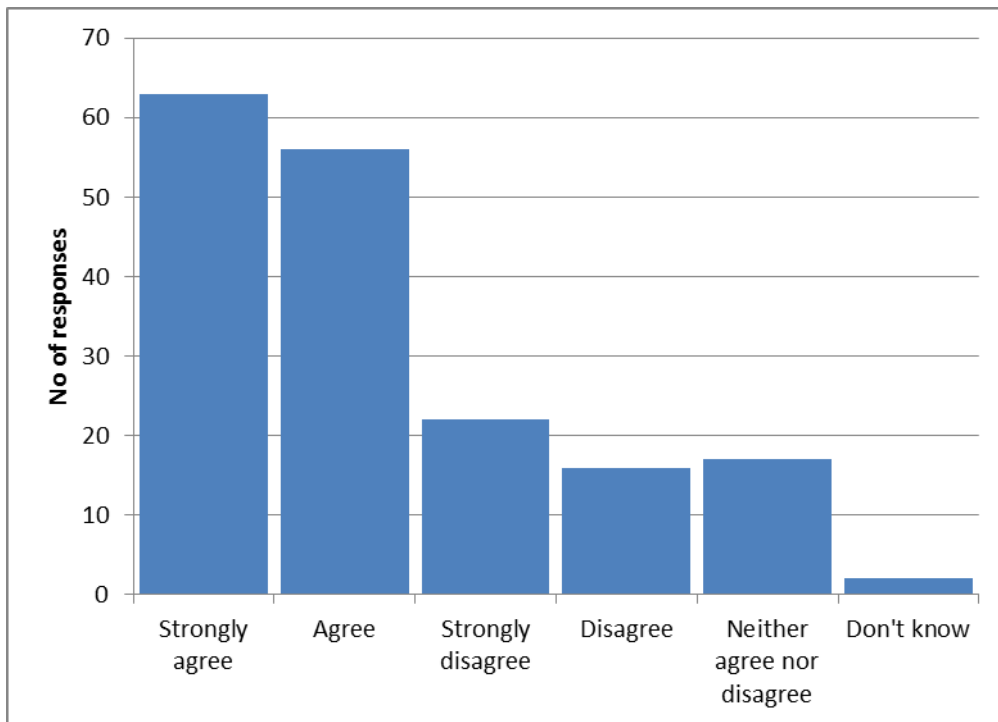
Q6a. To what extent do you agree or disagree with the proposal to remove the right turn into Priory Road?

There were 162 responses to this question



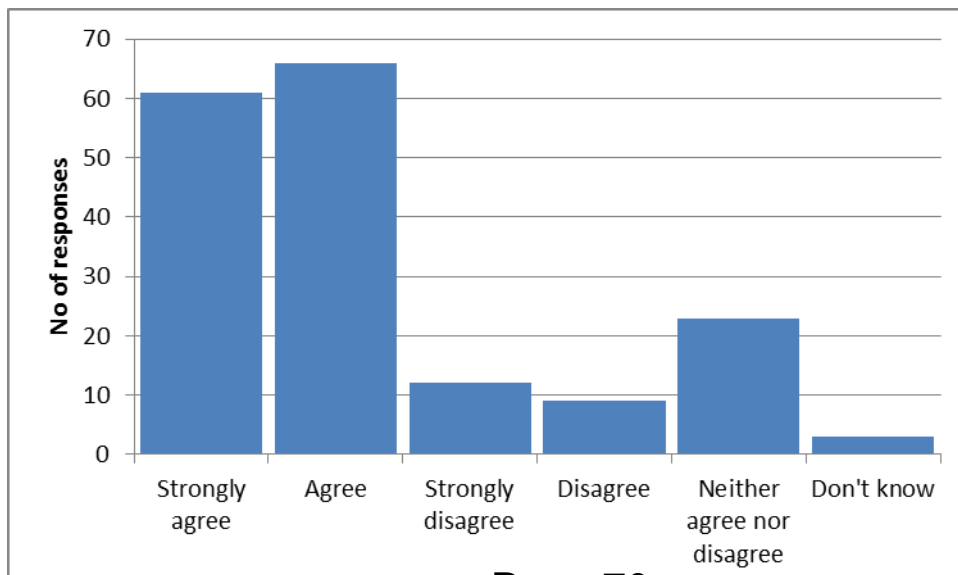
Q7. To what extent do you agree or disagree with Proposal 4 to extend and improve the existing bus stop on West side of Quarry Hill Road (outside Lidl)?

There were 176 responses to this question



Q8. To what extent do you agree or disagree with Proposal 5 to extend and improve the existing bus stop on East side of Quarry Hill Road (outside Quarry Hill Parade)?

There were 174 responses to this question



These results are taken from the Consultation Report, provided alongside this report and available at www.kent.gov.uk/tonbridgestation.

The report outlines all the consultation activities that took place and gives more detail with regards to the comments made as part of the consultation.

The results above are a simplified version of responses and it is advisable to read the consultation report to gain a fuller picture of the feedback gained.

Some key themes that cropped up:

Concern about traffic flow

There is a concern that this scheme could slow down traffic flow. There was much mention of the High Street scheme and particularly the bus stop outside Costa as the cause of a slow-down of traffic and increase in pollution and many respondents are keen to avoid the same happening here.

This concern is particularly focussed around the new extended bus laybys that have the potential to create a 'pinch point'.

This is a concern for KCC officers so modelling has been undertaken to attempt to forecast the impact. This would need to be looked at closely during the detailed design process.

Waiting buses and replacement bus services

Comments were made about the bus drivers needing somewhere else to wait on their breaks before commencing a journey. They currently wait outside Lidl – often for long periods of time. This will need to be addressed in the detailed design through consultation with the bus companies.

Similarly the issue of rail replacement buses will need to be addressed.

Enforcing correct use of the bus stops and drop off bays

There was concern that the current bus stops are used by car drivers to stop off and visit the shops. Any scheme will need to address this concern through partnership working with TMBC.

Additionally there was repeated mention that drivers abuse the short stay drop off bays to park for longer periods of time.

Cyclist provision

There were some comments stating that this scheme did not go far enough to address the provision for cyclists. KCC are keen that this scheme promotes cycling and officers are keen to tie this scheme into the other cycle route works taking place along the A26 and from the A21. This will be looked at fully in the detailed design scheme.

5. Recommendation required:

To give backing to KCC to use the learning from the consultation to begin the detailed design process for this scheme.

Future Meeting if applicable:	Progress reports will be presented to the JTB in the future.
--------------------------------------	--

Contact Officers:	Tim Middleton, Principal Transport Planner (03000 412457)
Reporting to:	Tim Read, Head of Transportation (03000 411662)

Improving Access to Tonbridge Station

Consultation Report



kent.gov.uk/tonbridgestation
Consultation period: 31 October to 11 December 2016



Paper copies of the booklet and questionnaire are available at Libraries and the Gateway or by emailing tonbridgestation@kent.gov.uk. For an alternative format please email alternativeformats@kent.gov.uk or call 03000 421553 (text relay 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.



Public Consultation

31 October – 11 December 2016

Alternative Formats

This document can be made available in other formats or languages, please email alternativeformats@kent.gov.uk or telephone 03000 421553 (text relay service 18001 03000 421553). This number goes to an answer machine, which is monitored during office hours.



i. Contents

1.	Introduction.....	4
1.1.	Background.....	4
1.2.	Purpose of the Consultation.....	5
1.3.	Purpose of this Report.....	5
2.	Consultation Process	6
2.1.	Promoting the Consultation	7
	Promoting the Consultation	7
2.2.	Pre-consultation Engagement Activities.....	8
2.3.	During Consultation Activities	8
3.	Equality and Accessibility	11
3.1.	Equality Impact Assessment (EqIA)	11
4.	Response Profile.....	12
4.1.	Respondent Demographics	12
4.1.1.	Age.....	12
4.1.2.	Gender.....	13
4.1.3.	Disability	13
4.2.	Respondent Groups.....	14
4.3.	Respondent locations	15
5.	Consultation Results:.....	17
5.1.	Q4. To what extent do you agree or disagree with Proposal 1 to increase pedestrian space directly outside the main station entrance by relocating the bus stop.....	17

5.2.	Q4a. Would you prefer to keep the bus stop directly outside the main station entrance and instead remove the short-stay drop off bays?	18
5.3.	Q5. To what extent do you agree or disagree with Proposal 2 to create a new pedestrian crossing from the station to the East side of Quarry Hill Road?	19
5.4.	Q6. To what extent do you agree or disagree with Proposal 3 to install traffic controls at the Quarry Hill Road / Waterloo Road junction?.....	20
5.5.	Q6a. To what extent do you agree or disagree with the proposal to remove the right turn into Priory Road?	21
5.6.	Q7. To what extent do you agree or disagree with Proposal 4 to extend and improve the existing bus stop on West side of Quarry Hill Road (outside Lidl)?	22
5.7.	Q8. To what extent do you agree or disagree with Proposal 5 to extend and improve the existing bus stop on East side of Quarry Hill Road (outside Quarry Hill Parade)?	23
5.8.	Q9. We have completed an initial Equality Impact Assessment (EqIA) for the proposals put forward in this consultation.....	24
5.9	Equality and diversity feedback.....	25
6.	Next Steps	26

1. Introduction

1.1. Background

Kent County Council (KCC) has secured funding of £500,000 from the Local Growth Fund, allocated by the South East Local Enterprise Partnership to improve the area outside Tonbridge Station.

Tonbridge Station is the busiest station in Kent in terms of footfall, with over 4 million customers using the station in 2014/15. The ticket office itself has been improved in recent years but the area directly outside the main entrance, which is used by many school children, commuters and leisure users on a daily basis, is no longer fit for purpose. At peak times, the area does not have the capacity to serve the large numbers of people using the space.

Working with our partners, Tonbridge & Malling Borough Council (TMBC), Network Rail and Southeastern Railway, KCC is aiming to improve the space available for customers at the station, provide more room for pedestrian movements and to link the design to the recently improved High Street.

The scheme aims to improve the safety of pedestrians, particularly when crossing the roads at peak times and encourage more sustainable modes of travel such as use of the train, buses, cycling or walking.

DHA Transport consultants were commissioned to survey the area and produce an initial design. They have made a number of site visits to the area, and recorded traffic and pedestrian movements to gain evidence on which to base their initial proposals.

The draft proposals were presented at the Tonbridge Joint Transportation Board (JTB) on the 26th September 2016 who gave their recommendation to proceed to public consultation.

1.2. Purpose of the Consultation

The purpose of the public consultation was to inform the public and stakeholder organisations about the proposed design in order to provide them with the opportunity to ‘Have their say’ and to help KCC gain feedback to inform changes or improvements to the scheme. The consultation gave the opportunity to:

- Understand why changes are being proposed to the area around Tonbridge Station
- Consider the possible impacts and benefits of the proposed proposals
- Ask us questions and provide their views on the proposals.

This public consultation offered the opportunity to open a dialogue with stakeholder organisations and the public so their comments and concerns could be incorporated into this report and the on-going work to finalise a scheme.

1.3. Purpose of this Report

This report presents the analysis and findings of the responses to the public consultation on the proposals. In addition the report summarises the consultation process and the engagement and promotional activities that took place. The report also states how the feedback will be used to progress the proposal and identifies the next steps in the project development process.

2. Consultation Process

This chapter outlines the process followed to deliver the consultation and details the activities and documentation developed to support the delivery of the consultation. The consultation was divided into the five stages shown in Figure 2.1. Detailed information on each section is given below.

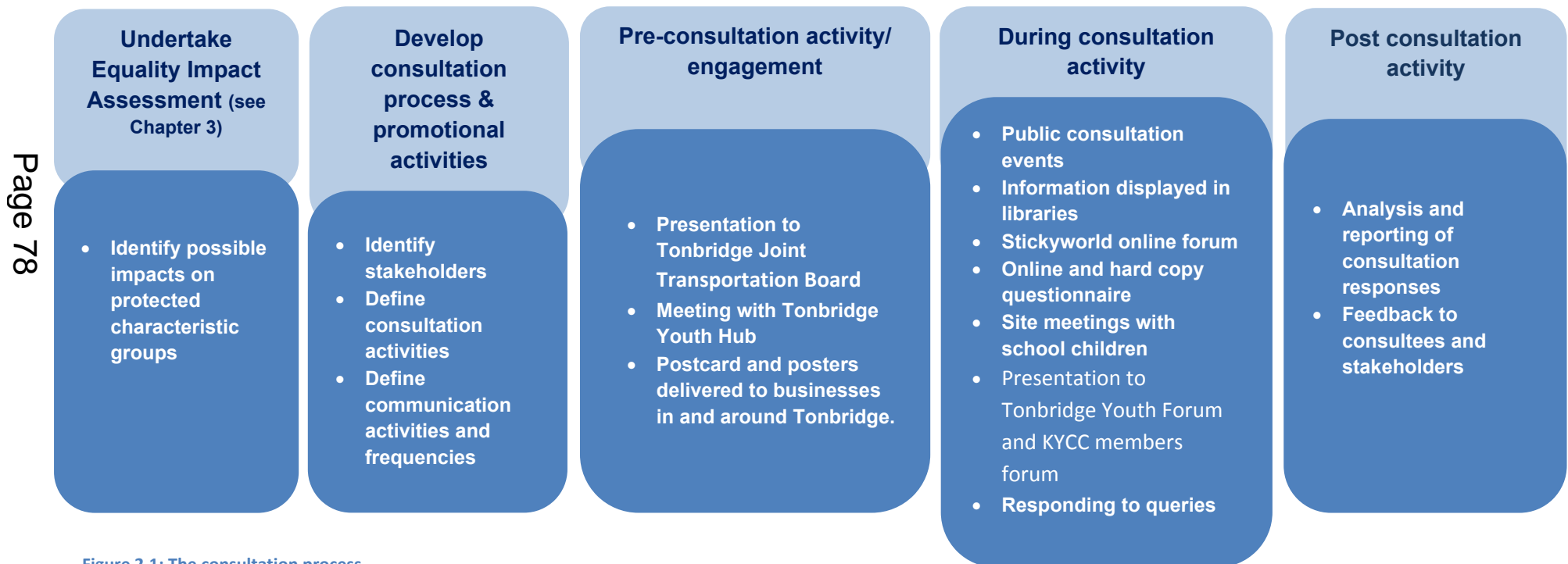


Figure 2.1: The consultation process

2.1. Promoting the Consultation

The consultation process was developed by KCC with the aim of involving residents, community groups and interested parties throughout the project to help develop the proposals, drawing on local knowledge and expertise.

