

# TONBRIDGE & MALLING BOROUGH COUNCIL



## EXECUTIVE SERVICES

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### Chief Executive

Julie Beilby BSc (Hons) MBA

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

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

Contact: Committee Services  
[committee.services@tmbc.gov.uk](mailto:committee.services@tmbc.gov.uk)

16 November 2018

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

Dear Sir/Madam

Your attendance is requested at a meeting of the Joint Transportation Board to be held in the Civic Suite, Gibson Building, Kings Hill, West Malling on Monday, 26th November, 2018 commencing at 7.30 pm

Yours faithfully

JULIE BEILBY

Chief Executive

## A G E N D A

### PART 1 - PUBLIC

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| 1. | Apologies for absence    | 5 - 6 |
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3. Minutes 9 - 10

To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 24 September 2018.

**Matters for recommendation to the Borough Cabinet**

4. Parking Action Plan, Phase 10 11 - 96

*This report brings forward recommendations for Phase 10 of the Parking Action Plan following formal consultation.*

*Due to its size Annex 4 will be circulated separately*

**Matters for Decision**

5. A228 Leybourne Lakes to Peters Bridge Road Proposed 50mph 97 - 110

*The report summarises the results of a statutory consultation on the proposal to reduce the speed limit on the A228 from National speed Limit to 50mph.*

6. Tonbridge High Street - Bus Stop G (Outside Cafe Nero) Progress Report 111 - 116

*This report provides an update on the options that were to be further investigated following the recommendation made at the 11 June Joint Transportation board to address congestion issues around Bus Stop G (outside No. 34 High Street - Café Nero)*

**Matters submitted for Information**

7. Progress Report - Tonbridge Interchange Improvements 117 - 118

*A verbal update on project progress for the Tonbridge Station project.*

8. Local Winter Service Plan 119 - 120

*This report outlines the arrangements that have been made between Kent County Council and Tonbridge and Malling Borough Council to provide a local winter service in the event of an operational snow alert in the Borough*

9. Well-managed Highway Infrastructure - Implementing the Code of Practice 121 - 126

*This paper outlines the County Council's strategy for implementing the new Code of Practice for highway maintenance management which becomes fully effective in October 2018*

10. Tonbridge and Malling Highway Works Programme 2018/19 127 - 140

*This report updates Members on the identified schemes approved for construction in 2018/19*

11. Waterringbury Crossroads - Consultation 141 - 144

*Kent County Council (KCC) is launching a consultation running from 5 December to 13 January 2019. The consultation will show two options to improve the crossroads in Waterringbury, A26 Tonbridge Road / Bow Road / Red Hill. The junction is used by vehicles aiming to travel between Maidstone, Tonbridge, Nettlestead and East Malling and a number of pedestrians accessing the local amenities*

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.

**Matters for consideration in Private**

13. Exclusion of Press and Public 147 - 148

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**

14. Urgent Items 149 - 150

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 M Payne (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 T Dean  
Mrs S Hohler  
Mr P Homewood  
Mr R Long  
Mr H Rayner

Apologies for absence

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Declarations of interest

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## TONBRIDGE AND MALLING BOROUGH COUNCIL

### JOINT TRANSPORTATION BOARD

Monday, 24th September, 2018

**Present:** Mr M Payne (Chairman), Cllr M Parry-Waller, Cllr M Taylor, Mrs T Dean, Mr R Long and Mr H Rayner

Borough Councillors O C Baldock, P F Bolt, V M C Branson, B J Luker, M R Rhodes and R V Roud were also present pursuant to Council Procedure Rule No 15.21.

Apologies for absence were received from Borough Councillors H S Rogers (Vice-Chairman), D A S Davis and R D Lancaster

Ms W Palmer was also present on behalf of the Kent Association of Local Councils

### PART 1 - PUBLIC

#### **JTB 18/18 DECLARATIONS OF INTEREST**

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

#### **JTB 18/19 MINUTES**

**RESOLVED:** That the Minutes of the meeting of the Joint Transportation Board held on 11 June 2018 be approved as a correct record and signed by the Chairman.

#### **JTB 18/20 PARKING ACTION PLAN - PHASE 10**

Decision Number D180059MEM

The report of the Director of Street Scene, Leisure and Technical Services presented the outcome of the investigation and informal consultation stages of the 40 parking restriction proposals contained in Phase 10 of the Parking Action Plan and sought approval to proceed to formal consultation in respect of 34 locations. It was noted that five locations would not be proceeded with as the changes were no longer required or necessary and that the requested changes at the A20/A25 Wrotham Health were not readily available or were likely to be to the detriment of local residents.

**RECOMMENDED:** That, subject to withdrawal of the scheme at Rochester Road, Burham (Location reference 10-29), the recommendations for each location shown in Annex 1 to the report be

adopted and, where appropriate, be taken forward to formal consultation.

### **MATTERS SUBMITTED FOR INFORMATION**

#### **JTB 18/21 TOWER INDUSTRIAL ESTATE, WROTHAM**

The Joint Transportation Board gave consideration to matters raised by County Councillors Mrs S Hohler and H Rayner regarding the safety of road users and pedestrians using the footway of the A20 London Road, Wrotham in the vicinity of the Tower Industrial Estate. County Councillor Rayner acknowledged that parking enforcement had improved the situation but stated that parking on the footpath and verges, work on vehicles in the public highway, inconsiderate parking and obscured sight lines created a danger to local residents, road users, the business premises on the site and customers visiting the industrial estate.

**RESOLVED:** That a site visit be undertaken by the local Members and officers of both the County and Borough Councils to review the issues raised.

#### **JTB 18/22 TONBRIDGE AND MALLING HIGHWAY WORKS PROGRAMME**

The report of KCC Highways and Transportation provided an update on the footway and carriageway improvement, drainage repairs and improvements, street lighting, transportation and safety schemes, Developer Funded Works (Sections 278 and 106 works), bridge works and approved traffic schemes. In addition the report provided details of current County Member funded schemes within the Borough. A verbal update was provided on progress with the relocation of the bus stop outside Café Nero in Tonbridge High Street and the improvements to Tonbridge Station Forecourt and the Board noted that consultation would be undertaken in November regarding the extension of a 20 mph speed limit into roads surrounding the High Street.

**RESOLVED:** That the report be received and noted.

### **MATTERS FOR CONSIDERATION IN PRIVATE**

#### **JTB 18/23 EXCLUSION OF PRESS AND PUBLIC**

There were no items considered in private.

The meeting ended at 8.34 pm

## TONBRIDGE & MALLING BOROUGH COUNCIL

### JOINT TRANSPORTATION BOARD

26 November 2018

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

#### Part 1- Public

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

#### **1 PARKING ACTION PLAN, PHASE 10**

##### **Summary**

**This report brings forward recommendations for Phase 10 of the Parking Action Plan following formal consultation.**

#### **1.1 Introduction**

1.1.1 The Borough Council has for many years divided requests for new and revised parking restrictions into separate phases of the "Parking Action Plan". Parking proposals as part of Phase 10 of the Parking Action Plan have already been subject to a report to the September 2018 meeting of this Board, following the informal consultation stage.

1.1.2 The September meeting of this Board agreed that a number of proposals should proceed to formal consultation, which was undertaken on parking proposals at 25 sites across the Borough.

#### **1.2 Formal Consultation**

1.2.1 Formal consultation was carried from 5<sup>th</sup> to 28<sup>th</sup> October 2018 in accordance with the relevant statutory requirements. This consisted of;

- letters to immediate frontagers and those who commented at the informal consultation stage;
- notices on-street;
- advertisements in the local press;
- letters to Parish/Town Councils;
- letters to statutory consultees (emergency services, bus companies, freight associations, motoring organisations etc.)

- documents “on deposit” at Tonbridge Castle, the Borough Council offices at Kings Hill and the County Council’s offices in Maidstone; and
- the details were also on the Borough Council’s website.

1.2.2 A summary of all the locations, the issues raised and a recommendation for each is included in **Annex 1**.

1.2.3 **Annex 2** contains a summary of each location, with more detail as to the response rate, analysis and recommendation.

1.2.4 **Annex 3** contains plans of the proposals.

1.2.5 **Annex 4** contains a redacted copy of all the consultation responses that have been received within the formal consultation period.

1.2.6 Across all of the locations the Council received 188 responses – a response rate of 20%. This is lower than the response rate of 31.4% received at the informal consultation stage, as a number of the more contentious issues had either not proceeded or had been revised following previous feedback.

### **1.3 Other Issues raised from the Consultation process**

1.3.1 Borough Green Parish Council asked for new parking restrictions to be considered in Fairfield Road (near No’s 74 & 76). This was outside the scope of the Phase 10 review, but is already on the waiting list for a future phase of the Parking Action Plan.

1.3.2 Residents asked for changes that are not within the Borough Council’s gift and would rest with the County Council as Highway Authority. These included the following which have been forwarded to KCC Officers for their consideration:-

- Bollards on the pavement corners of Mercer Close
- Speed reducing measures in Lunsford Lane, Larkfield and Church Lane, Burham
- A one-way restriction to be introduced to Church Lane, Burham
- For additional parking facilities in Eccles on the allotments

### **1.4 Legal Implications**

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

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

- 1.5.1 Funding to implement works associated with the Parking Action Plan Phase 10 is provided within existing revenue budgets.

## **1.6 Risk Assessment**

- 1.6.1 The comprehensive assessment and consultation process applied to Parking Action Plans provides the assurance that the Borough Council has the will and ability to adapt proposals brought forward, in the light of comment and circumstances, and to ensure that it achieves a best balance of local parking needs. A regular review of the schemes is crucial to ensure that the Council correctly and effectively manages on-street parking in these areas, as the proposals are either introduced for safety reasons or to provide a more appropriate balance of parking needs.
- 1.6.2 A major risk is that scheme proposals encounter significant lack of local support. This risk is mitigated by the considerable effort devoted to ensuring there is widespread consultation on proposals both informally and formally. There is also care given to ensuring that schemes are adjusted and adapted in the light of comments and observations received from the local community, without compromising safety.

## **1.7 Equality Impact Assessment**

- 1.7.1 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.

## **1.8 Policy Considerations**

- 1.8.1 Asset Management
- 1.8.2 Communications
- 1.8.3 Community
- 1.8.4 Customer Contact

## **1.9 Recommendations**

It is **RECOMMENDED TO THE BOROUGH COUNCIL'S CABINET** that the recommendations for each location shown in **Annex 1** to the report be adopted, and where appropriate any objections be set aside, and the restrictions be introduced.

The Director of Street Scene, Leisure & Technical Services confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

contact: Andy Bracey  
Parking Manager

Annex 1 – Formal Consultation Recommendations

Annex 2 – Location summary sheets

Annex 3 – Plans of locations and proposals

Annex 4 – Redacted consultation responses

Robert Styles

Director of Street Scene, Leisure and Technical Services

### Parking Action Plan Phase 10 – Formal Consultation Recommendations

Town or Ward	Location	Issue	Ref	Requested by	Detail	Summary	Recommendation
East Malling	Temple Way / Dickens Drive	Parking on the corners and junctions	Phase 10-03	Local resident	Residents complain of parking issues around the corners and junctions	New double yellow lines to improve access and safety	Set aside the objection(s) and the proposed scheme be implemented
Wrotham	Bancroft Road	Obstructive parking	Phase 10-04	Local resident	Resident has complained about parking opposite their access which makes accessing the highway difficult	DYs opposite access to prevent obstruction	Note that the changes are to be introduced
Larkfield	Lunsford Lane / Carroll Gardens	Parking on the corners and junctions	Phase 10-05	Local resident	Residents complain of parking issues around the corners and junctions	New double yellow lines to improve access and safety	Note that the changes are to be introduced
East Malling	Columbine Road / Jasmine Road	Parking at the junction	Phase 10-06	Local resident	Residents complain of parking issues around the junction	New double yellow lines to improve access and safety	Note that the changes are to be introduced
Tonbridge (Castle)	Yardley Park Road (The Haydens to Bickmore Way)	Parking that affects visibility	Phase 10-07	Local resident	Residents have complained of poor visibility near the junctions	Extend the existing double yellow lines extended further eastwards	Set aside the objection(s) and the proposed scheme be implemented

Town or Ward	Location	Issue	Ref	Requested by	Detail	Summary	Recommendation
Ditton	Scott Road / Kiln Barn Road	Parking at the junction	Phase 10-08	Parish Council & local resident	Residents complain of parking issues around the junction	New double yellow lines to improve access and safety	Set aside the objection(s) and the proposed scheme be implemented
Larkfield	Coleridge Close / Masefield Road	Obstructive parking	Phase 10-09	Local resident	Residents complain of parking in the narrow part of the road	New double yellow lines to improve access	Set aside the objection(s) and the proposed scheme be implemented
Leybourne	The Mead	Obstructive parking	Phase 10-10	Parish Council	Residents complain of large vehicle access and turning problems	New double yellow lines to protect turning area	Set aside the objection(s) and the proposed scheme be implemented
Plaxtol	School Lane (opp. Memorial Hall)	DYs to maintain access	Phase 10-11	Parish Council	Parking opposite the car park entrance causes access problems	New double yellow lines	Set aside the objection(s) and the proposed scheme be implemented
Wrotham	Kemsing Road / Battlefields Road	Parking at the junction	Phase 10-12	Local resident	Residents complain of parking issues around the junction	New double yellow lines to improve access and safety	Note that the changes are to be introduced
Blue Bell Hill	Maidstone Road	Neighbour parking	Phase 10-13	Local resident	Resident complains of parking on the single yellow lines that causes problems	Change single yellow lines to double yellow lines	The Board note the objections and abandon the proposal



Town or Ward	Location	Issue	Ref	Requested by	Detail	Summary	Recommendation
Burham	Church Street	Obstructive parking	Phase 10-14	Local resident	Resident has complained about parking opposite their access which makes accessing the highway difficult	DYs opposite access to prevent obstruction	The Board note the objections and abandon the proposal
East Malling	Dickens Drive & Tyler Close	Obstructive parking	Phase 10-15	Local resident	Residents complain of parking issues around the junction	New double yellow lines to improve access and safety	Set aside the objection(s) and the proposed scheme be implemented
Eccles	Bull Lane	Obstructive parking	Phase 10-19	Parish Council	Problems with bus turning movements	Restrictions to protect turning area for buses near the former Walnut Tree Pub	Set aside the objection(s) and the proposed scheme be implemented
Larkfield	Swallow Road (near Brookfield School)	Parking on bend and around schools	Phase 10-20	Local resident	Parent parking at school times causes congestion and safety issues	Potential yellow lines	Note that the changes are to be introduced
Larkfield	Mercer Close junction with New Hythe Lane	Obstructive parking and verge damage	Phase 10-22	Property Manager of Mercer Close	Parking on the visibility splays and footways causes problems	Double yellow lines and junction protection	Note that the changes are to be introduced
Tonbridge (Medway)	Lyons Crescent	Obstructive parking	Phase 10-23	Local resident	Resident has complained that access is awkward	Remove parking bay outside driveway	Set aside the objection(s) and the proposed scheme be implemented

Town or Ward	Location	Issue	Ref	Requested by	Detail	Summary	Recommendation
Walderslade	Taddington Wood Lane (near Papion Grove)	Parking near junction and bend	Phase 10-27	Cllr Des Keers	Parking near the bend and junction causes problems	Double yellow lines and junction protection	Note that the changes are to be introduced
Ditton	Bell Lane / Oak Road	Parking at the junction	Phase 10-30	Local resident	Residents have complained of parking around the junction	Double yellow lines and junction protection	Set aside the objection(s) and the proposed scheme be implemented
Borough Green	Fairfield Road	Change to road layout	Phase 10-31	TMBC	Changes due to new access road	Adjust existing double yellow lines	Note that the changes are to be introduced
Tonbridge (Medway)	Priory Road	Non-resident parking	Phase 10-32	Local resident	Non-resident parking is causing problems	Change limited waiting / permit bays	Set aside the objection(s) and the proposed scheme be implemented
Walderslade	Woodbury Road (side roads at roundabout)	Obstructive parking	Phase 10-36	Local resident and Cllr Des Keers	Residents have complained of others parking on the corners	Junction protection and parking on the corner	Set aside the objection(s) and the proposed scheme be implemented
Eccles	Jenner Way	Parking on corners and junctions	Phase 10-37	Cllr Michael Base	Parking near the bend and junction causes problems	Double yellow lines and junction protection	Set aside the objection(s) and the proposed scheme be implemented

Town or Ward	Location	Issue	Ref	Requested by	Detail	Summary	Recommendation
Ditton	Quarry Wood Industrial Estate	Overnight lorry parking	Phase 10-38	TMBC and Police	Commercial vehicle parking is causing access and social problems	Overnight lorry parking restriction	Note that the changes are to be introduced
Tonbridge (Vauxhall)	Hilltop / Silver Close / Fairview Close	Obstructive parking	Phase 10-39	Local resident	Residents complain of obstructive parking by local students	New yellow lines	Set aside the objection(s) and the proposed scheme be implemented

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### Parking Plan – Phase 10 – Location Summary

Location reference	Phase 10-03
Town	East Malling
Ward	East Malling
Councillors	Cllr Daniel Markham Cllr Roger Roud
Road / Area	Temple Way & Dickens Drive
Requested by	Local resident
Plan reference:	DD/583/10

#### Summary

Residents complain of parking issues around the corners and junctions.

#### Issue

Junction protection and parking on the corner.

#### Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 24 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
3 (12.5%)	2 (67%)	1 (33%)	0 (0%)

#### Informal consultation responses

The response rate to the informal consultation was very low, suggesting that most residents were not concerned enough to comment.

#### Recommendation after informal consultation

In light of the responses, it is recommended that the proposal proceed to formal consultation.

#### September 2018 Joint Transportation Board decision

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

#### Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/10A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup>

October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 24 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
3 (12.5%)	1 (33.3%)	1 (33.3%)	1 (33.3%)

### Analysis

The objection was on the grounds of loss of parking, as the residents wanted a disabled parking bay to be installed at that location.

However, having a disability does not provide suitable grounds to obstruct another’s access to the public highway. On viewing the location, the objectors have off-street parking at their property for two vehicles (a garage space and a driveway space) and could contain their parking within their own property boundary. The proposed double yellow lines would then assist in protecting and maintaining their access as well.

Kent County Council’s criteria for a disabled parking bay on the public highway includes the requirement not to have any off-street parking facility, so it is unlikely that a disabled parking bay would be granted on the road, but any application would be considered on its own merits.

The objector also suggested that they would be willing to allow the restrictions to be introduced if the Borough Council funded the installation of a dropped kerb to the rear of their property – however, this is outside the scope of this parking review.

These comments present a mixed view from residents, with conflicting views of whether restrictions should be introduced or not.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation

It is recommended that the conflicting views be noted. As the objector has off-street parking, and the purpose of the restrictions is to assist in preventing the obstruction of the lawful access to the public highway it is recommended that the objection should be set aside and the restrictions be introduced as proposed.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-04
Town	Wrotham
Ward	Wrotham, Ightham & Stansted
Councillors	Cllr Robin Betts Cllr Martin Coffin
Road / Area	Bancroft Road
Requested by	Local resident
Plan reference:	DD/583/17

**Summary**

Resident has complained about parking opposite their access which makes accessing the highway difficult.

**Issue**

New double yellow lines opposite access to No.17 to prevent obstruction.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 17 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
5 (29.4%)	5 (100%)	0 (0.0%)	0 (0%)

**Informal consultation responses**

The response rate was typical for this type of parking consultation.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

**Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan

DD/583/17A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 13 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
1 (5.9%)	1 (100%)	0 (0%)	0 (0%)

### **Analysis**

There were no objections to the proposal.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Report to November 2018 meeting of the Joint Transportation Board after formal consultation**

As the Council received no objections during the statutory consultation process there are no objections to consider. Accordingly the Board should note that the proposals are to be implemented.



**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-05
Town	Larkfield
Ward	Larkfield North
Councillors	Cllr Trudy Dean Cllr Mike Parry-Waller
Road / Area	Lunsford Lane & Carroll Gardens
Requested by	Local resident
Plan reference:	DD/583/20

**Summary**

Residents complain of parking issues around the corners and junctions.

**Issue**

Junction protection.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 35 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
10 (28.6%)	9 (90%)	0 (0.0%)	1 (10%)

**Informal consultation responses**

The response rate was typical for this type of parking consultation. However, there were also comments from residents asking for additional double yellow lines on Lunsford Lane opposite the junction.

This could be accommodated to assist traffic movements.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal be amended to include restrictions opposite the junction and proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the

Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### **Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/20A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 35 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
15 (42.9%)	14 (93.3%)	1 (6.7%)	0 (0%)

### **Analysis**

The one objection to the proposal was not based on the proposal itself, believing that the money should be spent on speed management. As such this is not an objection to the proposal but a comment on speed management and associated resources, which are a matter for Kent County Council to address in their role as the Highway Authority/

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Report to November 2018 meeting of the Joint Transportation Board after formal consultation**

As the Council received no pertinent objections during the statutory consultation process there are no objections to consider. Accordingly the Board should note that the proposals are to be implemented.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-06
Town	East Malling
Ward	East Malling
Councillors	Cllr Daniel Markham Cllr Roger Roud
Road / Area	Columbine Road & Jasmine Road
Requested by	Local resident
Plan reference:	DD/583/12

**Summary**

Residents complain of parking issues around the junction.

**Issue**

Junction protection.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 19 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
3 (15.8%)	3 (100%)	0 (0.0%)	0 (0%)

**Informal consultation responses**

The response rate was typical for this type of parking consultation.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

**Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/12A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup>

October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 19 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
4 (21.1%)	4 (100%)	0 (0%)	0 (0%)

### **Analysis**

There were no objections to the proposal.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Report to November 2018 meeting of the Joint Transportation Board after formal consultation**

As the Council received no objections during the statutory consultation process there are no objections to consider. Accordingly the Board should note that the proposals are to be implemented.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-07
Town	Tonbridge
Ward	Tonbridge (Castle)
Councillors	Cllr Owen Baldock Cllr Vivian Branson
Road / Area	Yardley Park Road and Bickmore Way
Requested by	Local resident
Plan reference:	DD/583/36

**Summary**

Residents have complained of poor visibility near the junctions.

**Issue**

Extend existing double yellow lines further eastwards and new junction restrictions.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 13 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
4 (30.8%)	3 (75%)	0 (0.0%)	1 (25%)

**Informal consultation responses**

The response rate was high, suggesting that a number of residents wished to express their views.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

**Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan

DD/583/36A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 13 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
6 (46.2%)	3 (50%)	1 (16.7%)	2 (33.3%)

### **Statutory consultee responses**

Cllr Branson commented in support of the proposal. No other statutory consultee responses were received.

### **Analysis**

The one objection was on the grounds that the objector did not view parking on Yardley Park Road as a problem, and was beneficial to maintaining lower speeds, and raised a concern that reducing parking could lead to an increase in vehicle speed.

There were two responses that were unclear as to support or not, and 4 responses asked that the proposals be extended further along Yardley Park Road.

This presents a mixed view from residents, with conflicting views of whether restrictions should be introduced or not, and whether more should be done.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted, but that the proposals did receive more support than objection. Accordingly the objection should be set aside and the restrictions be introduced as proposed. Consideration could be given to extending the restrictions further once the current proposals are implemented if identified as necessary following the post-implementation review.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-08
Town	Ditton
Ward	Ditton
Councillors	Cllr Tom Cannon Cllr Ben Walker
Road / Area	Kiln Barn Road and Scott Close
Requested by	Parish Council & local resident
Plan reference:	DD/583/6

**Summary**

Residents complain of parking issues around the junctions.

**Issue**

Junction protection and parking on the corners.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 21 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
10 (47.6%)	5 (50%)	5 (50%)	0 (0%)

**Informal consultation responses**

The response rate was very high, suggesting that this is an emotive issue and residents wished to express their views.

The responses tended to be split, with those objecting tending to be from properties with no off-street parking and choose to park on the road, whereas those with off-street parking or live immediately on the junction tended to be in support.

**Recommendation after informal consultation**

The proposals are designed to reflect the advice set out in the Highway Code, not to park in close proximity to a junction or where it could cause an obstruction. Whilst this may be inconvenient to residents with no off-street facility, vehicle movements should be considered a higher priority.

In light of the responses, it is recommended that the proposal proceed to formal consultation.

### **September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### **Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/6A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 21 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
9 (42.9%)	4 (44.4%)	5 (55.6%)	0 (0%)

### **Analysis**

There was a similar level of response to the formal consultation as the informal, with a similar numbers and a similar geographic split.

There was one additional objection to the proposal from someone not resident in the area.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted. The proposal is intended to assist in the primary function of the public highway – to assist traffic movements, and on that basis it is recommended that the objections should be set aside and the restrictions be introduced as proposed.



**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-09
Town	Larkfield
Ward	Larkfield North
Councillors	Cllr Trudy Dean Cllr Mike Parry-Waller
Road / Area	Masefield Road & Coleridge Close
Requested by	Local resident
Plan reference:	DD/583/21

**Summary**

Residents complain of parking in the narrow part of the road.

**Issue**

Obstructive parking.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 44 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
26 (59.1%)	3 (11.5%)	20 (76.9%)	3 (11.5%)

**Informal consultation responses**

The response rate was very high, suggesting that this is an emotive issue and residents wished to express their views.

The responses were polarised, with strong objection to restrictions at the cul-de-sac end of Coleridge Close, but with some support for restrictions at the junction of Coleridge Close and Masefield Road, and the junction of Masefield Road and Chaucer Way.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposals be altered to reflect comments from residents, taking forward only junction protection restrictions at the two junctions, and proceed to formal consultation on that basis.

### **September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### **Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/21A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 44 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
4 (9.1%)	3 (75%)	1 (25%)	0 (0%)

### **Analysis**

The objection was on the grounds of loss of parking, and commented on the existing parking pressures in the area.

These comments present a mixed view from residents, with conflicting views of whether restrictions should be introduced or not.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted, but that the proposals did receive more support than objection. Accordingly the objection should be set aside and the restrictions be introduced as proposed.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-10
Town	Leybourne
Ward	Leybourne
Councillors	Cllr Sasha Luck Cllr Brian Luker Cllr Sophie Shrubsole
Road / Area	The Mead
Requested by	Leybourne Parish Council
Plan reference:	DD/583/27

**Summary**

Residents complain of large vehicle access and turning problems.

**Issue**

Double yellow lines to protect turning area.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 16 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
10 (62.5%)	6 (60%)	2 (20%)	2 (20%)

**Informal consultation responses**

The response rate was very high, suggesting that this is an emotive issue and residents wished to express their views.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/27A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 16 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
4 (25%)	3 (75%)	1 (25%)	0 (0%)

### Analysis

The one objection to the proposal claimed that the proposal was blatant victimisation and discrimination, and that if yellow lines were deemed necessary then they should be applied to all the driveways.

However, the parking proposals were developed based on the reported problem and the geographic layout of the cul-de-sac, rather than on any personal characteristic or trait and are not discriminatory. Parking on the public highway is tolerated only when it does not cause a problem, and residents of the cul-de-sac have reported such issue with vehicles parking in the turning area.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation

It is recommended that the conflicting views be noted, but that the proposals did receive more support than objection and are intended to support the primary purpose of the public highway. Accordingly the objection should be set aside and the restrictions be introduced as proposed.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-11
Town	Plaxtol
Ward	Borough Green and Long Mill
Councillors	Cllr Steve Perry Cllr Tim Shaw Cllr Mike Taylor
Road / Area	School Lane
Requested by	Parish Council
Plan reference:	DD/583/9

**Summary**

Parking opposite the car park entrance causes access problems.

**Issue**

Double yellow lines to maintain access.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 10 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
4 (40%)	0 (0%)	3 (75%)	1 (25%)

The Parish Council also responded to the consultation

**Informal consultation responses**

The response rate was high, suggesting that a number of residents wished to express their views.

The comments did not support the proposed restriction on the east side of the road, but there was some support for restrictions on the school side, but also a request that they be reduced slightly.

The restriction on the eastern side of the road was intended to help regulate parking, to constrain it to the western side, but may not be essential. The aim of the maintaining access

to the car park may be met by the introduction of restrictions on the west side, and the proposal could be reduced to this effect.

#### **Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal be reduced to double yellow lines on the west side only, and the northern end of the lines be reduced in line with the consultation comments. The amended proposals should then proceed to formal consultation.

#### **September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

#### **Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/9A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 10 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
2 (20%)	1 (50%)	1 (50%)	0 (0%)

#### **Statutory consultee responses**

Plaxtol Parish Council responded to the consultation, supporting the proposal.

#### **Analysis**

The one objection to the proposal was on the grounds that removing parking could increase vehicle speed on School Lane, but actually welcomed the proposal for double yellow lines at the bottom of the ramp.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

#### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted, but as the Parish Council supported the changes, the proposals did receive more support than objection. Accordingly the objection should be set aside and the restrictions be introduced as proposed.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-12
Town	Wrotham
Ward	Wrotham, Ightham & Stansted
Councillors	Cllr Robin Betts Cllr Martin Coffin
Road / Area	Kemsing Road / Battlefields
Requested by	Local resident
Plan reference:	DD/583/16

**Summary**

Residents complain of parking issues around the junction.