Promoting the Consultation

The following promotional activities were undertaken to support the delivery of the public consultation:

- Consultation poster displayed in local shops, business and public places
- Postcards delivered to Tonbridge & Malling Seniors Forum (TAMS),
- Presentation to TAMS (28/10/16)
- Presentation to Tonbridge Youth Forum (17/11/16)
- Posters displayed at Tonbridge Station
- Postcards distributed at Tonbridge Station (11th, 16th, 23rd November am and pm peak times)
- Posters displayed on TMBC notice boards around town.
- Discussed consultation with local shop owners
- Email to 262 businesses in Tonbridge (TMBC emailed directly)
 - 40.8% open rate (industry average of 23%)
 - Newsletter was opened a total of 407 times (a number of people opened it more than once)
 - 7.6% click rate (industry average of 2.9%)
- Press release issued to local media outlets (24/10/16)
- Community liaison officer promoted the project to their network
- Page on KCC's Consultation Directory on Kent.gov.uk updated as consultation and project progressed
- Delivered Consultation booklets to all the local secondary schools and some local primary schools
- Consultation posters and booklets in Tonbridge libraries.
- Tweets from KCC account

Please note: materials are available for reference at www.kent.gov.uk/tonbridgestation



Figure 2.2: Consultation poster

which is monitored during office hours.

2.2. Pre-consultation Engagement Activities

- KCC officers met with young people at the Tonbridge Youth Hub to discuss their use of the station, what they felt worked and what didn't and their ideas for how it might be improved. Their views were fed back to DHA Transport to inform their initial proposals.
- Presentation to Tonbridge Joint Transportation Board

2.3. During Consultation Activities

A number of activities were undertaken during the consultation period.

Consultation Events

Four exhibition days were held (12, 19, 24, 28 November). These were timed to be inclusive to commuters and those in work and were held on Saturdays and weekday afternoon/evenings. The purpose of the events was to provide attendees with a forum to discuss the proposal with DHA Transport and KCC officers, and ask any questions.

The Saturday events were held from 11am – 3pm and the weekday events from 2pm – 7pm and 3pm - 8pm at the Chamber, Tonbridge Castle.

In total **74** people attended the exhibitions.



Figure 2.3: Photo taken on the exhibition days

Consultation exhibition boards

The consultation exhibition boards provided information on the:

- Background of the project
- The proposed plan
- Details of the 5 proposals
- The next steps, and how people could provide their feedback

The boards were available to view and download from the consultation webpage www.kent.gov.uk/tonbridgestation. Hard copies of the Consultation Booklet were available in hard copy at the Tonbridge Gateway and the libraries.

- ✓ In total the Consultation Booklet was downloaded **350** times in pdf format and **78** times in word format.
- ✓ In total the Consultation Boards were downloaded **30** times

The exhibition boards were accompanied by a Frequently Asked Questions (FAQ) document, which was updated, when required, after each exhibition event.

Feedback mechanism

People were asked to provide feedback via a consultation questionnaire, which was available online and in a paper version. The paper version was available at the exhibition events, from the Gateway and Libraries and on request via telephone or email.

Stickyworld Online Forum

KCC hosted an online forum via Stickyworld. This was a virtual version of the Consultation exhibition offering the public the opportunity to comment on the specific aspects of the scheme. The information gained was invaluable and allow KCC officers to communicate directly with the respondents.

In total Stickyworld gained:

420 views **73** comments

Engagement with young people

On the 17th November a KCC officer attended the Tonbridge Youth Forum and KYCC members forum to conduct a presentation. The feedback has been fed into this report.

On the morning of the 24th November KCC staff met with a group of year 7 children from Weald of Kent Grammar School on site. The proposals were explained in detail and accompanied by a site walk around the 5 main proposal areas. The children completed a feedback questionnaire.

On the afternoon of the 24th November a group of year 6 children from the Woodlands Primary School came for a similar exercise with representatives from DHA Transport. They completed a specially formulated questionnaire while conducting a site walk.

On the 30th November a KCC officer visited the Tonbridge Youth Hub for a follow up meeting to show them the proposals and gain their feedback. All feedback gained has been fed into this report.

Note: There were comments on a Tonbridge Facebook page, which were largely against the scheme. However, these comments have been not included in this report as the authors did not ask them to be taken as official responses. The KCC officers involved were alerted by other KCC officers to the page.

3. Equality and Accessibility

3.1. Equality Impact Assessment (EqIA)

The EqIA provides a process to help us to understand how the proposals may affect people based on their protected characteristics (age, disability, gender, gender identity, race, religion / belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities).

An EqIA was completed prior to commencement of the consultation and was available as one of the consultation documents during the consultation. The EqIA was used to shape the consultation process. This document was downloaded **34** times in pdf format and **39** times in word format.

We have carried out an initial Equality Impact Assessment (EqIA) on the proposals to identify how people may be impacted. The EqIA is available to view at kent.gov.uk/tonbridgestation. We will use the feedback gathered from the consultation to update the EqIA before the outline design is finalised.

The following steps were defined in the Action Plan and additions were made as the project developed. All were taken to ensure the consultation was accessible to all:

- In addition to the consultation being available online, four events were held to provide the opportunity for people to view the material and ask the team questions. Hard copies of the online questionnaire were available and staff on hand to provide support. This was particularly important to ensure the consultation was accessible to people who could not or did not want to access the consultation online. The events were held at an accessible venue. The consultation events were replicated on Stickyworld and the exhibition banners were made available online for anyone who was unable to attend the events.
- Hard copies of the Consultation booklet, Questionnaire and FAW document were available in the Gateway and local libraries throughout the consultation period.
- All publicity material included a phone number and email address for people to request hard copies and alternative formats of the consultation material. Word versions of the Consultation booklet, EqIA and questionnaire were provided to ensure accessibility of documentation to consultees using audio transcription software.
- The Gateway acted as a delivery station for hard copy questionnaires.

Equality analysis of the consultation data was undertaken (Chapter 5) to identify any new issues that would impact a particular protected characteristic group. The EqIA will be updated to consider outcomes of this consultation and will be available online at www.kent.gov.uk/tonbridgestation .

4. Response Profile

This chapter summarises the number of consultation responses received and who responded to the consultation.

There were a total of **191** respondents to the consultation:

- Of the 191 responses to the consultation questionnaire **121** were received online and **70** were hard copy responses
- There were **9** emails or letters written to KCC whereby the comments were manually added to the formal consultation responses and included in this report
- More than **74** people attended the consultation events.
- There were **73** comments on the Stickyworld Online Forum. The comments have been fed into the Theme of Comments but the respondents have not been included in the statistical information.

4.1. Respondent Demographics

The following section documents the demographics of the respondents. This data was collated using the 'About You' questions in the questionnaire.

Please Note: sometimes the percentages of respondents agreeing or disagreeing with a proposal will not add up to 100%. This is because some of the figures have been automatically rounded up or down to the nearest percentage point. It is not a fault with the data.

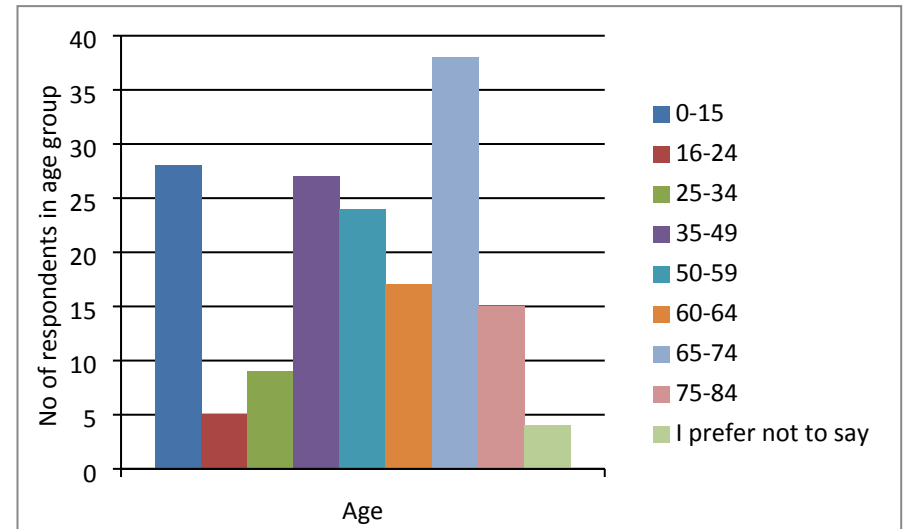


Figure 4.1: Respondents by age

4.1.1. Age

Figure 4.1 shows the distribution of respondents' age. A large proportion of respondents were aged between 65-74 year olds but also a large proportion were aged under 15, which are traditionally a difficult group to reach.

4.1.2. Gender

- 60% of respondents were men
- 38% of respondents were women
- 2% of respondents preferred not to state their gender.

4.1.3. Disability

- 88% of responded did not consider themselves having a disability
- 9% of responded did consider themselves having a disability
- 3% preferred not to say.

Of those that stated they considered themselves having a disability, the impairments that affected each respondent are shown in Figure 4.2.

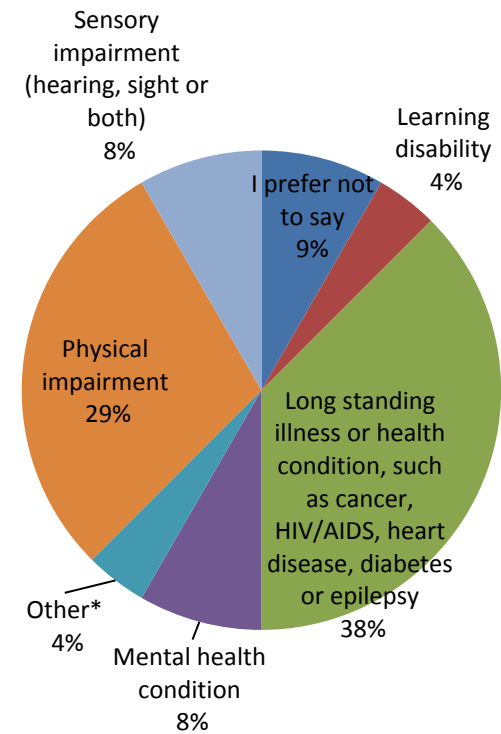


Table 4.2: 'Disability impairments'

4.2. Respondent Groups

The 191 questionnaire responses were analysed together to give an overall picture of the attitude towards the proposals. Where this data is presented it will be described as coming from the 'All' group. The results showed that on the whole concern regarding congestion was most likely to originate from motorists, which is to be expected. Additionally cyclists were most concerned about cyclist provision and road safety.

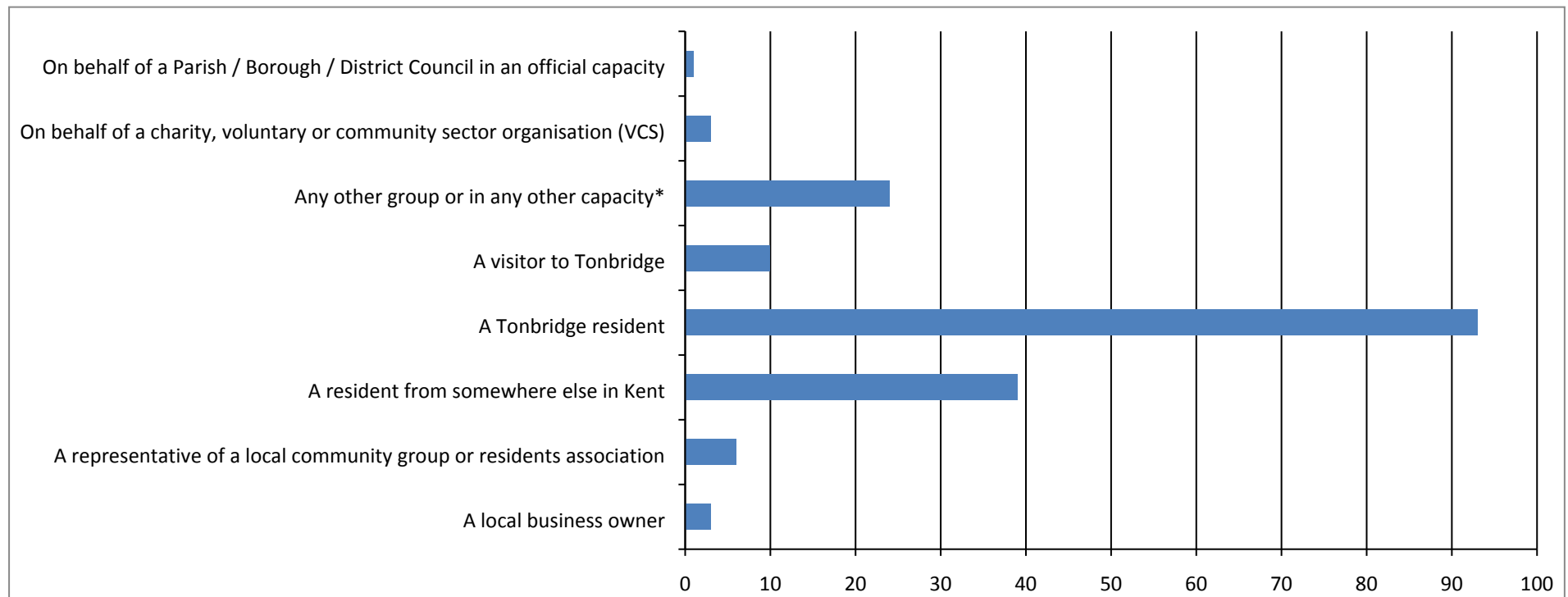


Table 4.3: 'Respondent Groups'

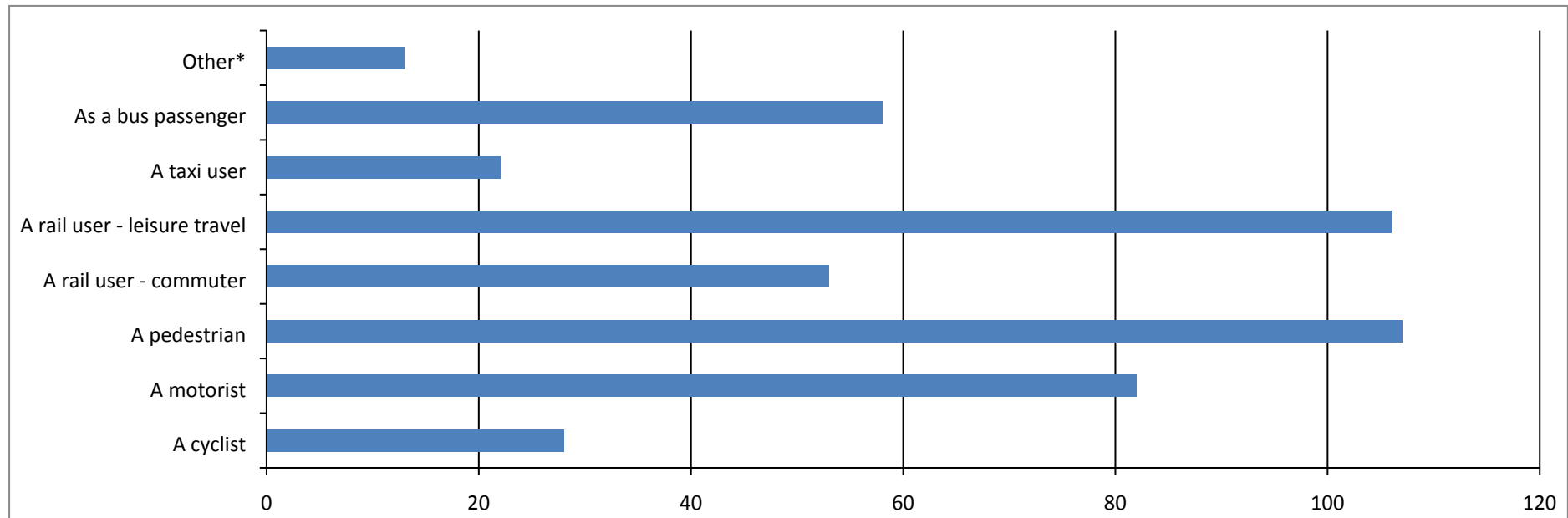


Table 4.4: 'Respondent Groups' Use of the station

The group 'other' included entries from mobility scooter users, bus operators and disabled users.