**Issue**

Junction protection and obstructive parking.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 8 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
5 (62.5%)	4 (80%)	0 (0.0%)	1 (20%)

**Informal consultation responses**

The response rate was very high, suggesting that this is an emotive issue and residents wished to express their views.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

**Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan

DD/583/16A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 13 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
2 (25%)	2 (100%)	0 (0%)	0 (0%)

### **Analysis**

There were no objections to the proposal.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Report to November 2018 meeting of the Joint Transportation Board after formal consultation**

As the Council received no objections during the statutory consultation process there are no objections to consider. Accordingly the Board should note that the proposals are to be implemented.



**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-13
Town	Blue Bell Hill
Ward	Aylesford North and Walderslade
Councillors	Cllr Michael Base Cllr Des Keers Cllr Allan Sullivan
Road / Area	Maidstone Road
Requested by	Local resident
Plan reference:	DD/583/1

**Summary**

Resident complains of parking on the single yellow lines that causes problems.

**Issue**

Change existing single yellow line to double yellow lines near 567-569 to stop neighbour parking.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 20 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
5 (25%)	4 (80%)	1 (20%)	0 (0%)

**Informal consultation responses**

The response rate was typical for this type of parking consultation. The objection seems to confirm the parking that occurs that the other neighbours have raised as an issue.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### **Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/1A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 20 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
11 (55%)	3 (27.3%)	7 (63.6%)	1 (9.1%)

### **Statutory consultee responses**

Aylesford Parish Council responded that they were aware of a residents’ dispute over whether the proposed double yellow lines were appropriate, but gave no indication of support or objection to the proposals.

### **Analysis**

There was a strong level of response from residents, indicating that this was an emotive issue, and the response was significantly in favour of abandoning the proposals and retaining the existing restrictions.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted, and in light of the significant level of response against the proposal, the proposal should be abandoned and the existing restrictions retained.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-14
Town	Burham
Ward	Burham & Wouldham
Councillors	Cllr Dave Davis Cllr Roger Dalton
Road / Area	Church Street
Requested by	Local resident
Plan reference:	DD/583/24

**Summary**

Resident has complained about parking opposite their access which makes accessing the highway difficult.

**Issue**

Obstructive parking.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 16 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
11 (68.8%)	6 (54.5%)	5 (45.5%)	0 (0%)

**Informal consultation responses**

The response rate was very high, suggesting that this is an emotive issue and residents wished to express their views. The responses were split between those who wanted nearby parking and those who wanted to maintain access.

However, Church Street is narrow, and on-street parking can cause obstruction. The restrictions are designed to prevent this, allow access to the car park and also a passing place along the narrow road.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

### **September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### **Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/24A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 16 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
32 (200%)	6 (18.8%)	24 (75%)	2 (6.3%)

### **Analysis**

There was a strong level of response from residents, with more responses received than properties directly contacted – this gives a strong indication that this is an emotive issue. The responses were significantly in favour of abandoning the proposals based on the existing parking scarcity in the area.

This has to be considered against the access problems that parking in the area causes to other residents.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted, and in light of the significant level of response against the proposal, the proposal should be abandoned.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-15
Town	East Malling
Ward	East Malling
Councillors	Cllr Daniel Markham Cllr Roger Roud
Road / Area	Dickens Drive, Howard Road & Tyler Close
Requested by	Local resident
Plan reference:	DD/583/11

**Summary**

Residents complain of parking issues around the junction.

**Issue**

Obstructive parking.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 79 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
7 (8.9%)	6 (85.7%)	1 (14.3%)	0 (0%)

**Informal consultation responses**

The response rate to the informal consultation was very low, suggesting that most residents were not concerned enough to comment.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

**Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan

DD/583/11A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 79 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
6 (7.6%)	5 (83.3%)	1 (16.7%)	0 (0%)

### **Analysis**

The objection was on the grounds of loss of parking.

These comments present a mixed view from residents, with conflicting views of whether restrictions should be introduced or not, and whether more or less should be done.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted, but that the proposals did receive more support than objection. Accordingly the objection should be set aside and the restrictions be introduced as proposed. Consideration could be given to extending the restrictions further once the current proposals are implemented if identified as necessary following the post-implementation review.

### Parking Plan – Phase 10 – Location Summary

Location reference	Phase 10-19
Town	Eccles
Ward	Aylesford North and Walderslade
Councillors	Cllr Michael Base Cllr Des Keers Cllr Allan Sullivan
Road / Area	Bull Lane
Requested by	Parish Council
Plan reference:	DD/583/26

#### Summary

Problems with bus turning movements.

#### Issue

Restrictions to protect turning area for buses near the former Walnut Tree Pub.

#### Informal consultation

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 12 properties, asking residents for their views, but we received no response.

#### Informal consultation responses

Though we consulted frontagers, we received no comments, indicating that residents were not concerned enough to respond.

#### Recommendation after informal consultation

In light of the lack of response, it is recommended that the proposal proceed to formal consultation.

#### September 2018 Joint Transportation Board decision

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

#### Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/26A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 12 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the

proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
2 (16.7%)	0 (0%)	1 (50%)	1 (50%)

### **Statutory consultee responses**

Aylesford Parish Council responded to the consultation with no objection.

### **Analysis**

The objection was on the grounds of loss of parking, and the “don’t know” response also mentioned the lack of parking and suggested that the allotments be converted to parking – though this is outside the gift of the Borough Council.

Whilst residents’ concerns over increasing parking pressures have some merit, the purpose of the highway is to facilitate travel, and parking is only tolerated where it does not cause an obstruction. The purpose of the proposals is to allow turning movements of buses, in response to reported difficulties with parked cars.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted, but the proposals are intended to support the primary purpose of the public highway. Accordingly the objection should be set aside and the restrictions be introduced as proposed.



**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-20
Town	Larkfield
Ward	Larkfield South
Councillors	Cllr Timothy Bishop Cllr Anita Oakley
Road / Area	Swallow Road
Requested by	Local resident
Plan reference:	DD/583/19

**Summary**

Parent parking at school times causes congestion and safety issues.

**Issue**

School parent parking on bend.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 52 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
19 (36.5%)	14 (73.7%)	3 (15.8%)	2 (10.5%)

**Informal consultation responses**

The response rate was typical for this type of parking consultation.

There were a number of comments from residents suggesting minor variations to the proposals, but some were in conflict with others.

The Council's proposal is intended to provide a balance between the conflicting issues of maintaining traffic movement, parking and speed management.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the

Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### **Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/19A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 52 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
9 (17.3%)	9 (100%)	0 (0%)	0 (0%)

### **Analysis**

There were no objections to the proposal.

There were differing suggests for slight increases in the restrictions near to various properties in Swallow Road and Cygnet Close, though these are outside the scope of the current proposal.

Consideration could be given to extending the restrictions further once the current proposals are implemented if identified as necessary following the post-implementation review.

One response also asked that a 20mph speed limit be introduced, though this is outside the gift of the Borough Council and would be for the County Council to consider in its role as the Highway Authority.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Report to November 2018 meeting of the Joint Transportation Board after formal consultation**

As the Council received no objections during the statutory consultation process there are no objections to consider. Accordingly the Board should note that the proposals are to be implemented.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-22
Town	Larkfield
Ward	Larkfield North
Councillors	Cllr Trudy Dean Cllr Mike Parry-Waller
Road / Area	New Hythe Lane and Mercer Close
Requested by	Property Manager of Mercer Close development
Plan reference:	DD/583/18

**Summary**

Parking on the visibility splays and footways causes problems.

**Issue**

double yellow lines junction protection.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 89 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
9 (10.1%)	8 (88.9%)	1 (11.1%)	0 (0%)

**Informal consultation responses**

The response rate to the informal consultation was very low, suggesting that most residents were not concerned enough to comment.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

**Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan

DD/583/18A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 89 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
8 (9%)	8 (100%)	0 (0%)	0 (0%)

### **Analysis**

There were no objections to the proposal.

One response suggested that there should be additional yellow lines on the western side of New Hythe Lane as well, though this was outside the scope of the proposal.

Consideration could be given to extending the restrictions further once the current proposals are implemented if identified as necessary following the post-implementation review.

One response asked for bollards on the corners of Mercer Close with New Hythe Lane to prevent parking on the pavement. However, this is outside the gift of the Borough Council, but the proposal should assist in preventing parking on the pavement at these locations.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Report to November 2018 meeting of the Joint Transportation Board after formal consultation**

As the Council received no objections during the statutory consultation process there are no objections to consider. Accordingly the Board should note that the proposals are to be implemented.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-32
Town	Tonbridge
Ward	Tonbridge (Medway)
Councillors	Cllr Jon Botten Cllr Benjamin Elks Cllr Russell Lancaster
Road / Area	Lyons Crescent
Requested by	Local resident
Plan reference:	DD/583/32

**Summary**

Resident has complained that access is awkward.

**Issue**

Remove parking bay outside driveway.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 22 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
11 (50%)	1 (9.1%)	9 (81.8%)	1 (9.1%)

**Informal consultation responses**

The response rate was very high, suggesting that this is an emotive issue and residents wished to express their views.

The comments were split in two sections, most supported the removal of the permit parking bay, but did not support the replacement of the white access protection markings with double yellow lines.

In light of these comments the proposal could be altered to remove the double yellow line element and focus solely on the removal of the permit parking bay.

### **Recommendation after informal consultation**

In light of the responses, it is recommended that the proposals be altered to reflect comments from residents, and proceed to formal consultation.

### **September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### **Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/32A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 22 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
6 (27.3%)	3 (50%)	3 (50%)	0 (0%)

### **Analysis**

The three objections all related to the loss of parking and the existing parking pressure in the area.

These comments present a mixed view from residents, with conflicting views of whether restrictions should be introduced or not.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted. The proposal is intended to assist in preventing the obstruction of the lawful access to the public highway it is recommended that the objections should be set aside and the restrictions be introduced as proposed.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-27
Town	Walderslade
Ward	Aylesford North and Walderslade
Councillors	Cllr Michael Base Cllr Des Keers Cllr Allan Sullivan
Road / Area	Taddington Wood Lane
Requested by	Cllr Des Keers
Plan reference:	DD/583/3

**Summary**

Parking near the bend and junction causes problems.

**Issue**

Junction protection and parking on the bend.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 37 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
15 (40.5%)	13 (86.7%)	2 (13.3%)	0 (0%)

**Informal consultation responses**

The response rate was high, suggesting that a number of residents wished to express their views.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/3A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 37 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
4 (10.8%)	4 (100%)	0 (0%)	0 (0%)

### Analysis

There were no objections to the proposal.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### Report to November 2018 meeting of the Joint Transportation Board after formal consultation

As the Council received no objections during the statutory consultation process there are no objections to consider. Accordingly the Board should note that the proposals are to be implemented.



**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-30
Town	Ditton
Ward	Ditton
Councillors	Cllr Tom Cannon Cllr Ben Walker
Road / Area	Bell Lane & Oak Road
Requested by	Local resident
Plan reference:	DD/583/5

**Summary**

Residents have complained of parking around the junction.

**Issue**

junction protection.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 42 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
18 (42.9%)	8 (44.4%)	9 (50%)	1 (5.6%)

**Informal consultation responses**

The response rate was high, suggesting that a number of residents wished to express their views.

The responses tended to be split, between those in Bell Lane and Lower Bell Lane (who tended not to have off-street parking) and did not want any restrictions to maintain parking availability and those in Oak Road and Blackthorn Drive who wanted restrictions to maintain access and wanted the restrictions extended further.

The proposals could be amended to delete the proposed double yellow lines on the east side of Bell Lane, which would retain parking.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposals be altered to reflect

comments from residents, with the yellow lines on the east side of Bell Lane deleted, and proceed to formal consultation.

### **September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### **Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/5A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 42 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
9 (42.9%)	7 (77.8%)	1 (11.1%)	1 (11.1%)

### **Analysis**

The objection was on the grounds of loss of parking, and wished for an alternative, but within the bounds of the public highway this is not possible.

The “don’t know” response raised concerns that the existing parking may displace further in to Oak Drive.

Alongside the Parish’s request to reduce restrictions, there were also requests from several residents to go further with the restrictions.

These comments present a mixed view from residents, with conflicting views of whether restrictions should be introduced or not, and whether more or less should be done.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted, but that the proposals did receive more support than objection. Accordingly the objection should be set aside and the restrictions be introduced as proposed. Consideration could be given to extending the restrictions further once the current proposals are implemented if identified as necessary following the post-implementation review.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-31
Town	Borough Green
Ward	Borough Green and Long Mill
Councillors	Cllr Steve Perry Cllr Tim Shaw Cllr Mike Taylor
Road / Area	Fairfield Road
Requested by	TMBC
Plan reference:	DD/583/14

**Summary**

Changes due to new access road.

**Issue**

Changes due to new access road.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 35 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
4 (11.4%)	4 (100%)	0 (0.0%)	0 (0%)

**Informal consultation responses**

The response rate to the informal consultation was very low, suggesting that most residents were not concerned enough to comment.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

**Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/14A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 14 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

We received no responses to the formal consultation

**Report to November 2018 meeting of the Joint Transportation Board after formal consultation**

As the Council received no objections during the statutory consultation process there are no objections to consider. Accordingly the Board should note that the proposals are to be implemented.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-32
Town	Tonbridge
Ward	Tonbridge (Medway)
Councillors	Cllr Jon Botten Cllr Benjamin Elks Cllr Russell Lancaster
Road / Area	Priory Road
Requested by	Local resident
Plan reference:	DD/583/29

**Summary**

Non-resident parking is causing problems.

**Issue**

Change limited waiting / permit bays.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 67 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
4 (6%)	3 (75%)	1 (25%)	0 (0%)

**Informal consultation responses**

The response rate to the informal consultation was very low, suggesting that most residents were not concerned enough to comment.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/29A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 67 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
2 (3%)	1 (50%)	1 (50%)	0 (0%)

### Analysis

The objection to the proposal was from a local business owner who commented that it may be more difficult for customers to park. Whilst the proposals are intended to reduce the availability of parking to non-residents, the proposals actually increase the number of spaces where parking can occur, and should allow more parking in the residential area – which may assist in supporting the local business.

The comment in favour of the proposals also wanted an additional parking bay between No’s 17 & 19 Priory Road, as there were bollards across the entrance, but that area is required as an access for a number of properties and provides a facility for the emptying of large 4-wheeled bins.

The response rate was very low, indicating that many residents were not concerned enough to comment. Of those that did, the comments present a mixed view, with conflicting views of whether restrictions should be introduced or not, and whether more or less should be done.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation

It is recommended that the conflicting views be noted, and that there was a very low response rate. AS the proposals actually provide more parking facility it is recommended that the objection should be set aside and the restrictions be introduced as proposed.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-36
Town	Walderslade
Ward	Aylesford North and Walderslade
Councillors	Cllr Michael Base Cllr Des Keers Cllr Allan Sullivan
Road / Area	Woodbury Road
Requested by	Local resident and Cllr Des Keers
Plan reference:	DD/583/2

**Summary**

Residents have complained of others parking on the corners.

**Issue**

Junction protection and parking on the corner.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 43 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
23 (53.5%)	18 (78.3%)	5 (21.7%)	0 (0%)

**Informal consultation responses**

The response rate was high, suggesting that a number of residents wished to express their views.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

### Formal consultation

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/2A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 43 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
16 (37.2%)	14 (87.5%)	2 (12.5%)	0 (0%)

### Statutory consultee responses

Aylesford Parish Council commented without objection, but requested that the lines be shortened in the cul-de-sac leading to No’s 18 to 36.. No other statutory consultee responses were received.

### Analysis

Of the two objections received, one gave no reasons. The other disagreed with parking restrictions as it would require the objector to park further away from their property rather than have the convenience of parking outside. They also raised concern about the security of their own vehicle if parked further from home.

Alongside the Parish’s request to reduce restrictions, there were also requests from several residents to go further with the restrictions.

These comments present a mixed view from residents and the Parish, with conflicting views of whether restrictions should be introduced or not, and whether more or less should be done.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation

It is recommended that the conflicting views be noted, but that the proposals did receive more support than objection. Accordingly the objection should be set aside and the restrictions be introduced as proposed. Consideration could be given to extending the restrictions further once the current proposals are implemented if identified as necessary following the post-implementation review.



**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-37
Town	Eccles
Ward	Aylesford North and Walderslade
Councillors	Cllr Michael Base Cllr Des Keers Cllr Allan Sullivan
Road / Area	Jenner Way
Requested by	Cllr Michael Base
Plan reference:	DD/583/23

**Summary**

Parking near the bend and junction causes problems.

**Issue**

Junction protection.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 126 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
35 (27.8%)	26 (74.3%)	8 (22.9%)	1 (2.9%)

**Informal consultation responses**

The response rate was typical for this type of parking consultation.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

**Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan

DD/583/23A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup> October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 126 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
24 (19%)	21 (87.5%)	3 (12.5%)	0 (0%)

### **Statutory consultee responses**

Aylesford Parish Council commented without objection.

### **Analysis**

Two of the objections were based on existing parking pressures in the area and the third wished for more information as to the reason for changes, as they viewed the changes as unnecessary, and that there were more suitable road safety projects that would benefit from the money.

These comments present a mixed view from residents and the Parish, with conflicting views of whether restrictions should be introduced or not, and whether more or less should be done, but a significant majority were in favour of the changes.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted, but that the proposals did receive more support than objection. Accordingly the objection should be set aside and the restrictions be introduced as proposed. Consideration could be given to extending the restrictions further once the current proposals are implemented if identified as necessary following the post-implementation review.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-38
Town	Ditton
Ward	Ditton
Councillors	Cllr Tom Cannon Cllr Ben Walker
Road / Area	Quarry Wood Industrial Estate
Requested by	TMBC and Police
Plan reference:	DD/583/4

**Summary**

Commercial vehicle parking is causing access and social problems.

**Issue**

Overnight lorry parking.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 61 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
10 (16.4%)	9 (90%)	1 (10%)	0 (0%)

**Informal consultation responses**

The response rate was typical for this type of parking consultation.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

**Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/4A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup>

October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 61 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
5 (8.2%)	4 (80%)	0 (0%)	1 (20%)

### **Analysis**

There were no objections to the proposal.

The one “don’t know” response was seeking additional information and clarification to the proposals, and also requested enforcement of the existing parking restrictions in the area.

All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Report to November 2018 meeting of the Joint Transportation Board after formal consultation**

As the Council received no objections during the statutory consultation process there are no objections to consider. Accordingly the Board should note that the proposals are to be implemented.

**Parking Plan – Phase 10 – Location Summary**

Location reference	Phase 10-39
Town	Tonbridge
Ward	Tonbridge (Vauxhall)
Councillors	Cllr Maria Heslop Cllr Sarah Spence
Road / Area	Hilltop, Silver Close & Fairview Close
Requested by	Local resident
Plan reference:	DD/583/28

**Summary**

Residents complain of obstructive parking by local students.

**Issue**

New double yellow lines to prevent obstructive parking.

**Informal consultation**

The Borough Council carried out informal consultation on the proposed parking restrictions, from 3<sup>rd</sup> August to 2<sup>nd</sup> September 2018.

As part of the informal consultation we wrote to 31 properties, asking residents for their views, and we received the following responses;

Response rate	In favour	Against	Don't Know
9 (29%)	8 (88.9%)	1 (11.1%)	0 (0%)

**Informal consultation responses**

The response rate was typical for this type of parking consultation.

**Recommendation after informal consultation**

In light of the responses, it is recommended that the proposal proceed to formal consultation.

**September 2018 Joint Transportation Board decision**

The issue was reported to the Joint Transportation Board on 24<sup>th</sup> September 2018 and the Board agreed that the proposal should proceed to formal consultation in line with the recommendation.

**Formal consultation**

The Borough Council carried out formal consultation on parking restrictions shown in plan DD/583/28A, seeking objections and indications of support. The Consultation started on 5<sup>th</sup>

October 2018 and closed on 28<sup>th</sup> October 2018. As part of the consultation we wrote directly to 31 properties (immediate frontagers and those who had previously commented at the informal consultation stage), placed notice on street and in the local press, placed the proposals “on deposit” at the Council Offices and on the Council’s website. We also contacted the normal Statutory Consultees (local Councillors, Parish Councils, Emergency Services, bus companies and other interested road groups).

The responses to the formal consultation were as follows;

Response rate	In favour	Against	Don't Know
4 (12.9%)	3 (75%)	1 (25%)	0 (0%)

### **Statutory consultee responses**

Cllr Branson commented in support of the proposal. No other statutory consultee responses were received.

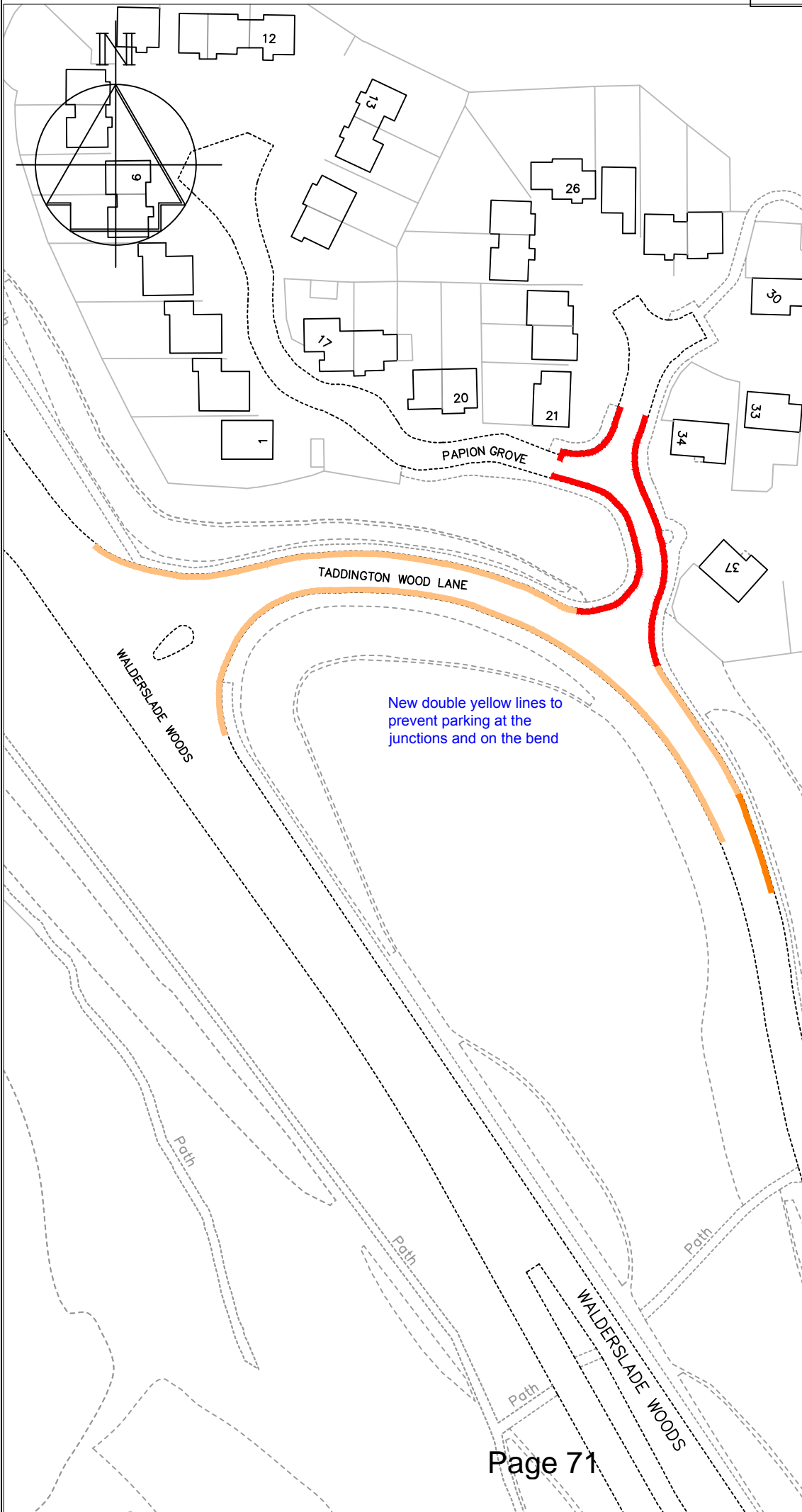
### **Analysis**

The one objection was on the grounds that the objector did not view parking on Silver Close as a problem, and chose to park in the road as a means to reduce traffic speed.




All of the responses have been redacted and form part of an Annex to the November 2018 Joint Transportation Board Report

### **Recommendation to the November 2018 meeting of the Joint Transportation Board after formal consultation**

It is recommended that the conflicting views be noted, but that the proposals did receive more support than objection. Accordingly the objection should be set aside and the restrictions be introduced as proposed.



**Key**

-  Existing "No waiting at any time" (double yellow lines)
-  Proposed "No waiting at any time" (double yellow lines)
-  Existing "Bus stop clearway"

A	Updated to Formal	9/18
	Revision	Date



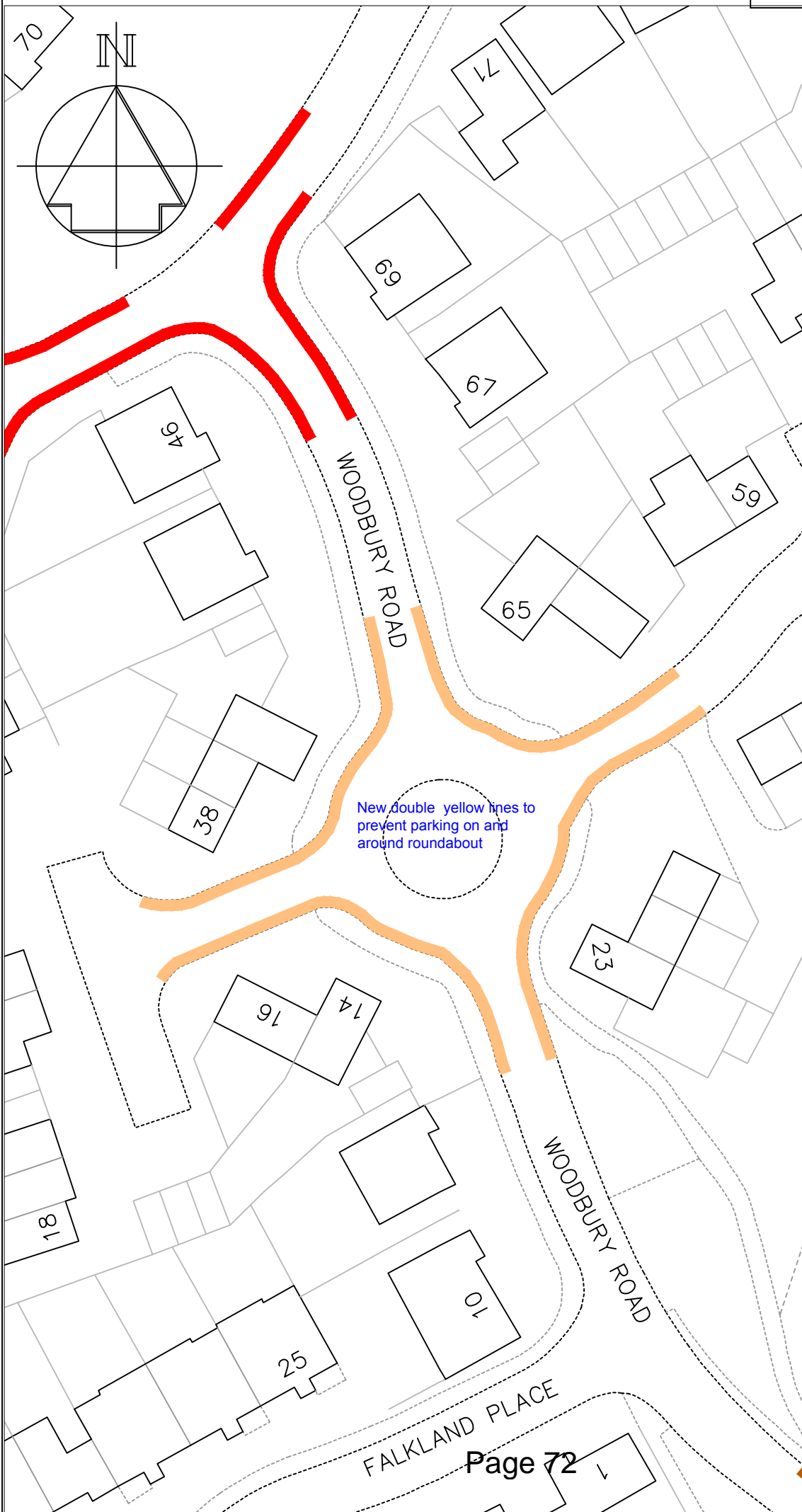
Technical Services  
 Gibson Building  
 Gibson Drive  
 Kings Hill  
 West Malling  
 Kent ME19 4LZ  
 Tel: 01732 844522 Fax: 01732 876317

Project Title  
**Local Parking Plan - Phase 10**  
 Formal consultation

Drawing Title  
**Walderslade**  
 Taddington Wood Lane

Drawn ACB | Checked AY | Date 8/2018  
 Scale 1 : 1000 @ A4

Drawing No. DD/583/3	Rev A
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**Key**