4.3. Respondent locations

The responses to the questionnaire were mapped to show where the respondents live. This was based on the postcodes given. Figure 4.5 maps the postcodes of people responding to the questionnaire. These results show us that the vast majority of the people who took part in the consultation live in and around Tonbridge.

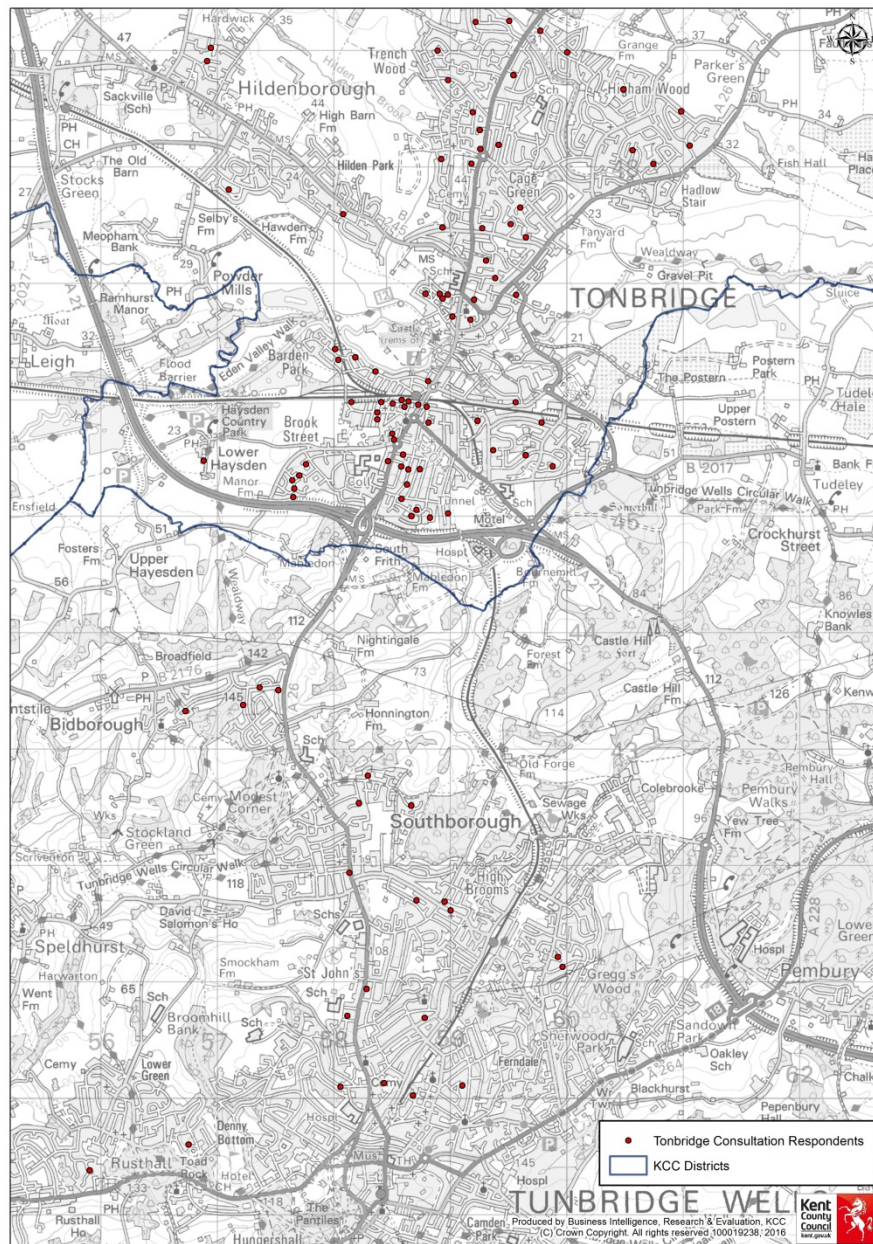


Figure 4.5: 'Respondent Groups'
 Origin Location

5. Consultation Results:

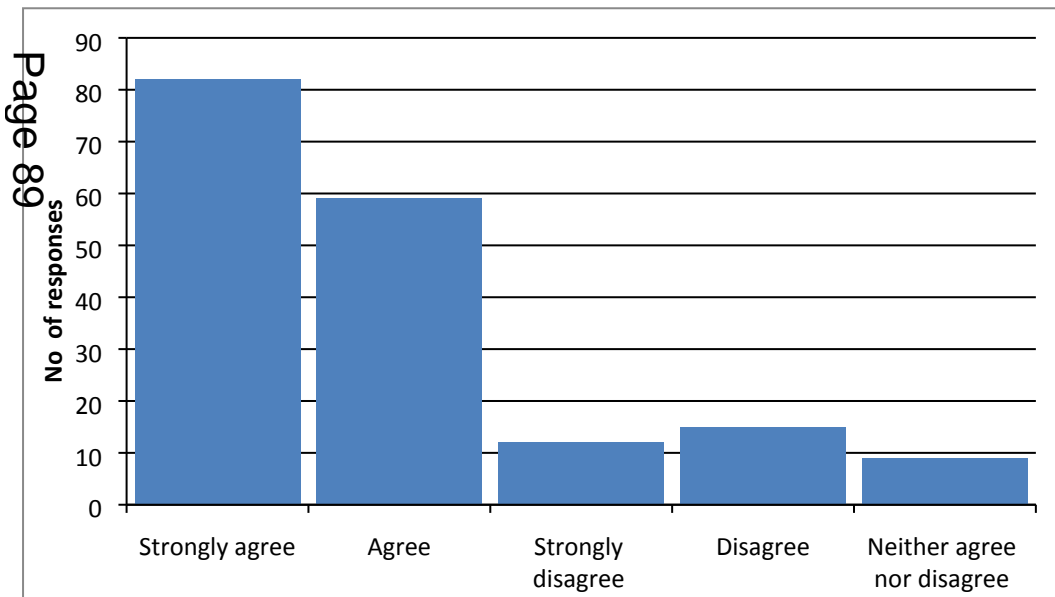
5.1. Q4. To what extent do you agree or disagree with Proposal 1 to increase pedestrian space directly outside the main station entrance by relocating the bus stop

There were 177 responses to this question

79% of respondents agreed

15% of respondents disagreed

5% of respondents either did not know or did not agree nor disagree



Theme of comments	Number of comments
Concern about traffic flow	15
Do not lose short term drop off bays	13
New bus stop would be too far from the station	12
Where will replacement buses park?	8
Drop off bays currently abused	8
Where will bus drivers park to take a break?	7
Do not think cyclist safety is considered enough	7
Complaining about High Street congestion	6
No need to provide extra cycle storage	6
Use space outside Lidl for drop off bays and put buses outside the station	5
Include cycle parking in the scheme	3
Concern the proposal will increase pollution	3
Widen pavement on hill leading to High Street	3
Plant trees and provide benches outside station	3
Reinstate staircase on outside of station	3
No smoking outside station entrance	3
Relocate drop off bays	3
Other comments	26

"Buses stopping in the road will make traffic build-ups even worse, as has been seen in the high St."

"It is essential to retain the existing drop off bays"

5.2. Q4a. Would you prefer to keep the bus stop directly outside the main station entrance and instead remove the short-stay drop off bays?

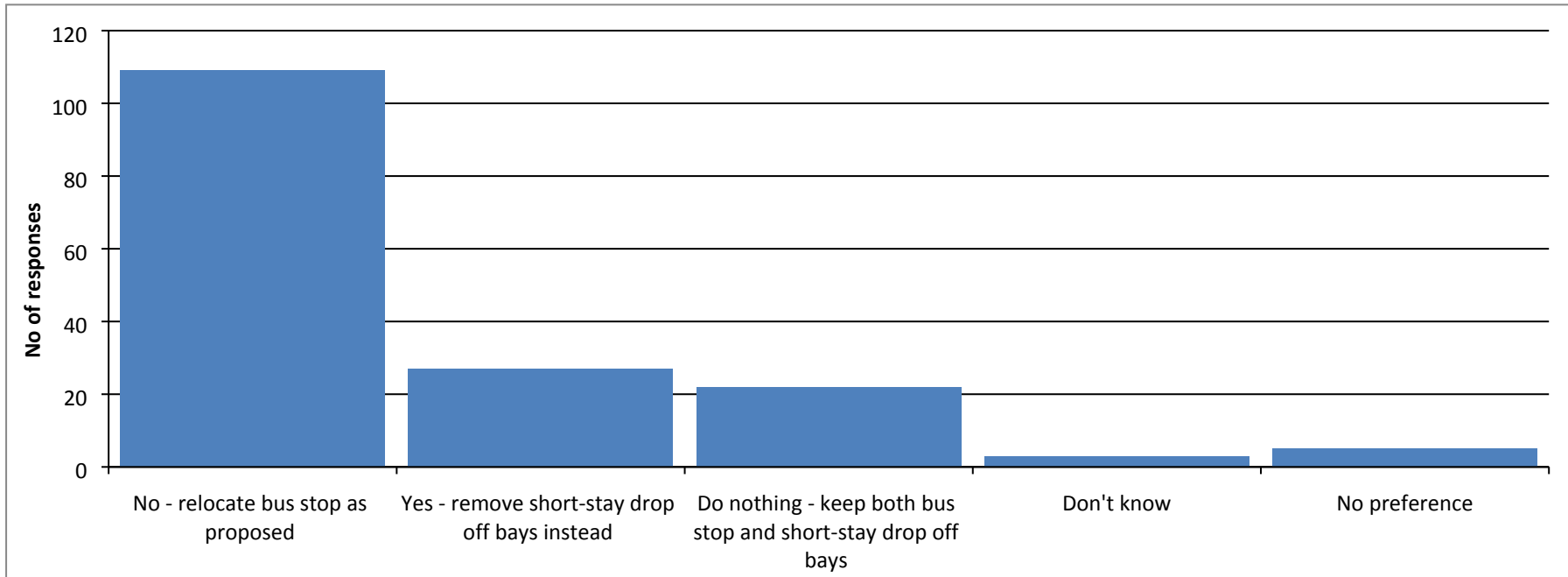
There were 156 responses to this question

66% of respondents suggested moving the bus stop as proposed

16% of respondents suggested removing the drop off bays instead

13% of respondents suggested keeping both the bus stop and drop off bays

5% of respondents had no preference or did not know



5.3. Q5. To what extent do you agree or disagree with Proposal 2 to create a new pedestrian crossing from the station to the East side of Quarry Hill Road?

There were 175 responses to this question

72% of respondents agreed

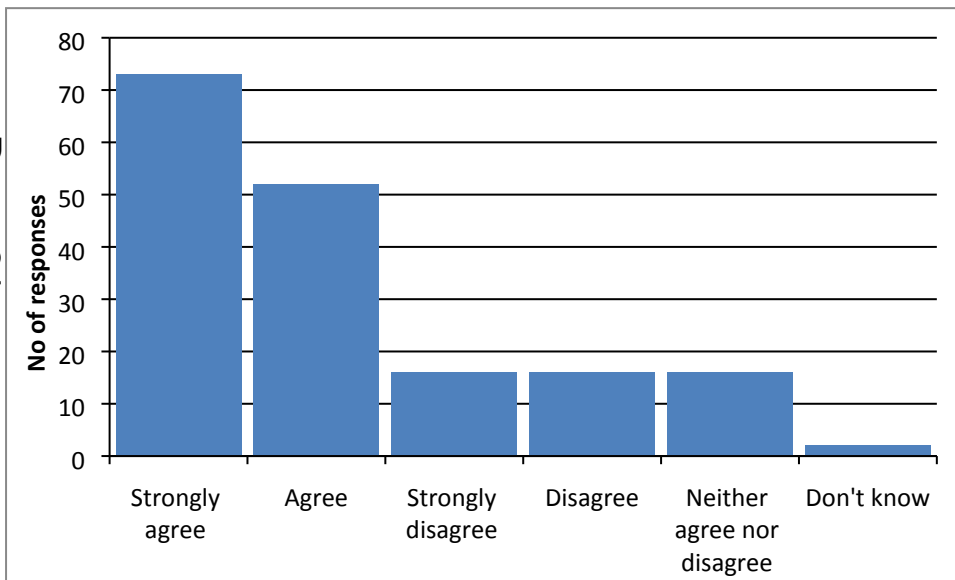
18% of respondents disagreed

10% of respondents either did not know or did not agree nor disagree

Theme of comments	Number of comments
Concern about traffic flow	26
Do not believe crossing will be used properly	10
Like the idea of a count-down timer	9
Implement a standard crossing instead	5
Ensure there is disabled access to the crossing.	4
Other comments	10

'Other comments' were made covering topics such as to extend the 20mph zone and need more provision for cyclists but no comment received more than 2 responses and therefore have not been included in the themed results.

Page 91



“Traffic is already held up badly by pedestrian lights and the roundabouts at the bottom of Quarry Hill and by the Sainsbury's roundabout.”

“Quite often, cars, buses, pedestrians are all fighting to get across or around the curb. Who really has the right of way?”

“Count down timer a very good idea.”

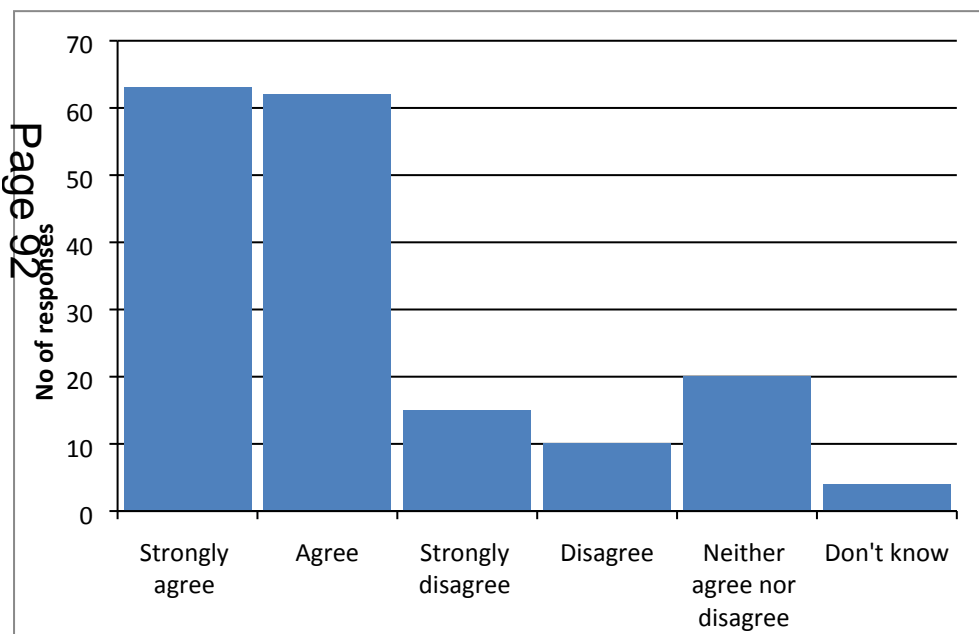
5.4. Q6. To what extent do you agree or disagree with Proposal 3 to install traffic controls at the Quarry Hill Road / Waterloo Road junction?

There were 174 responses to this question

72% of respondents agreed

15% of respondents disagreed

13% of respondents either did not know or did not agree nor disagree



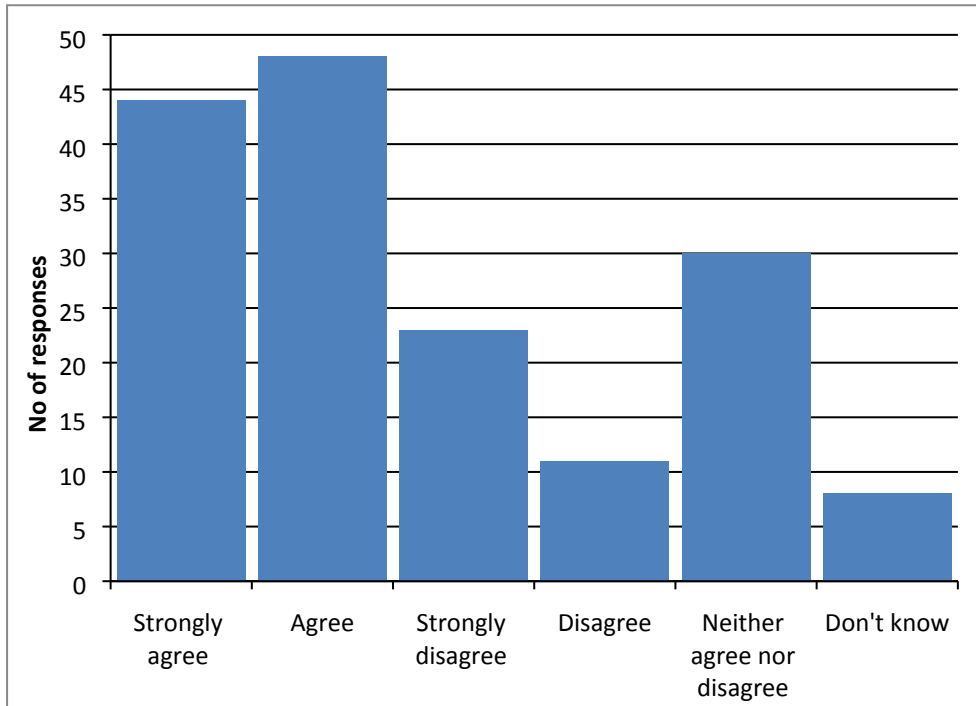
5.5. Q6a. To what extent do you agree or disagree with the proposal to remove the right turn into Priory Road?

There were 162 responses to this question

56% of respondents agreed

21% of respondents disagreed

23% of respondents either did not know or did not agree nor disagree



Theme of comments	Number of comments
Concern about traffic flow	22
Closing Right turn to Priory will negatively impact other side roads	8
Right turn ban will be ignored	5
Place a pedestrian crossing on Priory Road	4
Businesses in Priory Road will suffer	4
Should still allow right turn for cyclists into Priory Road	4
Coaches will struggle to navigate side roads if not allowed to turn into Priory Road	3
Make Waterloo Road one way	3
Other comments	7

'Other comments' were made covering topics such as create other crossings that no comment received in the themed results.

"...we do not want more traffic lights to slow down the movement of traffic."

"...these are narrow residential roads, with cars parked down both sides, and I foresee these becoming "cut throughs" or "rat runs"..."

5.6. Q7. To what extent do you agree or disagree with Proposal 4 to extend and improve the existing bus stop on West side of Quarry Hill Road (outside Lidl)?

There were 176 responses to this question

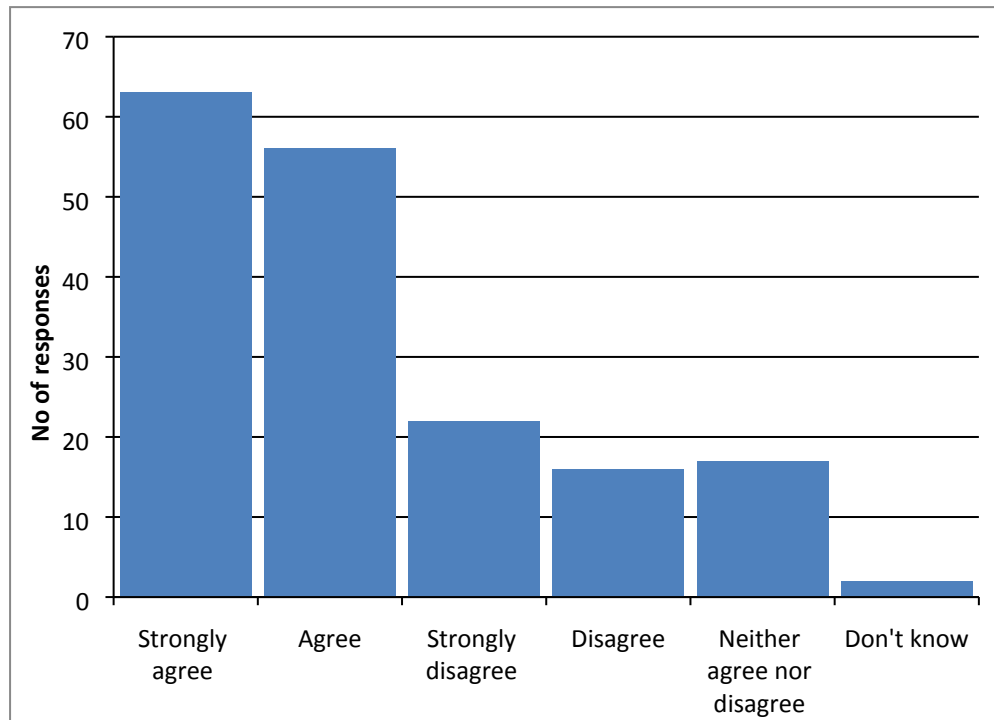
68% of respondents agreed

22% of respondents disagreed

11% of respondents either did not know or neither agreed or disagreed

Theme of comments	Number of comments
Concern about traffic flow	40
Where will bus drivers park to take a break?	17
Need to enforce bus stops from car drivers	10
Where will replacement buses park?	9
Reduce street clutter	3
Other Comments	17

Page 94



'Other comments' were made covering topics such as set the bus stop back into the pedestrian area and proposed bus stop is not long enough but no comment received more than 2 responses and therefore have not been included in the themed results.

5.7. Q8. To what extent do you agree or disagree with Proposal 5 to extend and improve the existing bus stop on East side of Quarry Hill Road (outside Quarry Hill Parade)?

There were 174 responses to this question

73% of respondents agreed

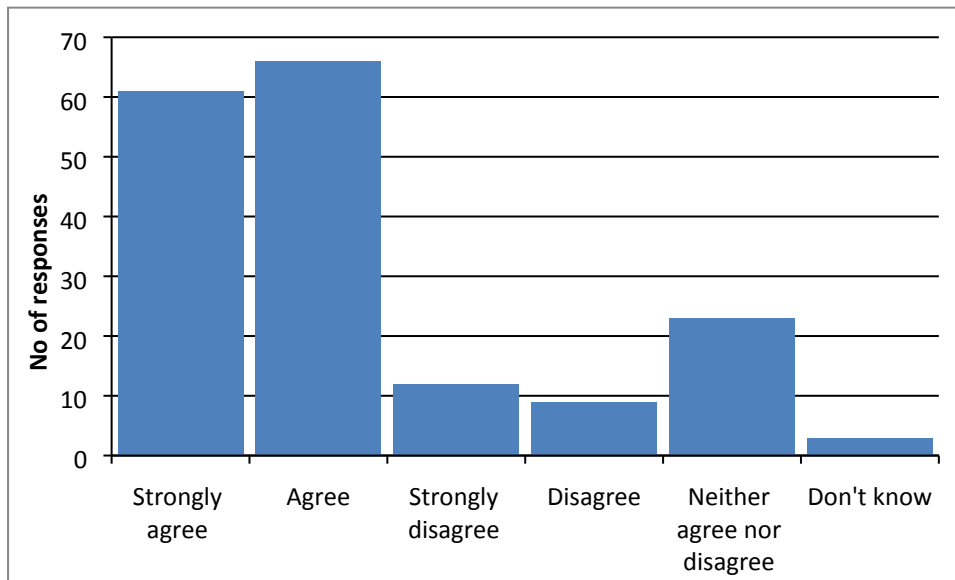
12% of respondents disagreed

15% respondents either did not know or neither agreed or disagreed

Theme of comments	Number of comments
Need to enforce bus stops from car drivers	38
Concern about traffic flow	18
Need dedicated provision for cyclists	3
Other comments	11

'Other comments' were made covering topics such as buses may park up and block the traffic and the bus bays aren't long enough but no comment received more than 2 responses and therefore have not been included in the themed results.

Page 95



“How do you propose stopping the cars parking in that area to use the Take-Aways, The E-Cigarette shop, the Laundry & the Firework shop?”

“The road is already fraught and congested at that area and removing some of the road for the buses will not improve that situation.”

“Concerned about safety for cyclists”

5.8. Q9. We have completed an initial Equality Impact Assessment (EqIA) for the proposals put forward in this consultation.

There were 44 responses to this question.

Theme of comments	Number of comments
Why is an Equality Impact Assessment needed?	6
The scheme will benefit disabled	4
Other comments	14

'Other comments' were made covering topics such as the scheme has not properly assessed the impact on vulnerable groups and ensure disability standards are adhered to in the design but no comment received more than 2 responses and therefore have not been included in the themed results.

"I would like some "What on earth has the proposal to change the roads to do with gender, race, sexual orientation or religion?"

"Any measure to safeguard the safety of vulnerable persons - whether improved crossings or dedicated bus parking- can only benefit all travellers."

5.9 Equality and diversity feedback

We analysed the feedback to see if it identified any specific potential impacts or issues for people because of a protected characteristic (age, disability, gender, gender identity, race, religion / belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities). The following issues were identified for people with a disability:

- One resident requested access ramps to disabled parking bays
- Some residents were concerned that their access to the bus stops would be reduced if they were forced to cross a road to access their bus.
- Some residents were concerned about a lack of provision for cyclists
- Some residents requested suitable access for mobility scooters.

6. Next Steps

On 13th March 2017 the Joint Transportation Board (JTB) will review this feedback and advice from officers to determine whether to recommend to proceed to detailed design for the scheme. This work would be carried out during 2017 with the works projected to begin nearer the 2018/19 financial year.

This report is available on our website kent.gov.uk/tonbridgestation and we will send a notification to those who have provided contact details throughout the process, including stakeholder organisations.

Hard copies of this report will be on display in the Tonbridge library and Gateway.

When the detailed design is complete this will be published alongside a document explaining how the consultation responses shaped the final design.

A26 Tonbridge to Tunbridge Wells Cycle Route

To: Tonbridge Joint Transportation Board, 13th March 2017

By: Tim Read – Head of Transportation, KCC

Classification: Unrestricted

Summary

The A26 between Tonbridge and Tunbridge Wells town centres is a priority utility cycling route. The route benefits from some segregated infrastructure for cyclists at present but this requires further improvement to provide a higher quality route and encourage more cycling.

The proposed designs for the route were published for a six week consultation beginning on 7 November 2016. Following the consultation it is now recommended that the JTB agrees to support the scheme being taken forward to statutory consultation for the Traffic Regulation Orders.

1. Introduction

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes 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

KCC secured funding from this allocation and the A26 Tonbridge to Tunbridge Wells Cycle Route has been designed as part of this programme. It is anticipated that the construction budget will come from an underspend on the recent signalisation scheme at Yew Tree Road/Speldhurst Road on the A26 and a business case will be submitted to the Local Enterprise Partnership Accountability Board following agreement of the JTB to progress the scheme.

The route has been designed and the consultation took place between 7 November and 18 December 2016. The consultation covered the whole proposed route between Brook Street in Tonbridge and Grosvenor Road in Tunbridge Wells.

2. The Design

The proposed route consists of both off-road and on-road sections and includes:

- Where width is available existing advisory cycle lanes are widened to provide mandatory lanes (minimum 1.5m wide).

- Revised geometry at some side junctions, most of which include raised tables that provide an enhanced flush crossing arrangement for pedestrians. Raised tables also help to reduce the speed of vehicular turning movements.
- Inclusion of two bus stop bypass features north of the junctions with Culverden Park and Pennington Road (Southborough).
- Removal of two short sections of on street parking on the western side of the A26 between Southfield Road and Beltring Road, and between Still Lane and Holden Road.
- Introduction of 20mph limit on the A26 between the junctions of Pennington Road and Holden Park Road (opportunities for introducing pilot 20mph areas within the Borough are being explored separately).
- Removal of southbound bus lane between the Hand and Sceptre and junction at Yew Tree Road to allow for cycle lanes to be introduced in both directions.
- Improvement of segregated provision at Mabledon to include the extension of shared use pedestrian and cycle paths both north and southbound.
- A new off-road shared use pedestrian and cyclist link on Quarry Hill.

Plans showing the proposed route can be seen in Appendix 1 and the Tonbridge and Malling section of the route is on Plan 5.