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

A	Updated to Formal	9/18
	Revision	Date



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

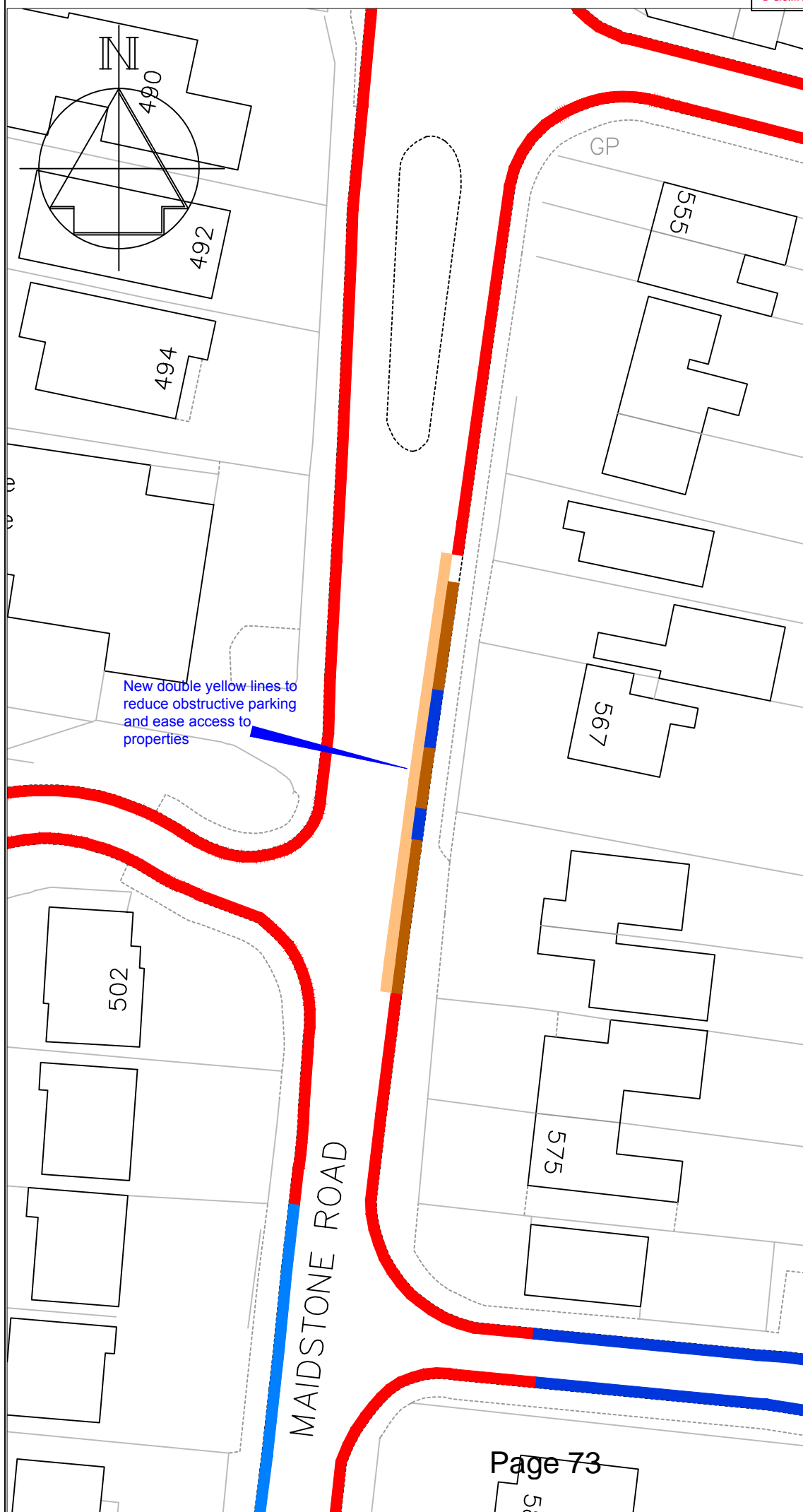
**Project Title**  
 Local Parking Plan - Phase 10  
 Formal consultation

**Drawing Title**  
 Walderslade  
 Woodbury Road

Drawn ACB | Checked AY | Date 8/2018  
 Scale 1 : 500 @ A4

Drawing No. DD/583/2	Rev A
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**Key**

- Existing "No waiting at any time" (double yellow lines)
- Existing white "access protection" marking
- Existing "No waiting, Mon-Fri, Noon - 1pm" (single yellow line)
- Existing "No waiting, Mon-Fri, 11am - Noon" (single yellow line)
- Proposed "No waiting at any time" (double yellow lines)

New double yellow lines to reduce obstructive parking and ease access to properties

A	Updated to Formal	9/18
	Revision	Date



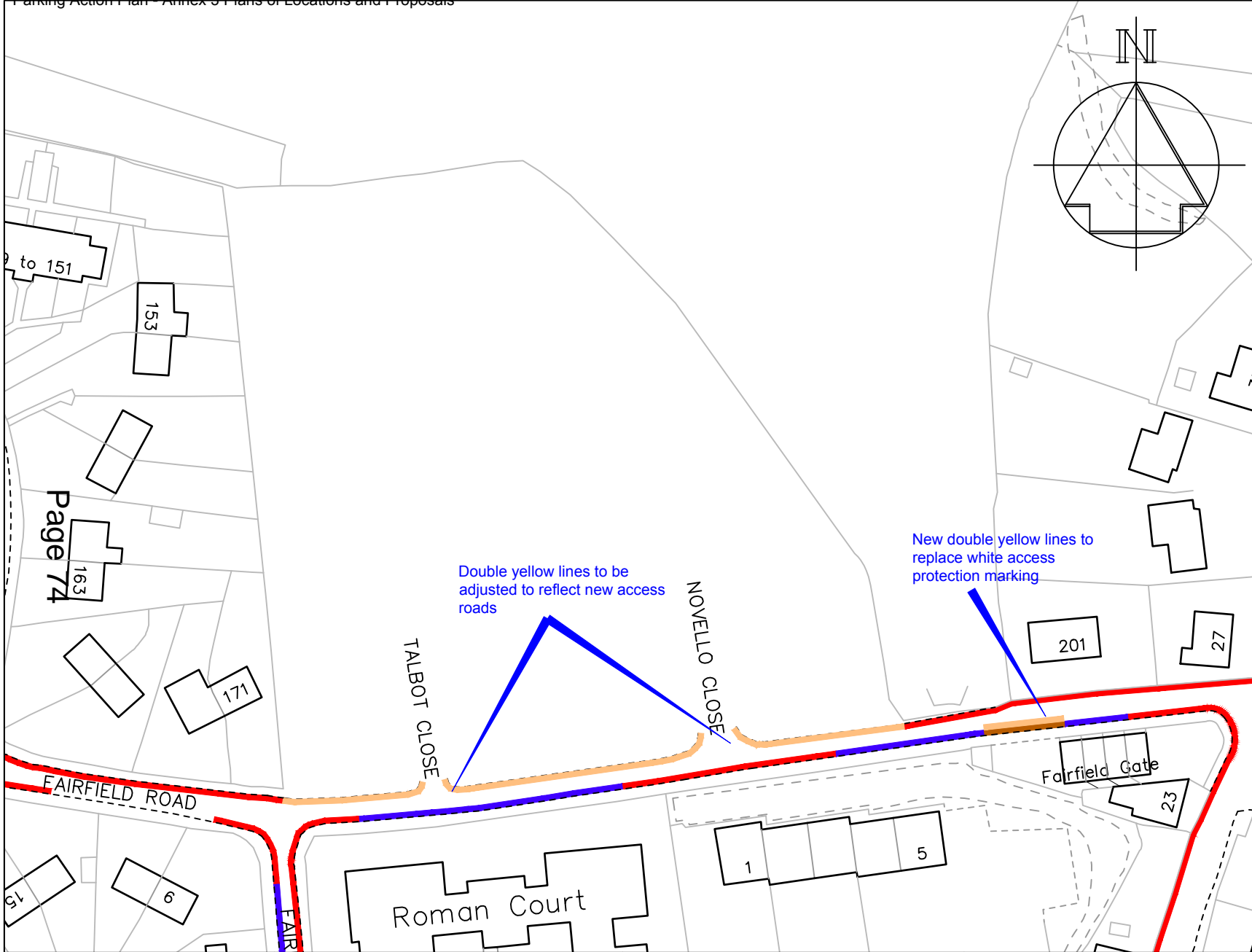
Technical Services  
 Gibson Building  
 Gibson Drive  
 Kings Hill  
 West Malling  
 Kent ME19 4LZ  
 Tel: 01732 844522 Fax: 01732 876317

Project Title  
**Local Parking Plan - Phase 10**  
 Formal consultation

Drawing Title  
**Blue Bell Hill**  
**Maidstone Road**

Drawn ACB | Checked AY | Date 8/2018  
 Scale 1 : 500 @ A4

Drawing No. DD/583/1	Rev A
-------------------------	----------



**Key**

- Existing "No waiting at any time" (double yellow lines)
- Existing "limited waiting, Mon-Fri, 2 hours, no return 2 hours and Area H permits" parking bays
- Existing white "access protection" marking
- Proposed "No waiting at any time" (double yellow lines)



**TONBRIDGE & MALLING**  
BOROUGH COUNCIL

STREETSCENE,  
LEISURE &  
TECHNICAL SERVICES

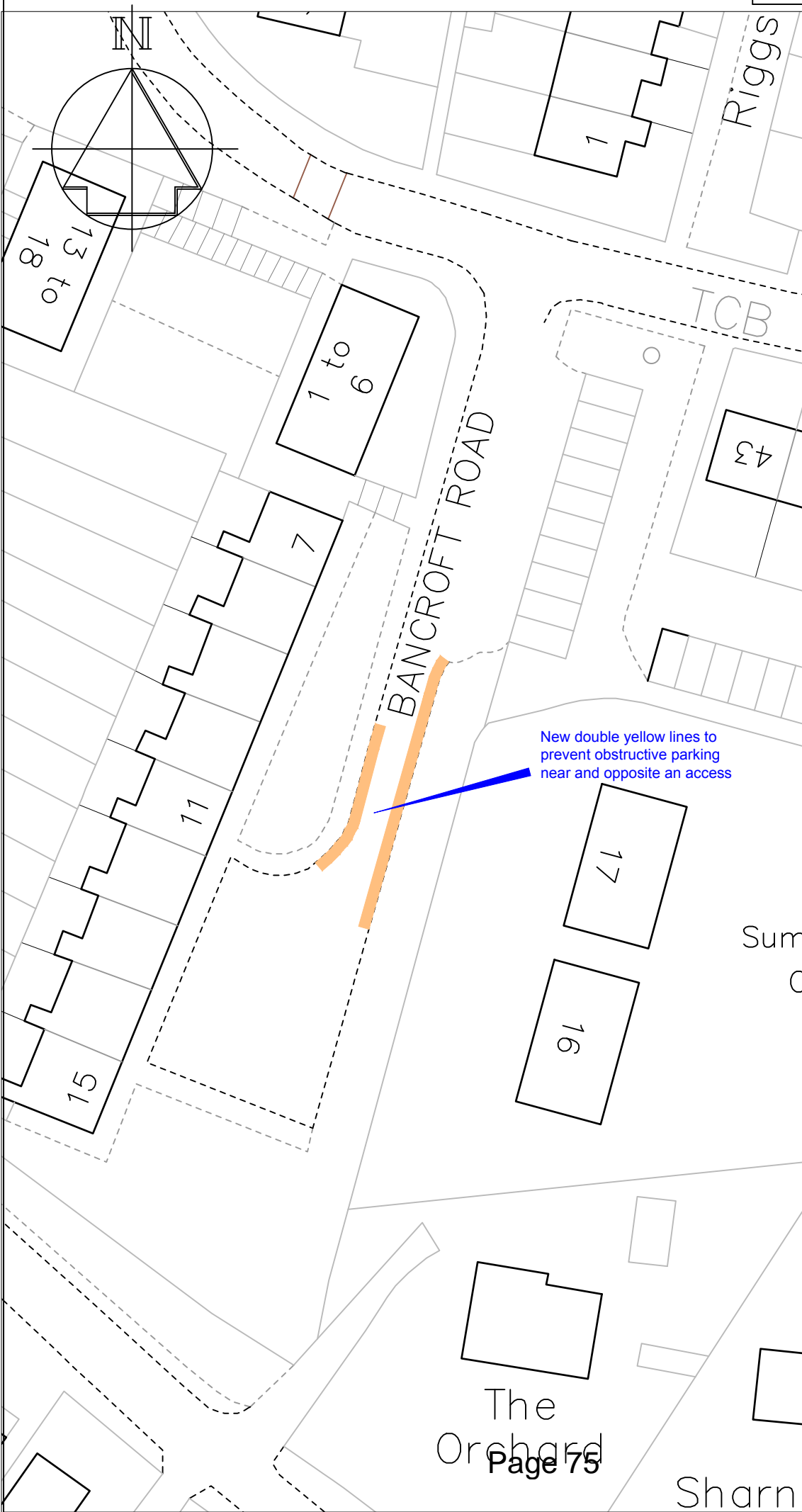
**Transportation Team**  
Gibson Building  
Gibson Drive  
Kings Hill  
West Malling  
Kent ME19 4LZ  
Tel: 01732 844522 Fax: 01732 876317

Project Title  
**Local Parking Plan - Phase 10**  
Formal consultation


Drawing Title  
**Fairfield Road (new development)**  
Borough Green

A Updated to formal		9/18
Revision		Date
Drawn ACB	Checked AY	Date 6/2018
Scale 1 :1000 @ A4		
Drawing No. DD/583/14		Rev A

Page 74



**Key**

 Proposed "No waiting at any time" (double yellow lines)