3. Consultation

The consultation ran between 7 November and 18 December 2016 and the programme included a number of elements as follows:

- Publication of the route proposals on the Kent County Council Consultation Portal along with a questionnaire for feedback.
- Two drop-in evenings held at Tunbridge Wells Grammar School for Boys on 14 and 28 November between 5pm and 8pm. These events were well attended with approximately 40 people visiting on 14 November and over 50 people on 28 November.
- Promotion of the consultation via social media.
- Leaflet drop to all properties (residential and business) along the A26 between Tonbridge to Tunbridge Wells town centres – with details of the events and the on-line questionnaire.
- Signs on lamp columns along the A26 to inform about the consultation.
- Direct mail-out to relevant bus companies and discussions with Arriva at the Quality Bus Partnership meeting (2 December).
- Direct mail-out to local schools.
- Direct email to relevant contacts that have expressed an interest in the project.

The feedback

1. A total of 212 people/organisations responded to the consultation via the on-line or paper questionnaire. Of these 82% were local residents. Overall the majority of people that responded via the questionnaire either strongly agree or

agree with the proposed route designs at 67%. This compares with 24% of respondents that either disagreed or strongly disagreed with the proposals and 9% that neither agreed nor disagreed.

2. Of the 212 responses received, 32 originated from residents or organisations within the Borough of Tonbridge and Malling. Of these 32 responses, 72% either strongly agree or agree with the proposals. This compares with 22% that either disagree or strongly disagree and 6% that neither agree or disagree.
3. One response was received outside of the consultation period (7 January 2017) which affects the Tonbridge and Malling section of the proposed route. The response was supportive of the proposals but raised safety concerns regarding the entrance to Enterprise on Quarry Hill Road. The respondent was concerned that increased levels of cyclists using the shared use cycle path could result in conflict with vehicles accessing Enterprise.

These concerns will be considered and discussed with the respondent prior to the proposed route being implemented.

4. There is a substantial level of support for the scheme amongst the respondents, but the consultation also raised a number of issues/concerns. Though these concerns relate on the whole to the Tunbridge Wells section of the route, they are set out in the table below with a response to each:

Issue	Response
The proposals will create more congestion on the route	The intention of the scheme is to encourage more cycling and reduce the overall number of car journeys on the A26. The proposals do not significantly reduce junction or link capacity and will therefore have a negligible impact on motorists journey times.
Concern about removal of bus lane on Southborough	This concern is understood. However, removal of the bus lane is required to provide a cycle lane northbound on this uphill part of the route (where cyclists are vulnerable). This is a very short stretch of bus lane and therefore has a limited impact on the overall journey times for buses along the A26. It is not the intention to remove other longer stretches of bus lane that provide greater benefits to buses.

<p>Concern about 20mph restriction in Southborough</p>	<p>There is no opportunity to provide cycle lanes through Southborough due to the width of the carriageway; therefore a speed reduction scheme is proposed to provide safer conditions for cyclists.</p>
<p>Lack of physical segregation for additional safety</p>	<p>This has been considered carefully but it is not possible to provide physical segregation on the route. This is due to the width and character of the road but would also add significantly to the cost of the scheme.</p>
<p>No infrastructure provided between the Hand & Sceptre and Mabledon</p>	<p>This has been considered carefully. Unfortunately, there is no opportunity to provide cycle lanes on this stretch of the A26 due to the width of the road. A scheme to widen the road or provide a shared pedestrian/cycle route on the eastern side of the road would be cost prohibitive at present due to the significant change in levels and the proximity of private property boundaries. This does not mean that this could not be re-visited in the future if significant funding became available.</p>
<p>Removal of parking bays between Beltring Road and Southfields Road in St Johns</p>	<p>Concern about this aspect of the proposal is understood. However, removal of these bays is required to provide a continuous lane along this section of the route. The presence of on-street residents parking is unusual and not appropriate on a strategic route such as the A26.</p>

A statutory consultation process is required to progress the Traffic Regulation Orders for the 20mph speed limit, parking and bus lane alterations.

4. Recommendation required:

That the Joint Transportation Board supports the progression of the A26 cycle route proposals to statutory consultation for the Traffic Regulation Orders.

Future Meeting if applicable:	A progress report will be submitted to the next JTB meeting
Contact Officers:	Kerry Clarke, Transport Innovations Team Leader (03000 411661)
Reporting to:	Tim Read, Head of Transportation (03000 411662)

This page is intentionally left blank

A228/M20 Junction 4 - Eastern Overbridge Widening

To: **Tonbridge & Malling Joint Transportation Board - 13 March 2017**

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

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

Classification: **For Decision**

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

Summary: **Progress report on M20 Junction 4 overbridge widening scheme and Castle Way right turn ban recommendation**

1.0 Introduction

1.1 Members will be aware of the scheme to widen the eastern bridge of M20 Junction 4 (J4) and issues relating to the Castle Way right turn out towards J4 from previous reports and attendance by officers at meetings of this Board - most recently September 2016.

1.2 This report gives a further update on completion of the bridge widening scheme and a discussion on the Castle Way right turn issues leading to a recommendation that the existing temporary ban should be made permanent.

2.0 J4 Bridge Widening

2.1 The scheme, in the sense of the additional lane becoming available for traffic use, was completed at the end of January 2017. The works are substantially complete but at the time of writing there remains some minor signing and safety barrier protection works to be completed.

2.2 The scheme has included 'yellow box' markings that have been a frequent request by users of the junction. The provision of 'yellow boxes' only became a viable possibility following the publication of new traffic sign regulations that give more flexibility in terms of layout. As a consequence smaller yellow boxes have been provided at the main crossover areas.

2.3 At Highways England's request, and at their cost, some resurfacing of the motorway has been carried on all three lanes in both directions through the junction. It was in a poor condition and advantage was taken to undertake the work while still in occupation of the site.

2.4 The surfacing on the western overbridge is also in a poor condition with potholes frequently requiring attention. The intention had been to resurface the bridge as part of the widening contract but the waterproofing layer also needs to be replaced. It would be more sensible to arrange this work as a separate activity when the weather is more suitable in the spring or summer. Further 'yellow boxes' will be provided on that side of the gyratory after the resurfacing when the road markings are redone.

2.5 The bridge widening works have taken over three months longer than originally anticipated. This is regretted by all parties involved in the project who apologise for the added inconvenience this has caused for drivers using the junction. Unfortunately it was only possible to partly recover some of the delays caused by the earlier foundation piling problems. The consequential impacts of reduced daylight and poorer weather further delayed the later construction activities and particularly surfacing works which are particularly weather and temperature dependent.

2.6 As with any new road scheme the operation of the junction and signal timings will be monitored and adjusted as necessary so that the junction can operate as efficiently and safely as possible.

3.0 Castle Way Background

3.1 The right turn out of Castle Way towards J4 was temporarily banned to assist traffic management during the construction of the bridge widening works. The unusual junction layout has been the subject of comment for many years and the opportunity was taken to review the situation to see if the right turn should be permanently banned. Although the J4 works have been completed the temporary ban is being maintained until a formal decision is taken.

Consultation

3.2 A Newsletter was distributed in August 2016 giving a summary of the likely advantages and disadvantages of making the right turn ban permanent with a simple 'tear off' comment strip asking residents if they agreed or disagreed. Responses could also be made by e mail.

3.3 The distribution area was generally an area bounded by Castle Way (including Park Road), the M20, along the rear of Lunsford Lane and the A20. There were indications that some properties in the southern part of the area had not received the Newsletter and a further distribution was undertaken in early September. In total over 1000 Newsletters were distributed.

3.4 Parish Councils, emergency services, bus operators and community organisations and businesses were also consulted. Leybourne Parish Council held a public meeting on 2 September attended by Sarah Hohler, Tom Tugendhat MP and KCC Officer John Farmer.

Consultation Response

3.5 A total of 230 paper and e mail responses were received from the public. 102 (44%) agreed that the right turn lane ban should be made permanent and 128 (56%) disagreed.

3.6 Those in favour of a permanent ban were mainly driven by concerns about the safety of the existing junction but referred to the need for improvements to the operation of Park Road roundabout.

3.7 Those against were mainly concerned about the extra journey time, increased fuel costs, pollution and delays for bus services, commuter bus services and emergency vehicles. They also cited issues with the 'U' turn manoeuvre at Park Road roundabout. Some thought it was only being considered on behalf of Castle Way residents to reduce traffic along Castle Way. Some also thought that safety concerns could be addressed by giving people more time to exit the junction, better road marking, signage and traffic signal cameras.

3.8 Although mainly articulated by some of those who disagreed, there was a general concern that exiting the area was difficult because of dependence on just the two junctions at Castle Way and A20.

3.9 Leybourne Parish Council support the right turn ban being made permanent but expressed concerns about the operation of Park Road roundabout and concerns about the impacts of the Leybourne Chase development and mentioned suggestions of a possible increase in the size of the primary school.

3.10 Birling Parish Council did not give a formal view but it is understood informally that most councillors are in favour of permanently banning the right turn but with correct phasing of lights at Park Road roundabout and perhaps different road markings.

3.11 West Malling Parish Council indicated support but banning the right turn but felt that it was only a short term solution because of the pressure of increasing traffic.

3.12 The emergency services did not formally respond but in telephone conversations the police and fire services said that they prefer maximum flexibility of movements but having the right turn banned would not be a basis for objection. The Board will be aware that the ambulance service has consent for a satellite holding area at Park Road roundabout and this would be unaffected.

3.13 Nu-Venture are concerned that a permanent ban will add to the journey times of their Kings Hill -Chatham service (no affect for the service in the opposite direction) - 13 services on weekdays, 11 on Saturdays and 5 on Sundays.

3.14 No responses were received from any other local community organisations or businesses.

Traffic

3.15 Traffic surveys were carried out over a full week along Castle Way in March 2015 before the J4 works commenced and the temporary right turn ban implemented and again in June 2015 with the temporary ban in place. Turning counts were also carried out on a single week day in June at the Castle Way junction. Queue lengths were also observed on a single week day in June at both the Castle Way junction approach and on both A228 approaches to Park Road roundabout.

3.16 On the section of Castle Way between Oxley Shaw and Rectory Lane in the direction of J4 the average week day flow was 3610 vehicles per day and that

reduced to 2275 vehicles per day - a reduction of 24%. This reduction increased to about 34% between the A228 junction and Park Road. There was generally little change in flows along Castle Way in the A20 direction because the right turn in from J4 was unchanged although there was a surprising 14 % reduction along the section between Oxley Shaw and Rectory Lane which is hard to explain.

Castle Way northbound towards A228 & J4	March 2016 Average Weekday Flow vehicles per day	June 2016 Average Weekday Flow vehicles per day	% Change
A228 to Park Road	3767	2476	34
Park Road to Oxley Shaw	3658	2482	32
Oxley Shaw to Rectory Lane	3010	2275	24

3.17 The Castle Way signals operate at about 45 cycles per hour and about 5 vehicles are released on each cycle and that is consistent with the observed maximum flows of about 230 vehicles per hour during the 7.00am to 9.00 am morning peak period. The evening peak period is about 35% lower at 150 vehicles per hour. Maximum queue lengths - just as the 'red' turns 'green' in either peak period were 10 vehicles.

3.18 The Park Road roundabout signals are vehicle demand activated and A228 southbound operate at about 45 cycles per hour in the morning peak period - comparable to the Castle Way signals. The A228 north bound signals are also vehicle demand activated and operate on a higher frequency of about 55 cycles per hour in the peak period. Maximum queue lengths - just as 'red' light turns 'green' at Park Roundabout were observed to be 20 vehicles per main lane for either A228 bound direction but only a maximum of 6 vehicles in lane 3 of the A228 southbound direction - the right turn lane. These maximum queue lengths were limited occurrences and general queuing even in peak periods was low but it is recognised that this was a single day 'snapshot' survey.

Safety

3.19 At the overall Castle Way/A228 junction there have been 12 recorded slight injury accidents over a five year plus period from 1 April 2011 until 29 December 2016. The number of incidents has identified the junction as an accident 'cluster' site for investigation. 11 of the accidents have been related to the Castle Way right turn movement - 6 of the accidents have occurred in the A228 free flow crossing area; 3 accidents in the area of the A228 from J4 and 2 accidents in the area of the A228 approach to J4. The remaining accident was related to the A228 J4 turn into Castle Way.

3.20 At Park Road roundabout over the same five year plus period there have been 5 recorded injury accidents; 4 slight and 1 serious. These have been randomly spread around the roundabout with varying causes but mainly loss of control with generally only one vehicle involved.

'Red light' Violations

3.22 Most of the crashes at the junctions are related at least in part to traffic going through a red traffic signal. There is new technology that enables this to be monitored and the opportunity was taken to undertake a short survey in late December 2016/early January 2017. It was not fully representative of normal traffic conditions, being over the Christmas period and with the right turn temporarily

banned but all signals were in operation and hence it was an opportunity to better understand the extent of red light violations.

3.23 The observed data is as follows:

Direction	Crossing Amber	Crossing Red	Crossing Red +Amber
Castle Way	1005 (5.50%)	431 (2.36%)	627 (3.43%)
A228 Free flow Slip	2230 (3.94%)	351 (0.62%)	1269 (2.24%)
A228 from J4	652 (1.50%)	114 (0.26%)	180 (0.41%)
J4 turn into Castle Way	49 (0.37%)	130 (0.99%)	1140 (8.65%)

3.24 The highest proportion of violations is for Castle Way traffic. It is uncertain whether drivers are taking the view that they are better able to see potential conflicting traffic and that the left turn is a lower risk manoeuvre and whether this proportion would be as high with the right turn in operation.

3.25 The A228 free flow slip violations are also significant and this may be driver intent but also related to the expectation that a free flow slip would not have signal control.

Park Road Roundabout Operation

3.26 Park Road roundabout has traffic signals on both A228 approaches and the corresponding sections of the circulating area. They are vehicle activated but both sets are not linked. If it happens that the A228 entry from J4 is 'green' and the opposite facing circulating signals are 'red' then 'U' turning traffic and indeed traffic for Leybourne Chase has very limited storage area available around the circulating area. By observation this full conflict of cycles only occurs occasionally but this is an understandable concern expressed by some respondents if the Castle Way right turn is permanently banned.

3.27 It is practicable to link the two sets of signals so that when the A228 from J4 is 'green' the opposing circulating area can also be 'green' thereby avoiding the risk of excessive storage on the circulating area. There is already a BT connection to the A228 north bound signals and this can be easily extended to link to the other set of signals and for control from the Traffic Management Centre at Aylesford. The signals could be actively controlled during morning and evening peak periods but then revert to vehicle activation during the rest of the day.

3.28 Minor changes would be desirable to the destination lane markings.

Physical Works Required

3.29 If the right turn was permanently banned the following works would be required.

- i. The current two lane approach on Castle Way would be reduced to one lane. This would either be achieved by ghost hatching redundant carriageway or physical works to provide a new kerb line, the redundant carriageway punctured and the area top soiled and grass seeded.
- ii. The Castle Way junction splitter island would be amended to physically direct traffic to the left to demonstrate that only that movement is possible.
- iii. Amendments to Castle Way lane markings and signage as necessary.

- iv. The two central reserve crossings - between the A228 free flow slip and the A228 exit from J4 and the A228 approach to J4 would be physically closed with kerbing, redundant carriageway punctured and top soiled and grass seeded; and amendments to safety fencing and removal of any redundant signage.
- v. The traffic signals on the A228 approach to J4 that are currently there to allow the right turn out of Castle Way would be removed together with the small island that separates lanes 1 and 2.
- vi. The road marking on the A228 approach to J4 would be amended. Lanes 1 and 2 would be made slightly wider to utilise the space freed up by the removal of the small island.
- vii. The traffic signal controller would be moved to Castle Way - currently near to the A228 signals but an inappropriate location if those signals are removed.
- viii. Park Road roundabout traffic signals linked and phasing co-ordinated during peak period; and amendments to destination lane markings.

4.0 Financial

4.1 The M20J4 scheme has been delivered within the allocated Local Growth Funding and S106 contributions received. A contingency budget provision of up to £100,000 has been allocated for the works necessary should the decision be made to permanently ban the right turn.

5.0 Legal implications

5.1 This decision on whether to reinstate the right turn or carry out works to permanently ban the right turn will be taken, subject to the views of this Board, by the Cabinet Member for Environment & Transport and hence there are no legal implications for the Board.

6.0 Conclusions

6.1 The layout of the Castle Way junction is unusual and has attracted comment since its opening as part of Leybourne Bypass in 2006. The widening of the eastern overbridge and temporary closure of the right turn has allowed this issue to be reviewed.

6.2 In the paragraphs that follow a commentary is provided on the aspects to be considered.

6.3 Fortunately there have been no serious injury accidents but the slight injury accident record for the junction is significant and well above the threshold for a 'cluster' site and has already been identified for investigation. Most of these accidents are related to the right turn movement and many are related to red light violations.

6.4 Some additional signing on the A228 approaches and particularly the free flow slip approach might help reinforce the presence of the signals but there is already a

plethora of signing in this area. Castle Way traffic is predominantly local and lack of understanding of the junction layout is not a reason that could be advanced for red light violations. It may be that the only solution is for it to be considered by the Camera Safety Partnership as a possible candidate site for the installation of 'red light' enforcement cameras. However, this would seem to be an implicit acceptance of a problem.

6.5 Directing right turning traffic to turn left and 'U' turn at Park Road roundabout has three potential implications that were raised in consultation responses as follows:

- i. **The lack of adequate storage around the circulating area for 'U' turning traffic when held on red by the traffic signals.** This can be resolved by linking the signals so that the circulating area is released at the same time as the A228 from J4 is released so that no significant traffic is required to be held on the circulating area during peak periods. The signal phasings can revert to the current independent vehicle activation during off peak periods.
- ii. **The safety concern for Castle Way traffic having to merge and move across to the outside lane to carry out the 'U' turn manoeuvre.** The distance between Castle Way/A228 merge and the start of the right turn lane on the approach to Park Road roundabout is about 200m. A longer distance would be preferred but the current situation is considered acceptable. The area operates under a 50mph speed limit. The number of vehicles being released from Castle Way on each cycle of the signals is low. In terms of merging, the A228 free flow slip traffic is held while the Castle Way traffic is being released and the A228 link from J4 is not continuous as it is released in phases by the J4 signals.
- iii. **The increased travel cost and journey time delay for traffic going to J4 and having to make the 'U' turn movement.** The extra journey distance is about 0.6 miles. One such journey undertaken every day for a year would equate to about 5 gallons of fuel. By observation the extra journey time in peak periods is about 2 to 3 mins. The extra distance, merge and 'U' turn movement has, of course, potential safety risks. These are valid concerns but they should not be overstated for the reasons given above and must be seen in the context of the potential saving in accidents occurring at the current right turn movement based on the crash data over the last 5 years and the economic value identified by government for accident prevention.

6.6 The general adequacy of Park Road roundabout has also been raised as an issue. However, at about 80m in diameter, it is of significant size. When the Leybourne Chase development came forward for planning approval the roundabout was judged as being capable of dealing with the development traffic. While making the right turn ban permanent will take extra traffic around the roundabout the volume of extra traffic is low in terms of overall traffic passing through the junction and observations carried out in June 2016 show that queuing at the signals is relatively low. The peak periods for Leybourne Chase and Castle Way traffic on the A228 approach to Park Road roundabout are different in that the busiest time for Castle Way traffic is in the morning and for Leybourne Chase it will be the evening as residents return home.

6.7 The reduction in traffic flow along Castle Way heading towards the junction is not considered to be a justification for permanently banning the right turn. The reduction is presumed to be mainly traffic that previously elected to use Castle Way in preference to using the A228 to reach J4 and the M20. Removing this traffic is clearly a benefit to residents living along Castle Way but flows along Castle Way are not high even with the right turn in place.

6.8 The public consultation response was relatively closely balanced with 44% in favour of the right turn ban being made permanent and 56% disagreeing.

6.9 Responses from other consultees was limited. Nu-Venture who run a school day service between the Medway Towns and Kings Hill were concerned about the effect on their timetable of the longer journey time if the right turn was banned. The police and fire service prefer the flexibility provided by having Castle Way available as an alternative route to the M20 and A228 (north) but did not regard a permanent closure as the basis for an objection.

6.10 Leybourne Parish Council support the right turn being made permanent as do the responses from the neighbouring parish councils of Birling and West Malling.

6.11 The decision on whether to permanently ban the right turn is not clear cut and that is probably a reflection of the debate that started when the junction was created as part of the Bypass scheme in 2006 and that has resurfaced at various times in the years since. However, on the basis of the safety benefits and that the issues of signal phasing and storage at Park Round roundabout can be resolved it is the view that the balance of argument is in favour of the current temporary right turn ban being made permanent.

7.0 Recommendations

7.1 I Recommend that:

- i. this Board supports the proposal to publish the necessary Traffic Regulation Orders and carry out works to permanently ban the right turn movement out of Castle Way including associated works at Park Road roundabout,
- ii. this Board recommends this course of action to the Cabinet Member for Environment & Transport,
- iii. the local community are advised

Future Meeting if applicable: As necessary but none planned at present	Date:
--	-------

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	
------	--

This page is intentionally left blank

Hermitage Lane and surrounding area Improvement Works

To: **Tonbridge & Malling Joint Transportation Board - 13 March 2017**

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

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

Classification: **For Information**

Ward: **Aylesford South**
Division: **Malling Rural North East**

Summary: Progress report on highway improvements at key junctions on Hermitage Lane, the A20 and M20 Junction 5 at Aylesford

1.0 Introduction

This report provides an update on the proposals to improve key junctions along Hermitage Lane, the A20 and M20 Junction 5 at Aylesford.

2.0 Hermitage Lane junction with the new retail development

Schemes are being prepared on options to improve this section of Hermitage Lane allowing additional capacity to relieve congestion and reduce delays and queue lengths.

The options include 'within highway' and 'with 3rd party land' schemes and these will be finalised in the light of further survey work alongside cost estimates, benefits and timescales. Draft plans of the two options are included in the appendices: The scheme within the highway is at Appendix A, the scheme with 3rd party land is at Appendix B and the extent of land take required is at Appendix C.

The schemes will be shared with key stakeholders once we are in a position to recommend a way forward.

A 'within carriageway' option can be completed this summer subject to detailed design.

A scheme involving land outside of the highway boundary would take significantly longer. The developer who has an option on the land required has been approached and we are awaiting their response.

3.0 Maidstone Integrated Transport Package - junction improvements

Funding is available from the South East Local Enterprise Partnership (SELEP) and from S106 contributions to improve the junctions of:

- M20 junction 5
- A20/Coldharbour Lane
- A20/Hermitage Lane

The design work is underway with delivery programmed for 2018/2019. Additional junction improvements in this area include:

- Hermitage Lane/St. Andrews Road/Heath Road/Fountains Lane
- A26 Tonbridge Road/Fountains Lane/Farleigh Lane

These two schemes are programmed for delivery 2019/2020.

4.0 Conclusions

Schemes are being developed to tackle existing problems of congestion along Hermitage Lane, the A20 and M20 Junction 5.

Two options are being developed for the improvement of Hermitage Lane in the vicinity of the retail development; a scheme within the highway boundary and a scheme requiring land outside of the highway. A scheme within the highway boundary can be completed summer 2017.

Schemes to improve the A20/Hermitage Lane junction, A20/Coldharbour Lane junction and M20 junction 5 are programmed for delivery 2018/19. Additionally improvements to the junctions of Hermitage Lane with St Andrews Road/Heath Road/Fountains Lane and Hermitage Lane/Tonbridge Road/Fountain Lane/Farleigh Lane are programmed for delivery 2019/20.

5.0 Recommendations

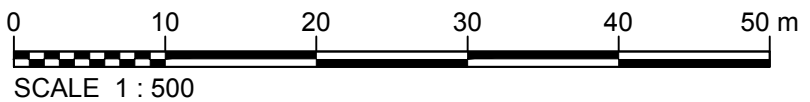
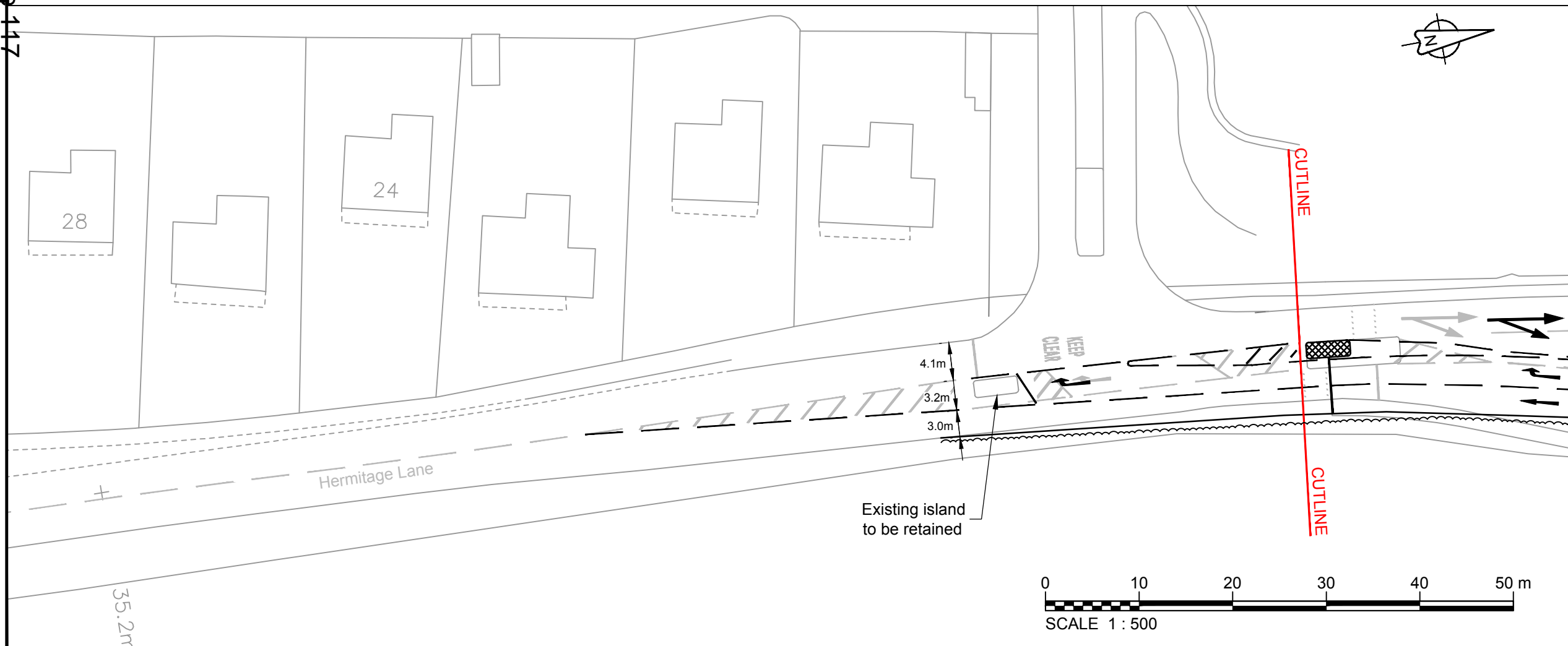
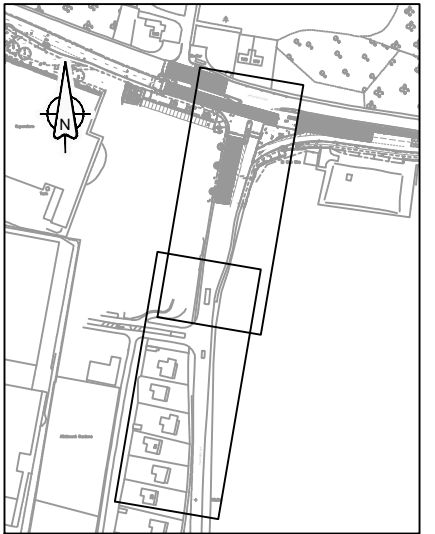
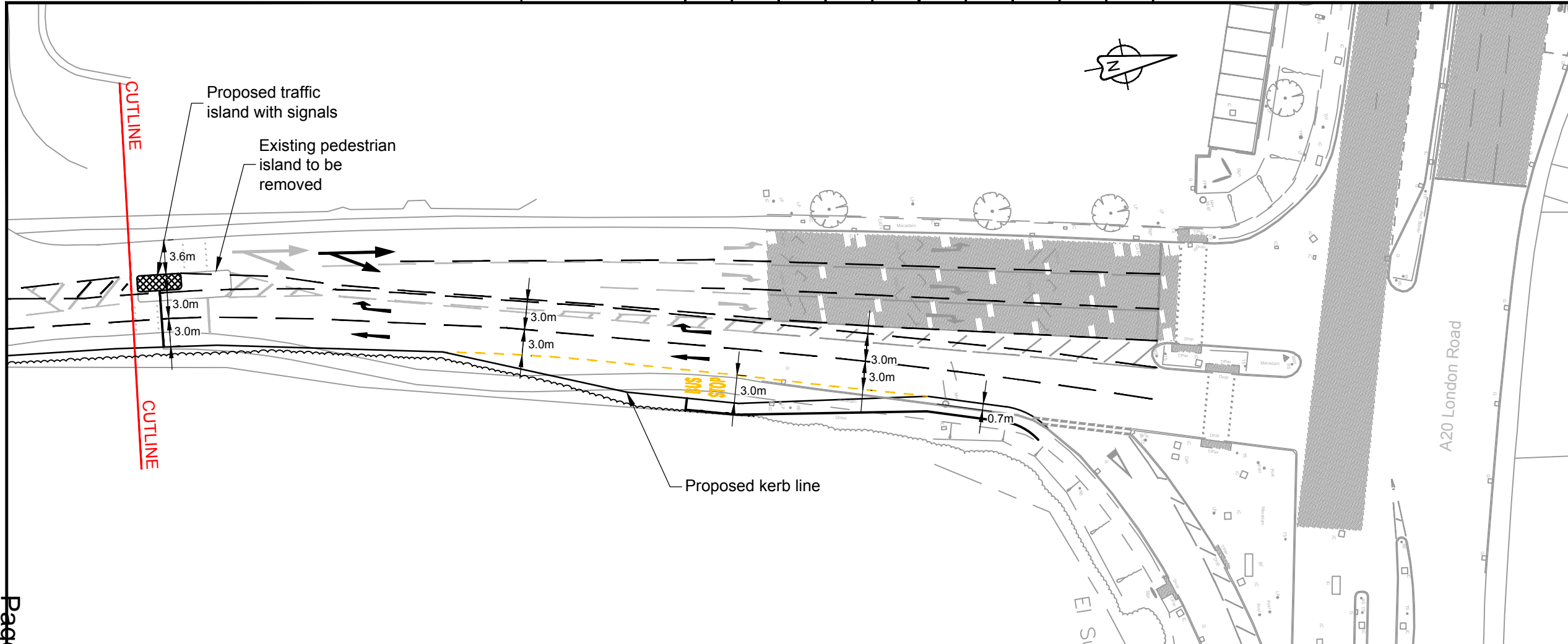
For Information