A	Updated to Formal	9/18
	Revision	Date



STREETSCENE,  
LEISURE &  
TECHNICAL SERVICES

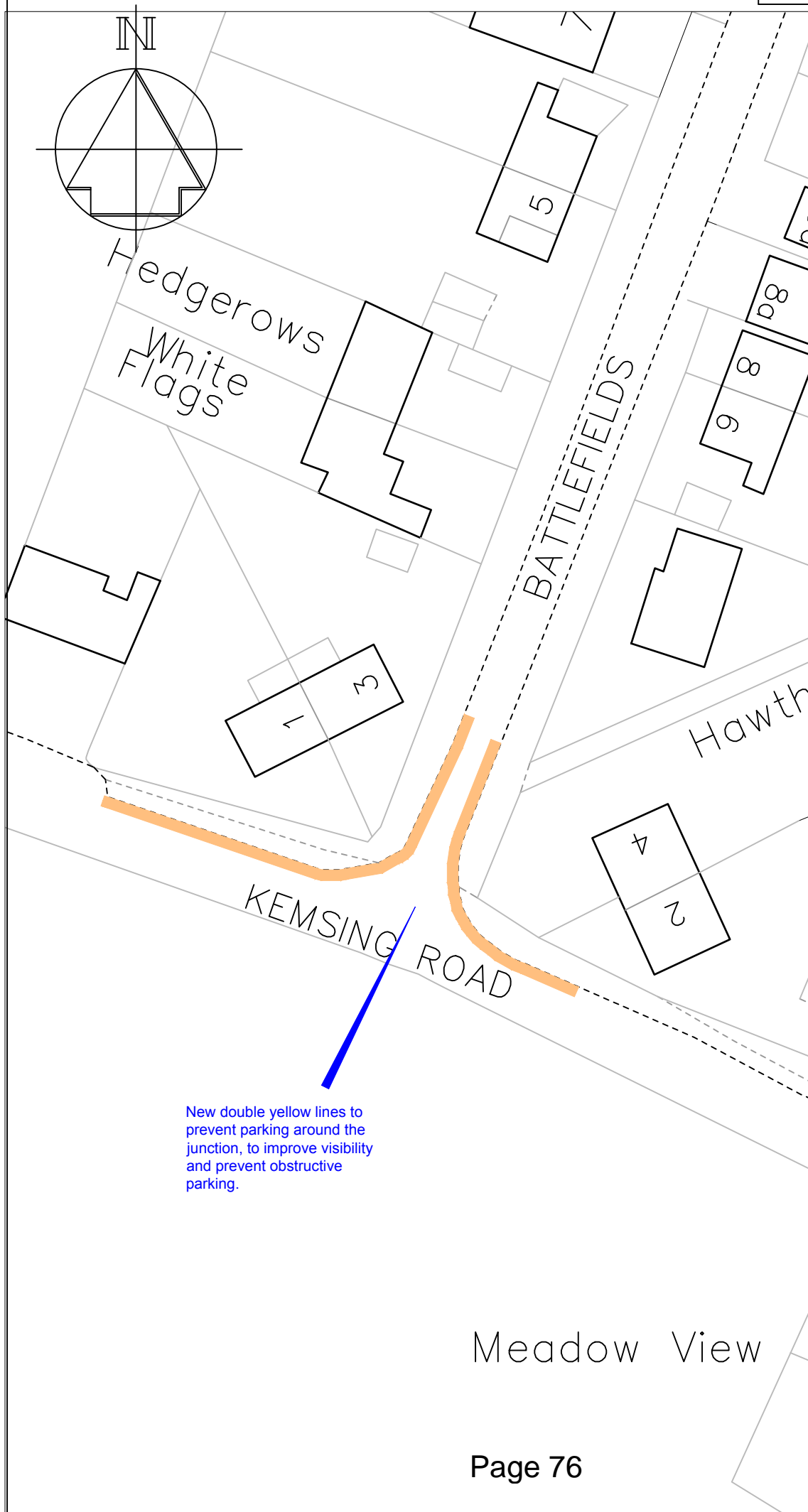
Transportation Team  
Gibson Building  
Gibson Drive  
Kings Hill  
West Malling  
Kent ME19 4LZ  
Tel: 01732 844522 Fax: 01732 876317

Project Title  
**Local Parking Plan - Phase 10**  
Formal consultation


Drawing Title  
**Wrotham**  
**Bancroft Road**

Drawn ACB Checked AY Date 6/2018  
Scale **1 : 500 @ A4**

Drawing No. DD/583/17	Rev A
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**Key**

 Proposed "No waiting at any time" (double yellow lines)

A	Updated to Formal	9/18
	Revision	Date



STREETSCENE,  
LEISURE &  
TECHNICAL SERVICES

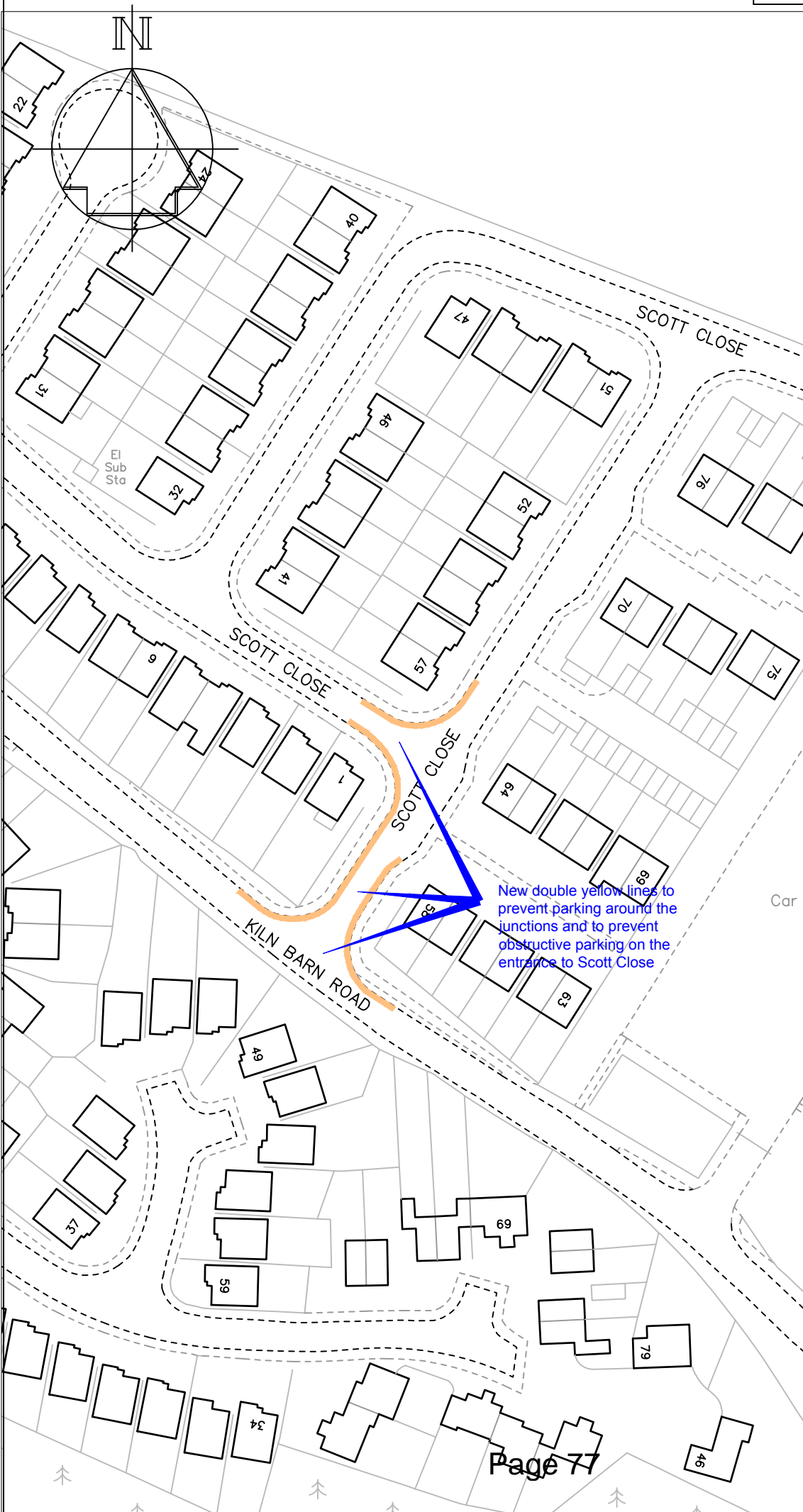
Transportation Team  
Gibson Building  
Gibson Drive  
Kings Hill  
West Malling  
Kent ME19 4LZ  
Tel: 01732 844522 Fax: 01732 876317

Project Title  
**Local Parking Plan - Phase 10**  
Formal consultation

Drawing Title  
**Wrotham**  
Battlefields & Keming Road

Drawn ACB | Checked AY | Date 6/2018  
Scale **1 : 500 @ A4**

Drawing No. DD/583/16	Rev A
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**Key**

Proposed "No waiting at any time" (double yellow lines)

A	Updated to Formal	9/18
	Revision	Date



STREETSCENE,  
LEISURE &  
TECHNICAL SERVICES

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

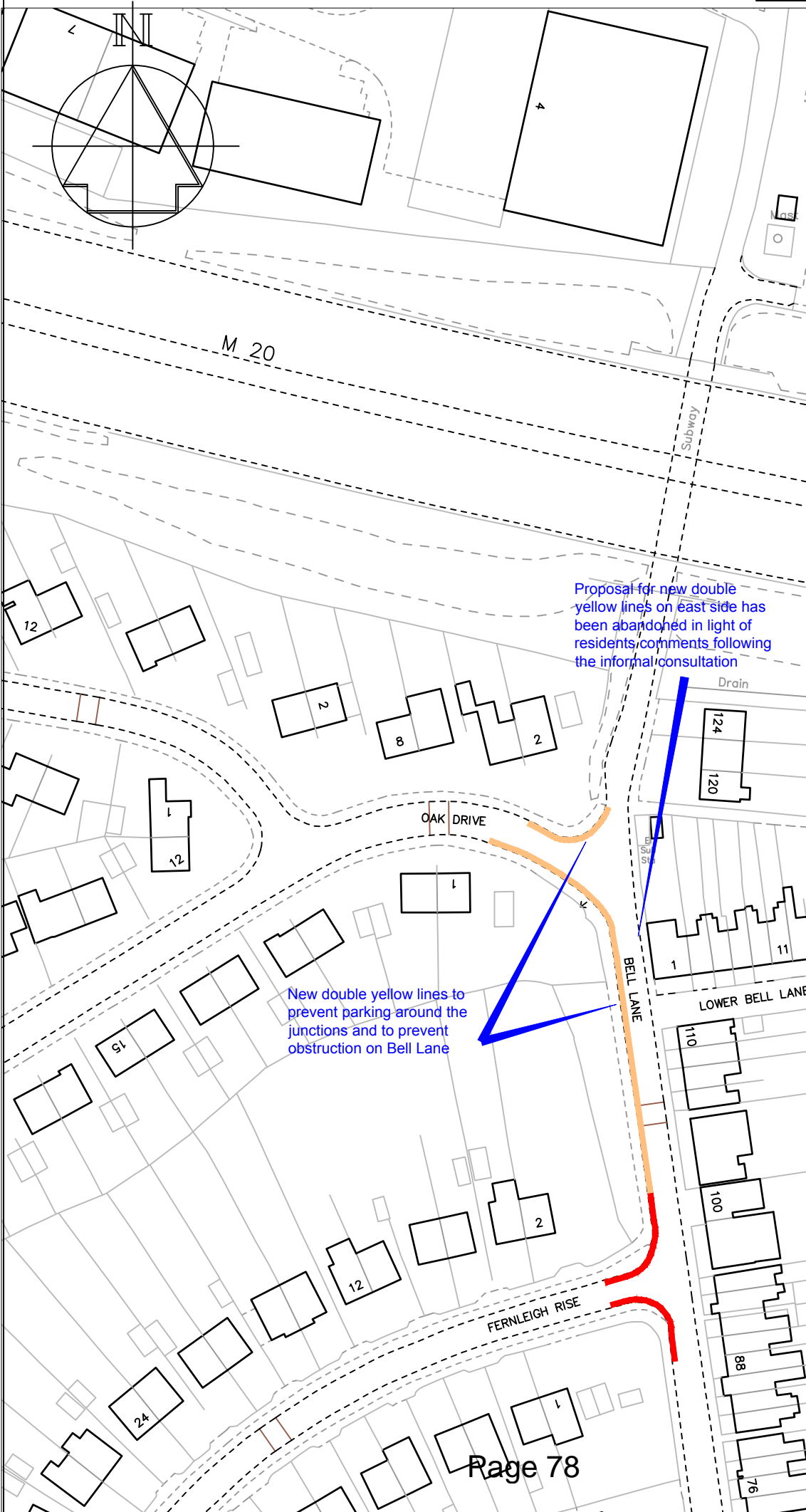
Project Title  
**Local Parking Plan - Phase 10**  
Formal consultation

Drawing Title  
**Ditton**  
**Kiln Barn Road and Scott**  
**Close**

Drawn ACB Checked AY Date 6/2018

Scale **1 : 1000 @ A4**

Drawing No. <b>DD/583/6</b>	Rev <b>A</b>
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**Key**

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

A	Updated to Formal	9/18
	Revision	Date



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 10**  
Formal consultation

Ditton  
Ditton  
Bell Lane and Oak Drive

Drawn ACB | Checked AY | Date 6/2018

Scale **1 : 1000 @ A4**

Drawing No. DD/583/5	Rev A
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**Key**

- Existing "No waiting at any time" (double yellow lines)
- Proposed overnight (7pm-8am) ban on parking by vehicles over 5 tonnes
- Roads not part of the adopted public highway and not covered by TMBC enforcement

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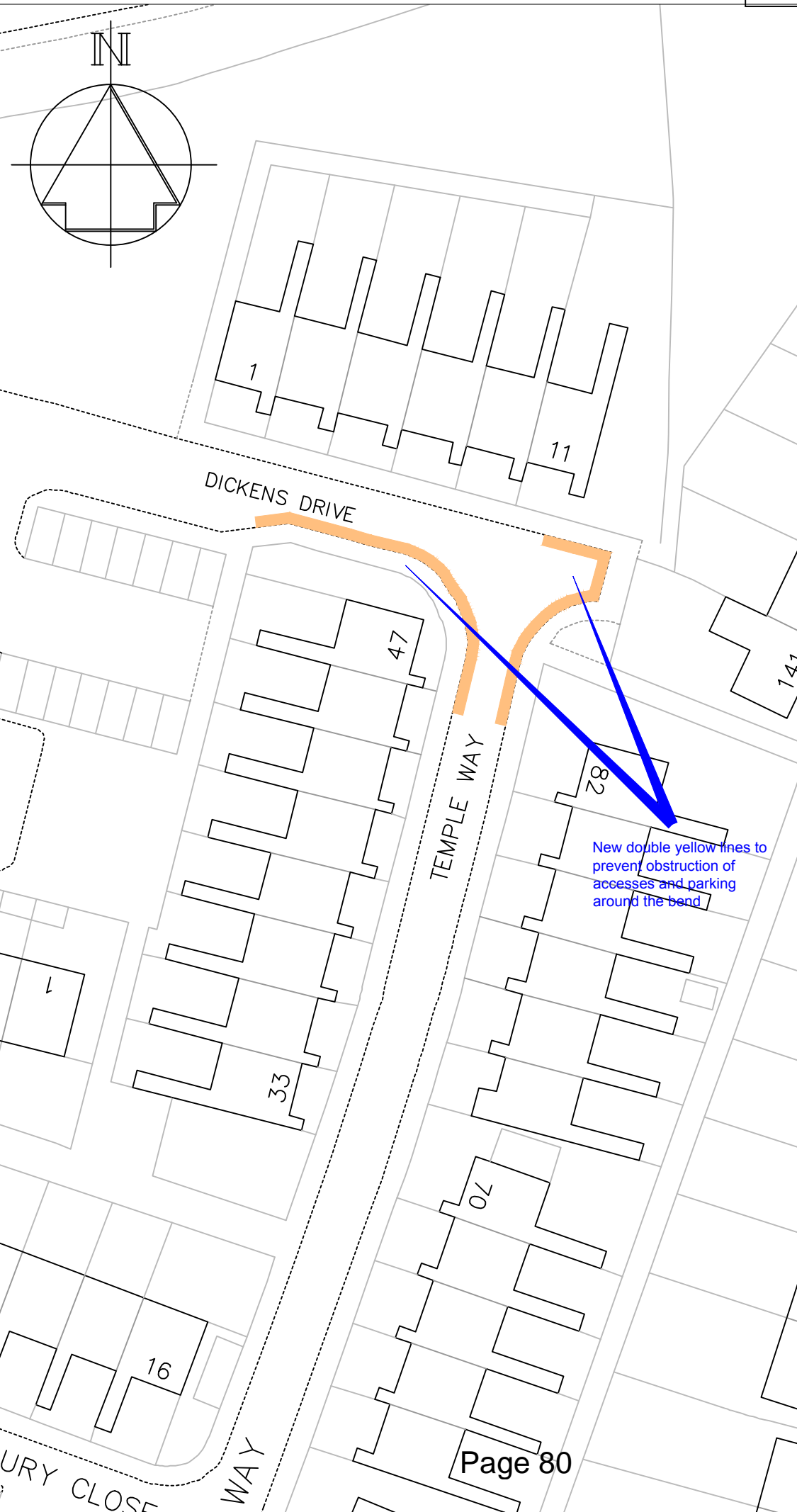
STREETSCENE,  
LEISURE &  
TECHNICAL SERVICES

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 10**  
Formal consultation

Drawing Title  
**Ditton**  
**Quarry Wood Industrial Estate**

A	Updated to formal	9/18
	Revision	Date
Drawn	Checked	Date
ACB	AY	6/2018
Scale 1 :3000 @ A4		
Drawing No. DD/583/4		Rev A



**Key**

— Existing "No waiting at any time" (double yellow lines)

-A	Updated to Formal	9/18
	Revision	Date



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

Project Title  
**Local Parking Plan - Phase 10**  
 Formal consultation

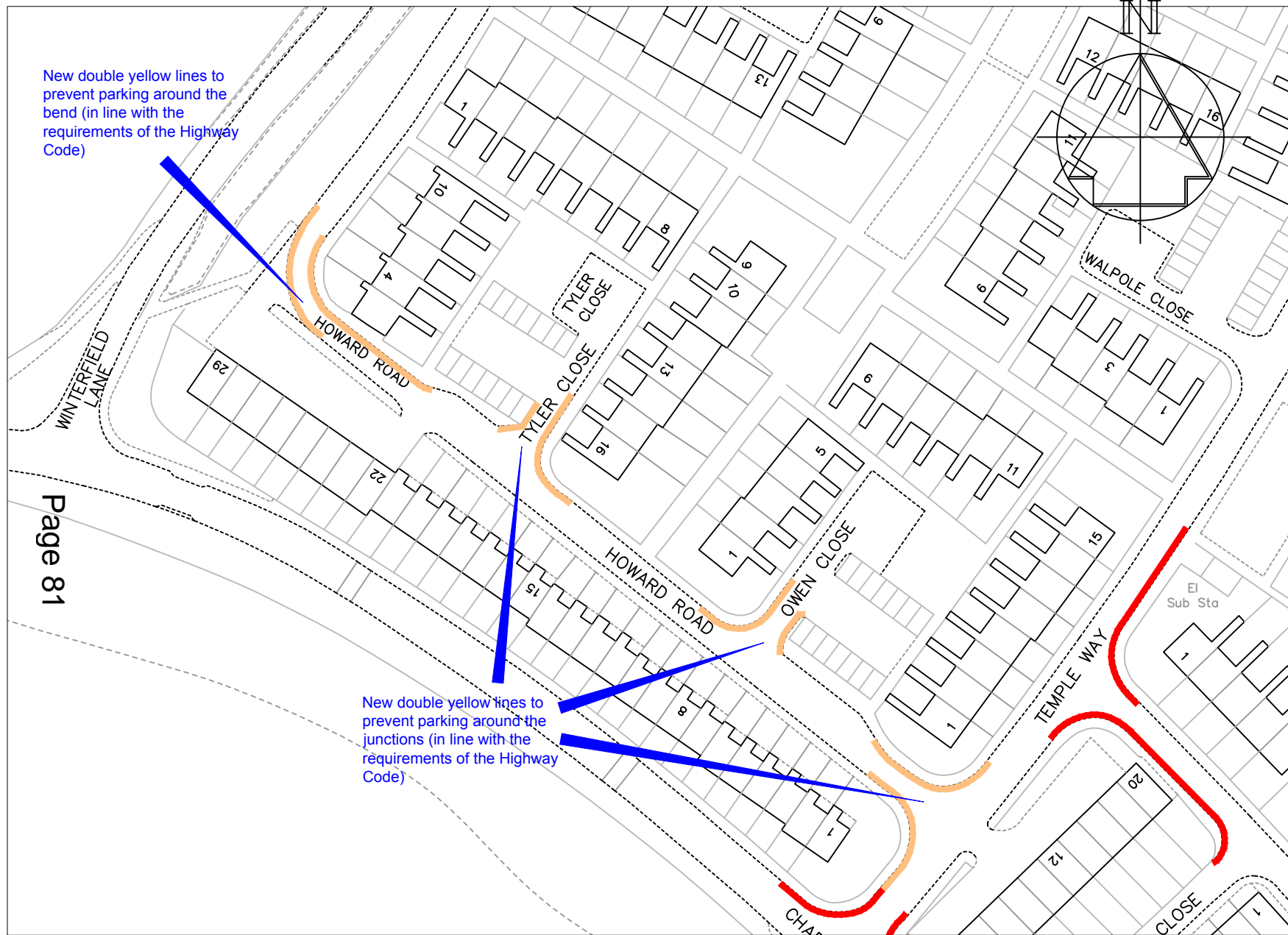
Drawing Title  
**East Malling**  
**Temple Way & Dickens Drive**

Drawn ACB Checked AY Date 8/2018

Scale 1 : 500 @ A4

Drawing No. DD/583/10	Rev -A
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**Key**

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

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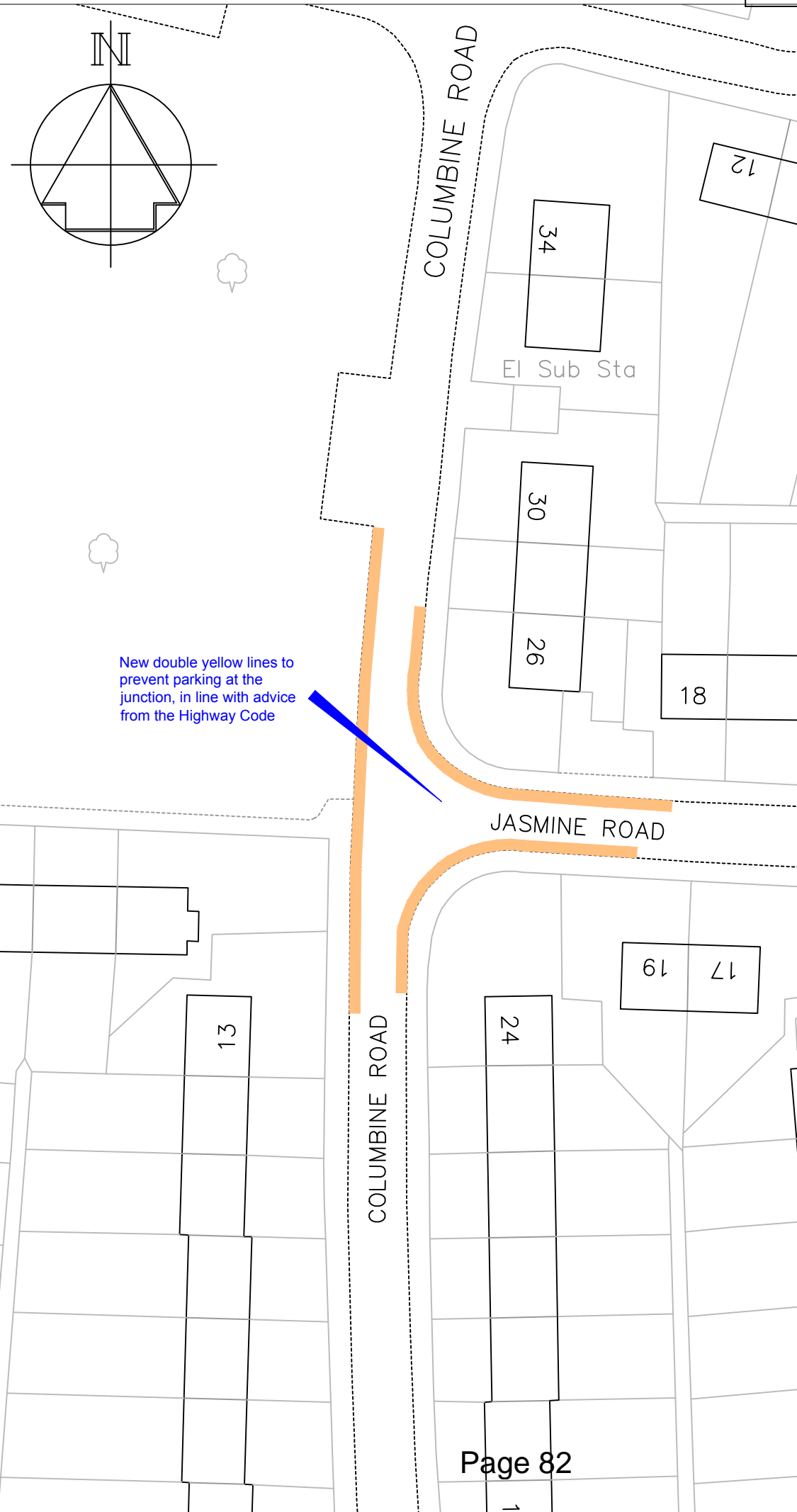
A Updated to formal		9/18
Revision		Date
Drawn ACB	Checked AY	Date 7/2018
Scale 1 : 1000 @ A4		
Drawing No. DD/583/11		Rev A




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

**Project Title**  
 Local Parking Plan - Phase 10  
 Formal consultation

**Drawing Title**  
 East Malling  
 Dickens Drive, Howard Road and  
 Tyler Close



**Key**

 Proposed "No waiting at any time" (double yellow lines)

New double yellow lines to prevent parking at the junction, in line with advice from the Highway Code

A	Updated to Formal	9/18
	Revision	Date



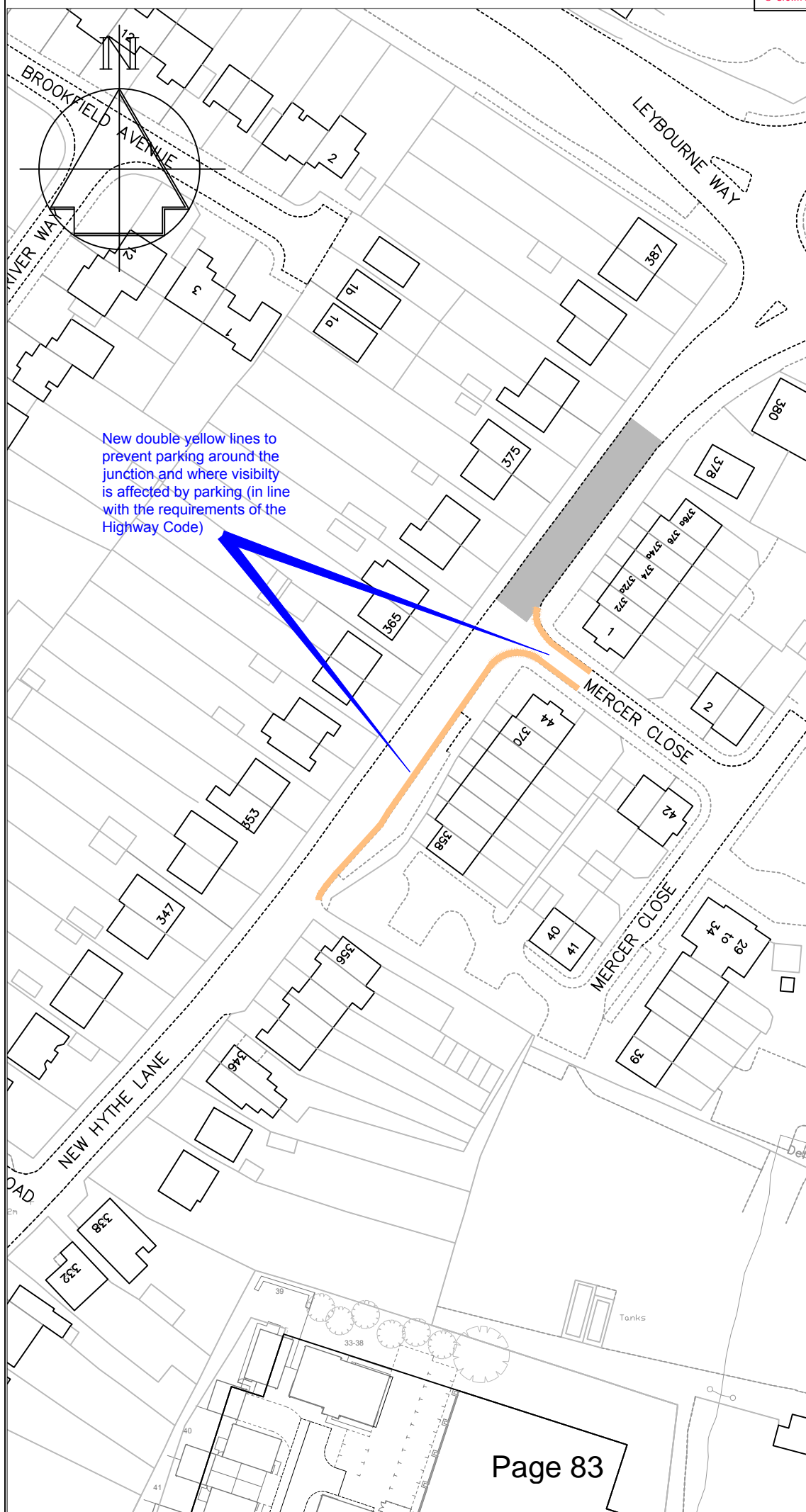
**Technical Services**  
 Gibson Building  
 Gibson Drive  
 Kings Hill  
 West Malling  
 Kent ME19 4LZ  
 Tel: 01732 844522 Fax: 01732 876317