Future Meeting if applicable:	Date: Update to be provided at the next JTB on 12 June 2017
-------------------------------	---

Contact Officers:	Louise Rowlands - Transport & Development Planning 03000 413787 Russell Boorman - Major Projects 03000 413538
Reporting to:	Tim Read - Head of Transportation Service

Appendices

A	Hermitage Lane/Retail site within highway option
B	Hermitage Lane/Retail site with 3 rd party land option
C	Hermitage Lane/Retail site showing area of land take



Rev	Revision details	Chkd	Appd	Date
	Designed: CB			Date: 13/01/17
	Drawn: CB			Date: 13/01/17
	Checked: NF			Date: 13/01/17
	Approved: NF			Date: 13/01/17

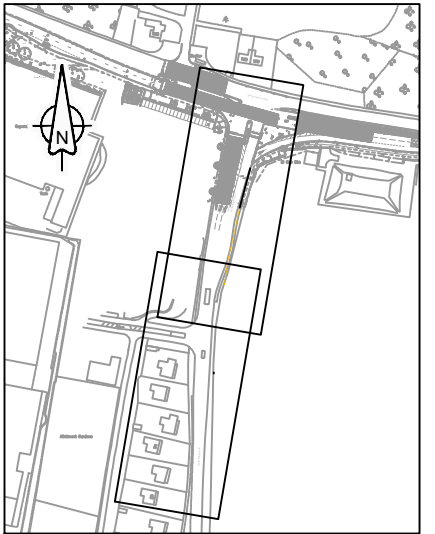
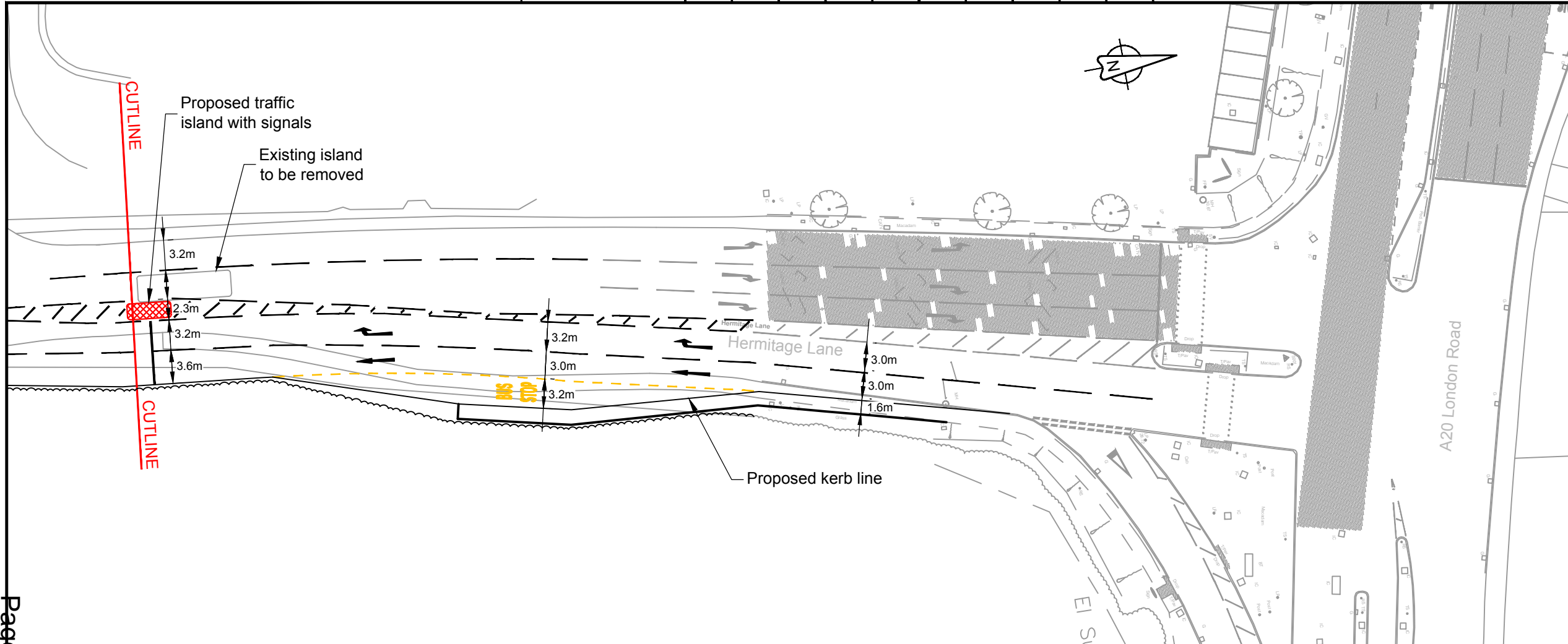


Project Name
Maidstone Integrated Transport Package Phase 2 - M20-Junction 5

Drawing Title
Hermitage Lane Retail Park - Feasibility Layout (One Lane Northbound)

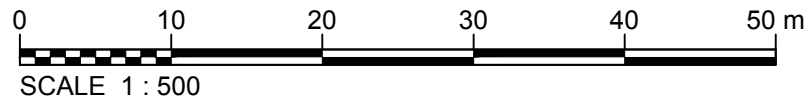
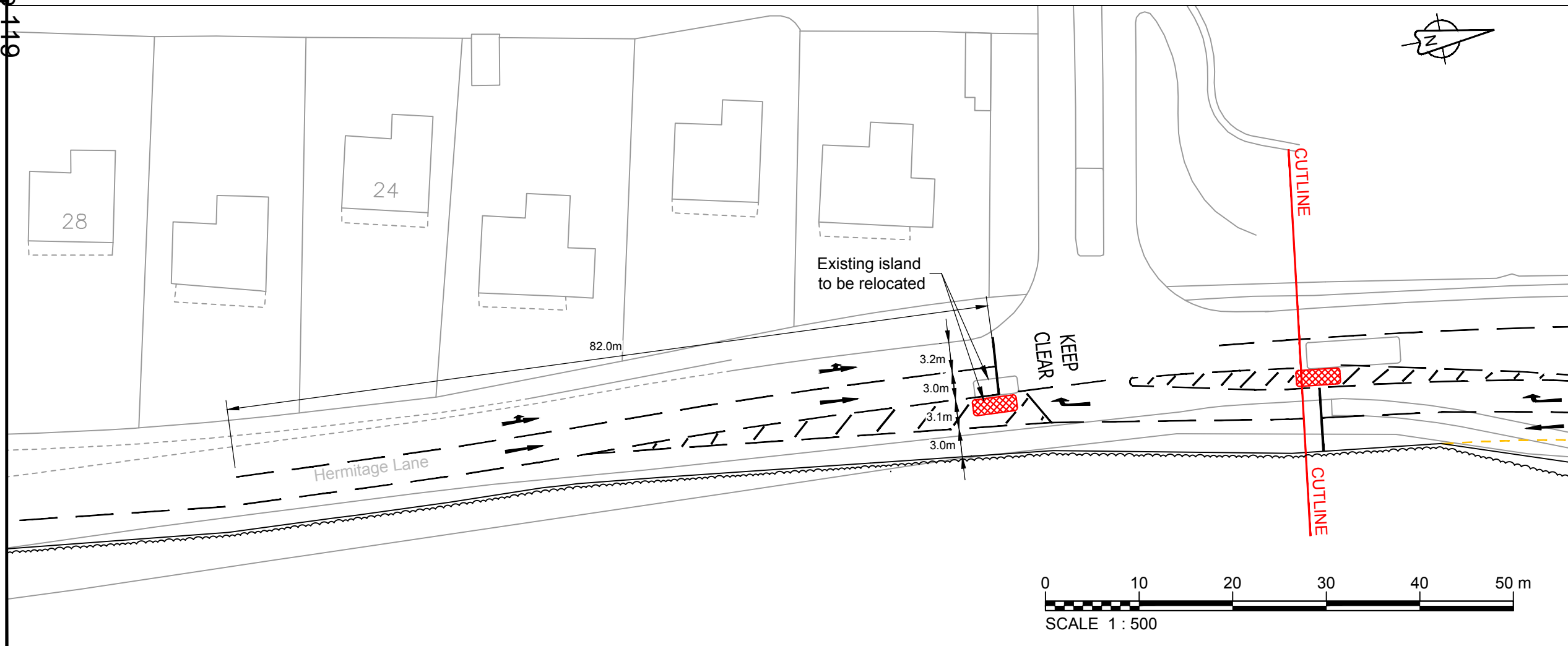
Original Drg Size : A3	Scale : 1:500
Dimensions : m	
Drawing Status WORK-IN-PROGRESS	Suitability S0
Drawing No 4300546/000/002	Revision 00

This page is intentionally left blank



Site Location Plan
Scale 1:5000m

Page 119



Rev	Revision details	Chkd	Appd	Date
	Designed: CB			Date: 13/01/17
	Drawn: CB			Date: 13/01/17
	Checked: NF			Date: 13/01/17
	Approved: NF			Date: 13/01/17



Project Name
Maidstone Integrated Transport Package Phase 2 - M20 Junction 5

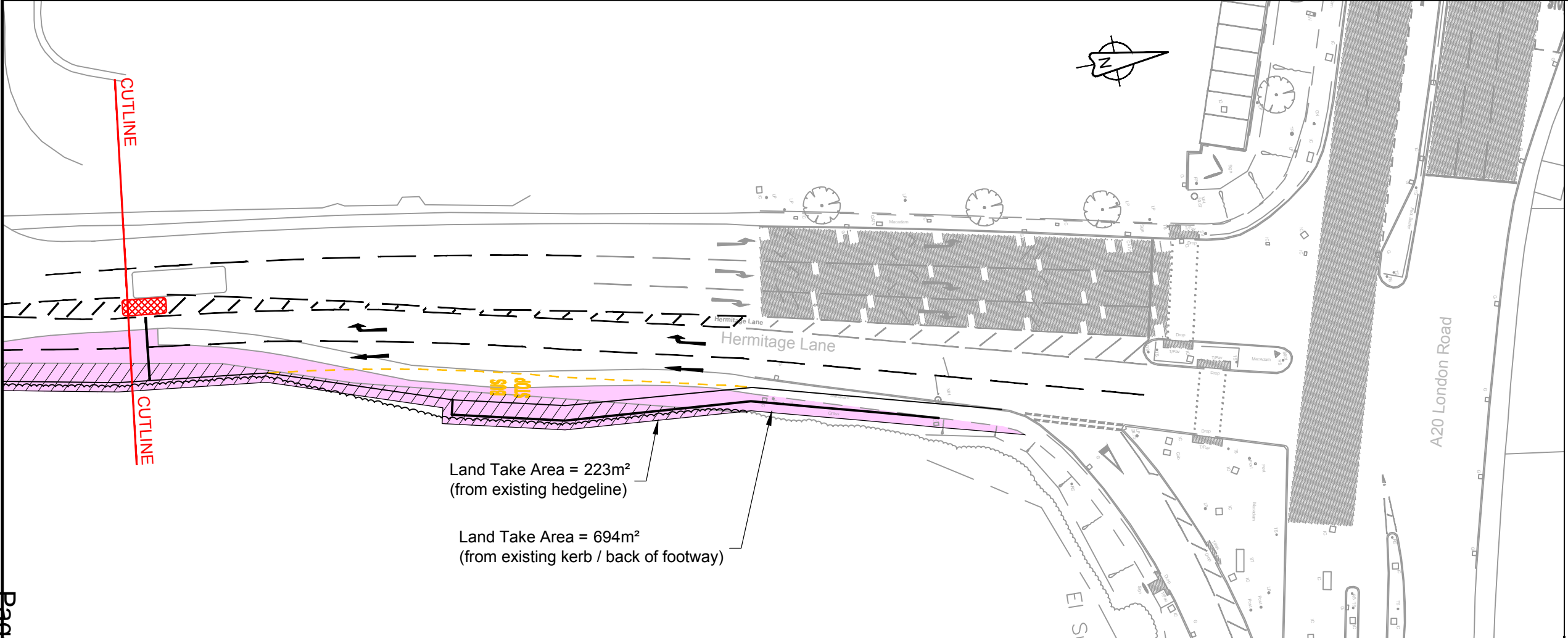
Drawing Title
Hermitage Lane Retail Park - Feasibility Layout (Two Lanes Northbound)


Original Drg Size : A3 Scale : 1:500
Dimensions : m

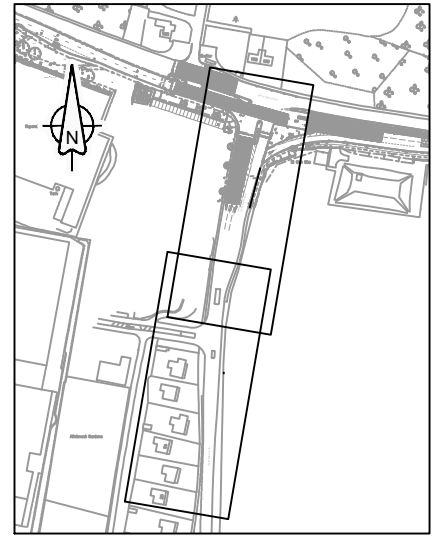
Drawing Status
WORK-IN-PROGRESS Suitability
S0

Drawing No
4300546/000/004 Revision
00

This page is intentionally left blank



KEY
 Area of Land Take



Site Location Plan
Scale 1:5000m

Page 121

Rev	Revision details	Chkd	Appd	Date
	Designed: CB			Date: 13/01/17
	Drawn: CB			Date: 13/01/17
	Checked: NF			Date: 13/01/17
	Approved: NF			Date: 13/01/17

Copyright © Amey



www.amey.co.uk

Client



kent.gov.uk

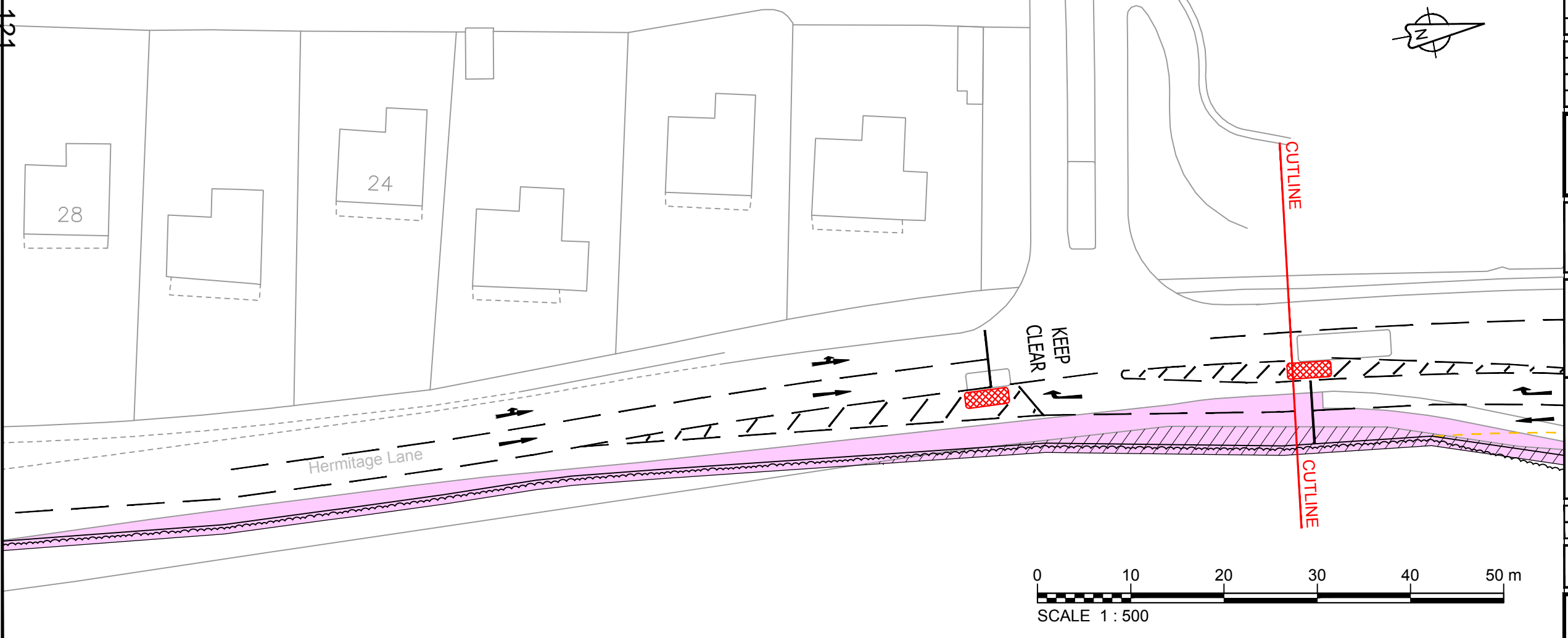
Project Name
Maidstone Integrated Transport Package Phase 2 - M20 Junction 5

Drawing Title
Hermitage Lane Retail Park - Feasibility Layout Land Take Plan (Two Lanes Northbound)

Original Drg Size : A3 Scale : 1:500
 Dimensions : m

Drawing Status
WORK-IN-PROGRESS Suitability
 S0

Drawing No
4300546/000/005 Revision
 00



0 10 20 30 40 50 m
 SCALE 1 : 500

This page is intentionally left blank

Agenda Item 9

To: Tonbridge and Malling Joint Transportation Board
By: KCC Highways and Transportation
Date: 13th March 2017
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
Kevin Gore	(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
High Cross Road	Ightham	From Tonbridge Road to Mote Road Micro Surfacing	Completed
Audley Avenue	Tonbridge	Pembroke Road to Audley Rise Micro Surfacing	Completed
High Street	East Malling	Mill Street to The Rocks Road Micro Surfacing	Completed
Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
None			
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
High Street	Tonbridge	From its junction with Borden to outside number 135.	This scheme is currently in the design stage and works will be programmed.
East Street	Tonbridge	From its junction with Borden to its junction with Lyons Crescent (Footway Reconstruction)	Programmed to commence on 6 th March 2017 for 2 weeks.
Shipbourne Road	Tonbridge	From its junction with Welland Road to the YMCA at No. 164 Shipbourne Road.	Works commenced and programmed to complete on 3rd March 2017

		(Footway Reconstruction).	
--	--	---------------------------	--

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 JCAU005	Tonbridge	Replacement of 1no streetlight complete with LED lantern	ON HOLD – 5 TH CORE further work required
Greenfrith Drive JGBB010	Tonbridge	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by March 2017
Griggs Way JGBM003	Borough Green	Replacement of 1no streetlight complete with LED lantern	COMPLETE
Higham Lane	Tonbridge	Replacement of 2no streetlights complete with LED lantern	Works currently being

JHBZ010/011			programmed and expected for completion by March 2017
Laker Road JLEA012	Rochester	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by March 2017
Maltings Close JMDY005	Hadlow	Replacement of 1no streetlight complete with LED lantern	COMPLETE
Old Parsonage Court JOB003	West Malling	Replacement of 1no streetlight complete with LED lantern	COMPLETE
Park Way JPAL002	Tonbridge	Replacement of 1no streetlight complete with LED lantern	COMPLETE
Quincewood Gardens JQAI002	Tonbridge	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by March 2017
Rembrandt Close JRAM003	Tonbridge	Replacement of 1no streetlight complete with LED lantern	COMPLETE
Stacey Road JSCW008	Tonbridge	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for completion by March 2017
Waveney Road JWAR014	Tonbridge	Replacement of 1no streetlight complete with LED lantern	ON HOLD – awaiting advice from UKPN
St Peters Road JSCS003	Ditton	Replacement of 1no streetlight complete with LED lantern	Works currently being programmed and expected for

			completion by March 2017
Keyes Garden JKAJ004	Tonbridge	Replacement of 1no streetlight complete with LED lantern following RTC	Column installed – revisit required to connect private cable
Dry Hill Park Road JDAW	Tonbridge	Removal and disconnection of 1no redundant sign post	Works currently being programmed and expected for completion by March 2017
Coldharbour Roundabout JCGB007	Aylesford	Replacement of 1no streetlight complete with LED lantern following RTC	Works currently being programmed and expected for completion by June 2017
Nepicar Roundabout JUAQ518	Nepicar/Wrotham	Replacement of 1no sign post complete with LED Downflood following RTC	Works currently being programmed and expected for completion by June 2017
Fellowes Way JFAM003	Hildenborough	Replacement of 1no streetlight complete with LED lantern following RTC	Works currently being programmed and expected for completion by June 2017

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	Complete.
A229 Blue Bell Hill northbound offslip to Common Road	Aylesford	New yellow bordered chevron signs.	Tom Williams	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	Footway widening between Griggs Way and Minters Orchard, resurfacing part of carriageway	Michael Hardy	Programmed start date 06/03/17 for a duration of 10 weeks.

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 are being/have been progressed as part of the successful West Kent LSTF this financial year.

Information correct on 15 February 2017.

Local Growth Fund (Transport Innovations)		
Scheme Name	Description of Works	Current Status
Tonbridge Station Access Improvements	Improvements to the interaction between users at the station, providing more space for pedestrian movements and creating an interchange suitable for one of the busiest station outside of London.	The consultation is complete; please see separate report for details.
A26 Cycle Route, Tonbridge to Tunbridge Wells	Proposed cycle route between Grosvenor Road and Brook Street to connect the towns of Tunbridge Wells and Tonbridge. The section of route within the Borough of Tonbridge and Malling will provide a new off-road shared use pedestrian and cyclist link on Quarry Hill. The route in Tunbridge Wells consists of both off-road and on-road sections	Outline design and consultation is complete. Please see separate report for full details.
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.

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 17th August 2015 and was completed on 6th June 2016. There are a few further minor improvements to take place such as additional "SLOW" markings either side of the raised table and white triangles to be placed on the granite ramps to the raised table to highlight the table better. KCC is looking into the number of buses using the High Street and whether any of the services that use the first bus stop In the High Street from Vale Road could just use the

		Castle bus stop. This is though very unlikely.
River Walk, Tonbridge Pedestrian/Open Space Improvements	Environmental improvements to surfacing materials and street furniture to enhance the riverside location, encourage visitors to come to the area and stimulate local growth.	Under construction. Progressing well, on course for completion in March 2017.
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.	KCC project staff briefed county division and borough ward members on 13 February 2017. Members asked for alternative routes to be investigated which is ongoing. Public engagement exercise to be undertaken in May 2017. Construction planned to commence Summer 2017 pending support.
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.	Under construction. The signalised pedestrian/cyclist (Toucan) crossing is being installed first and will be open for London Road users as soon as it has been commissioned. The whole scheme is expected to be completed in April 2017.
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.	As reported in the previous update, this scheme has been removed from the 2016/17 construction programme.
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 September 2016 JTB.

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
TO003092	South Aylesford Retail Park	Aylesford	Change to retaining wall for new restaurant	Design approved, awaiting start date
TO003089	Cannon Lane Tonbridge	Tonbridge	Alteration of entrance to new McDonald site	Works completed, on maintenance
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, lots of snagging to be completed, awaiting date.
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 complete
TO003068	Hermitage Lane/London Road, Aylesford	Aylesford	New signal controlled junction	Works complete
TO003063	Hadlow College	Tonbridge	Puffin crossing	Works completed, on maintenance
TO003059	Priory Works, Tonbridge	Tonbridge	New footway	Works completed, on maintenance
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	Works complete, signals testing 20/02/17.
TO003040	Peters Village East Bank Roundabout	Wouldham	New roundabout to Medway Crossing	Works completed, on maintenance
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 substantially complete.
A20	East Malling& Larkfield, Ditton and Aylesford	A20 Route Study between A228 and Coldharbour	Initial report complete. Transport model and 'Quick wins' designs 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	Scheme has been passed to Schemes Delivery Team. Work to start on site end of May/June 2017
A228 Malling Road	Mereworth	Visibility improvements at A228 / Kent Street junction	A scheme has been designed to improve visibility from the junctions of Kent Street and includes 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 development	S106 trigger point reached and discussions underway with developer and KCC Public 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	Occupation of development has commenced and developer has been approached for S106 contribution
Various	Various	Enhancement of Ryarsh bus services, one month bus pass for all new occupiers of the development and all residents of Ryarsh Parish	Occupation of development has commenced and developer has been approached for S106 contribution. Discussions to take place between developer and KCC Public Transport Team

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	Bus service has commenced
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 Kevin Gore			
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,
- at consultation stage,
- about to be programmed, or
- have recently been completed on site.

The list is up to date as of **17 February 2017**.

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,
- highway studies,
- 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.

Matthew Balfour

Details of Scheme	Status
16-MHF-TM-8 A26, Hadlow, southwest of Carpenters Lane Installation of speed activated sign to warn drivers of a side road to the left. KCC ITS team to procure sign and install sign. Location and type of sign has been agreed.	Works Complete.
16-MHF-TM-34 A26 Tonbridge Road, junction with Pizien Well Road Installation of highway features to help warn drivers of the bend near Pizien Well Road.	Works in progress.
16-MHF-TM-22 Highway improvement to highway walled section. (O/S 1 Carpenters Lane)	Works Complete.

Valerie Dagger

Details of Scheme	Status
<p>14-MHF-TM-79</p> <p>B2027 Stocks Green Road, Hildenborough speed management/gateway improvements (speed limit order, design and indicative cost)</p> <p>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.</p>	<p>Works in progress.</p>
<p>16-MHF-TM-24</p> <p>A227 Gravesend Road, Wrotham</p> <p>A reduction in speed limit from 50 to 40 miles per hour.</p>	<p>Works Ordered.</p>
<p>16-MHF-TM-12</p> <p>Fen Pond Road, Ightham</p> <p>A reduction in speed limit from national (derestricted) to 30 miles per hour from the end of the existing limit near the railway overbridge to a point north of Fen Meadow.</p>	<p>Works Complete.</p>

Trudy Dean

Details of Scheme	Status
<p>16-MHF-TM-4</p> <p>St Leonard's Street, West Malling, near St Leonard's Tower</p> <p>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 include removing some existing signs and installing new signs and markings as necessary.</p>	<p>Works ordered.</p>
<p>16-MHF-TM-14</p> <p>St Leonard's Street, West Malling at Teston Road junction</p> <p>Replacement of weight limit informatory signs with direction signs.</p>	<p>Complete.</p>
<p>16-MHF-TM-43</p> <p>Lunsford Lane bus stop</p> <p>Relocation of bus stop to a point further north to avoid obstructing existing traffic island.</p>	<p>Works ordered.</p>

Sarah Hohler

Details of Scheme	Status
<p>16-MHF-TM-3</p> <p>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. 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>	Works Complete.
<p>Malling Road, Snodland vehicle activated sign.</p>	Complete.
<p>Seven Mile Lane Sign Improvements Yellow backed signage to highlight bend on Seven Mile lane.</p>	Complete.

Peter Homewood

Details of Scheme	Status
<p>16-MHF-TM-7 (previously 14-MHF-TM-3)</p> <p>Hall Road Zebra pedestrian crossing upgrade.</p> <p>This application is to upgrade the globes on the existing Zebra pedestrian crossing near the London Road junction to improve their visibility.</p>	In progress.
<p>16-MHF-TM-30</p> <p>Maidstone Road, Blue Bell Hill.</p> <p>Realignment of kerbs on centre island north of junction with Robin Hood Lane where drivers are currently overrunning the kerb. This includes resiting one lamp column.</p>	Complete.
<p>16-MHF-TM-41</p> <p>Rochester Road, Aylesford at its junction with Pratling Street</p> <p>New direction sign for goods vehicles.</p>	Complete.

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.

This page is intentionally left blank

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.

This page is intentionally left blank

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**

This page is intentionally left blank

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.

This page is intentionally left blank