Project Title  
**Local Parking Plan - Phase 10**  
 Formal consultation



Drawing Title  
**East Malling**  
**Columbine Road and Jasmine Road**

Drawn ACB Checked AY Date 8/2018  
 Scale 1 : 500 @ A4

Drawing No. DD/583/12	Rev A
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**Key**

-  Proposed 'No waiting at any time' (double yellow lines)
-  Existing crossing "zig-zag" controlled zone

New double yellow lines to prevent parking around the junction and where visibility is affected by parking (in line with the requirements of the Highway Code)

A	Updated to Formal	9/18
	Revision	Date



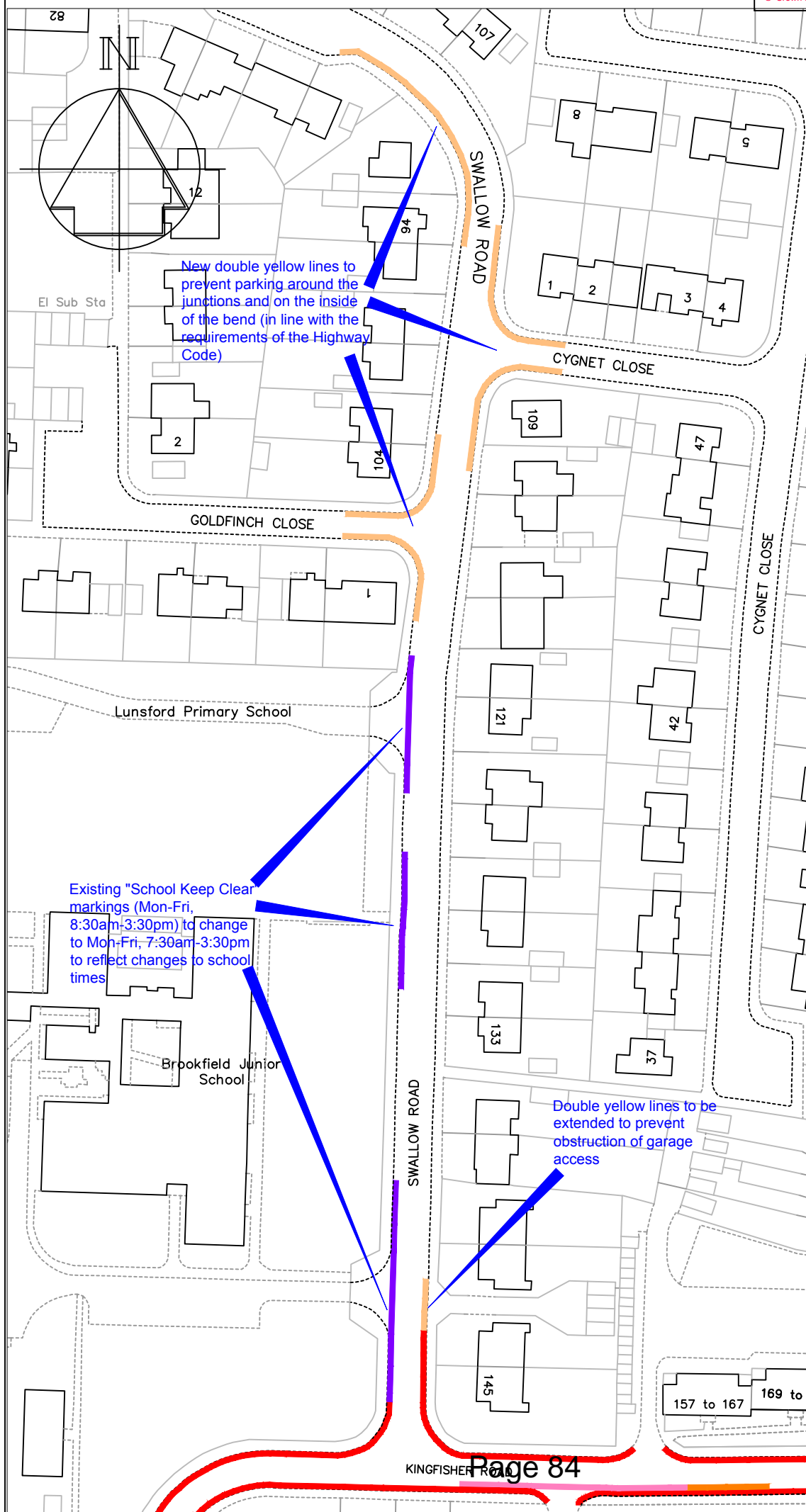
**Technical Services**  
 Gibson Building  
 Gibson Drive  
 Kings Hill  
 West Malling  
 Kent ME19 4LZ  
 Tel: 01732 844522 Fax: 01732 876317

Project Title  
**Local Parking Plan - Phase 10**  
 Formal consultation

Drawing Title  
**Larkfield**  
**New Hythe Lane & Mercer Close**

Drawn ACB Checked AY Date 10/2016  
 Scale 1 : 1000 @ A4

Drawing No. DD/583/18	Rev A
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New double yellow lines to prevent parking around the junctions and on the inside of the bend (in line with the requirements of the Highway Code)

Existing "School Keep Clear markings (Mon-Fri, 8:30am-3:30pm) to change to Mon-Fri, 7:30am-3:30pm to reflect changes to school times

Double yellow lines to be extended to prevent obstruction of garage access

**Key**

-  Existing "No waiting at any time" (double yellow lines)
-  Proposed "No waiting at any time" (double yellow lines)
-  Existing "School Keep Clear" (Mon-Fri 8:30am-3:30pm) to change to Mon-Fri 7:30am-3:30pm
-  Existing "Bus Stop Clearway"
-  Existing Fire Station "KEEP CLEAR" (yellow zig-zag marking)

A	Updated to Formal	9/18
	Revision	Date



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

**Project Title**  
 Local Parking Plan - Phase 10  
 Formal consultation

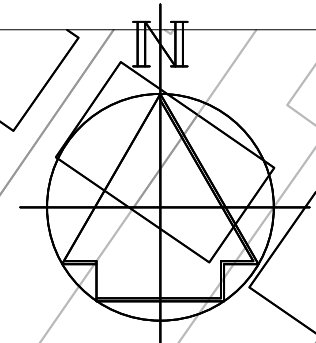
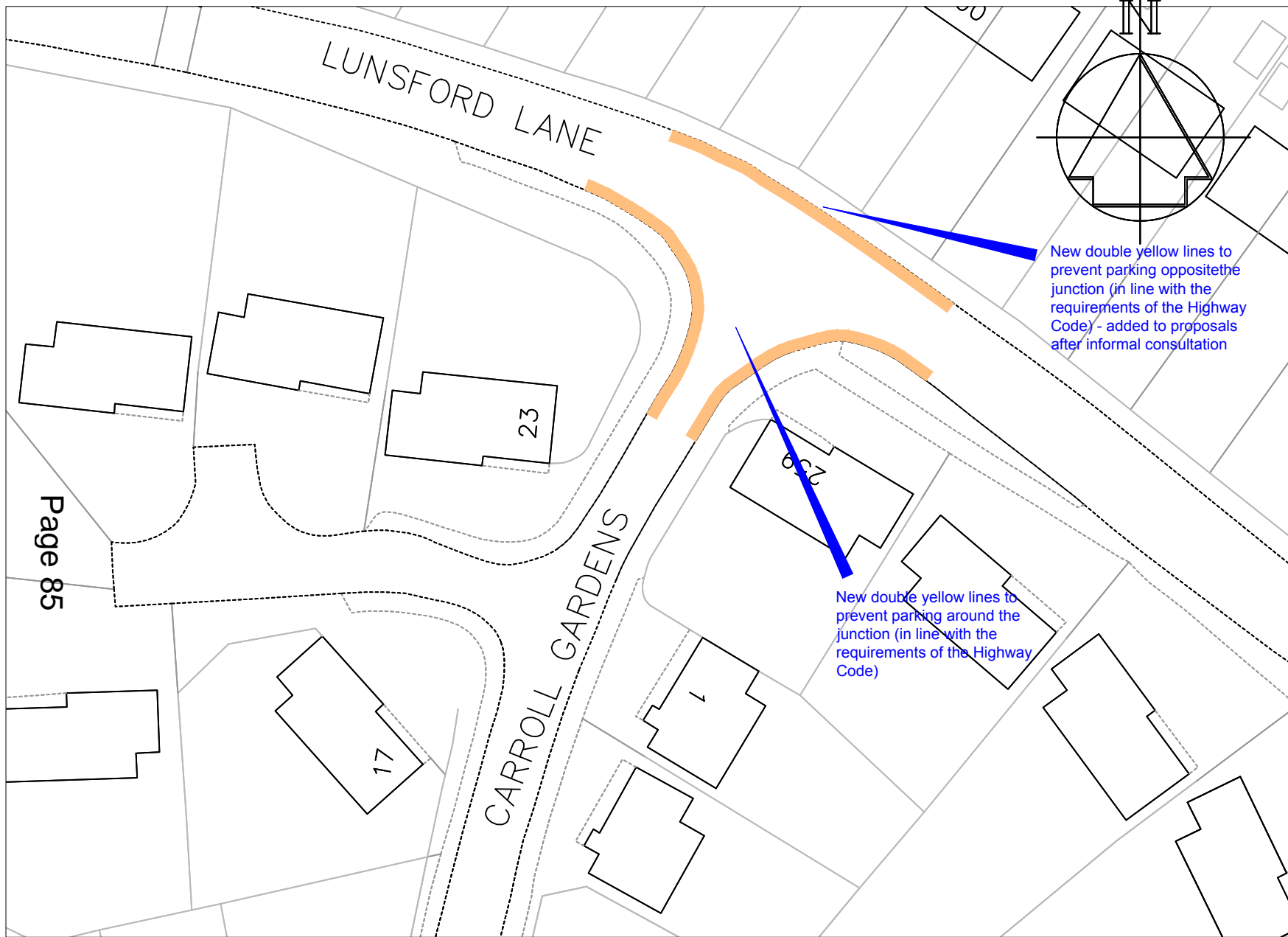
**Drawing Title**  
 Larkfield  
 Swallow Road

Drawn ACB Checked AY Date 8/2015

Scale 1 : 1000 @ A4

**Drawing No.**  
 DD/583/19

**Rev**  
 A



**Key**

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

Page 85

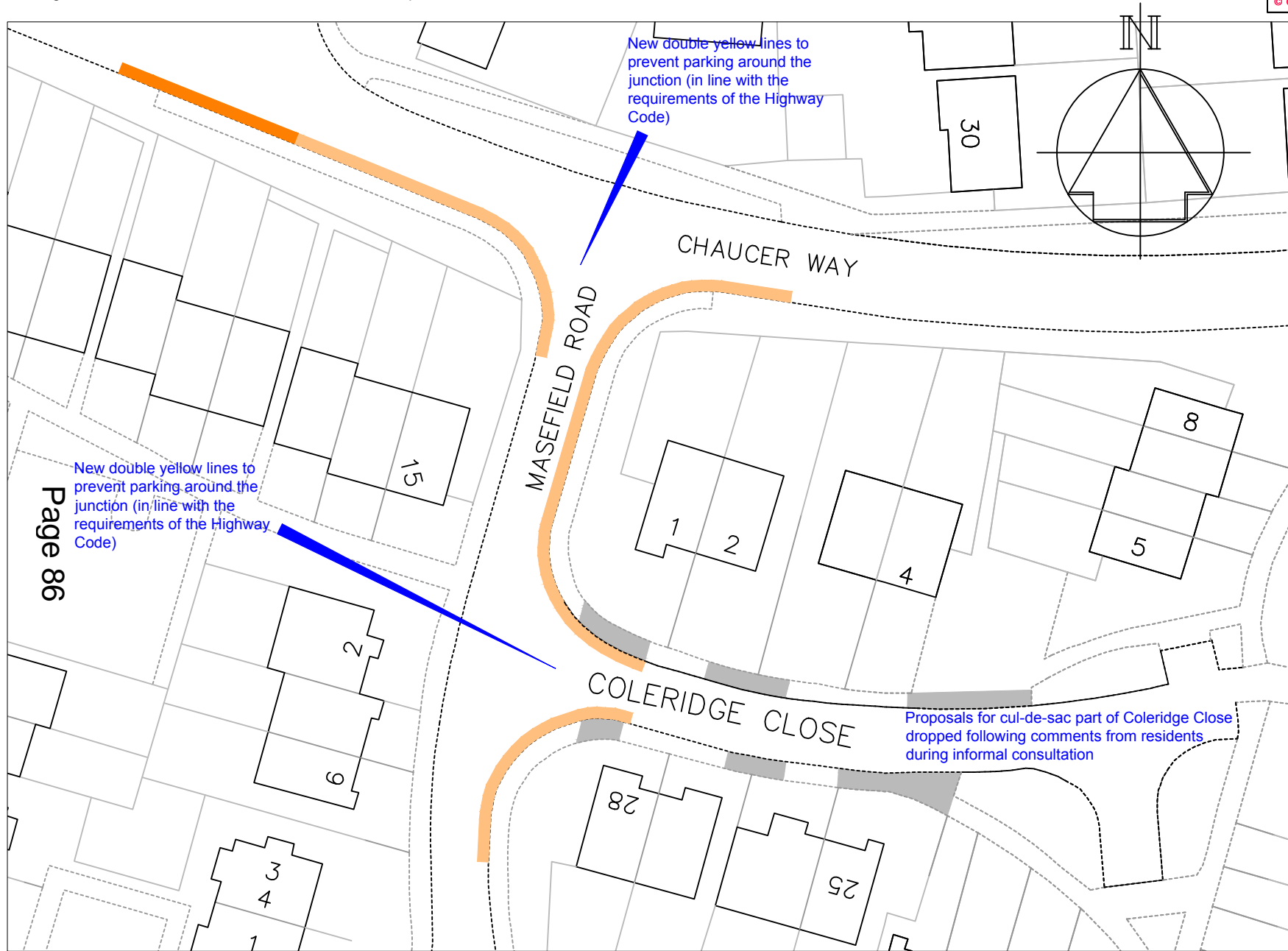
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	Revision	Date
Drawn	Checked	Date
ACB	AY	7/2018
Scale 1 : 500 @ A4		
Drawing No.		Rev
DD/583/20		A



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

**Project Title**  
 Local Parking Plan - Phase 10  
 Formal consultation

**Drawing Title**  
 Larkfield  
 Lunsford Lane & Carroll Gardens



**Key**

- Existing bus stop clearway
- Proposed "No waiting at any time" (Double yellow lines)
- Vehicle crossover (dropped kerbs)

Page 86

New double yellow lines to prevent parking around the junction (in line with the requirements of the Highway Code)

New double yellow lines to prevent parking around the junction (in line with the requirements of the Highway Code)

Proposals for cul-de-sac part of Coleridge Close dropped following comments from residents during informal consultation

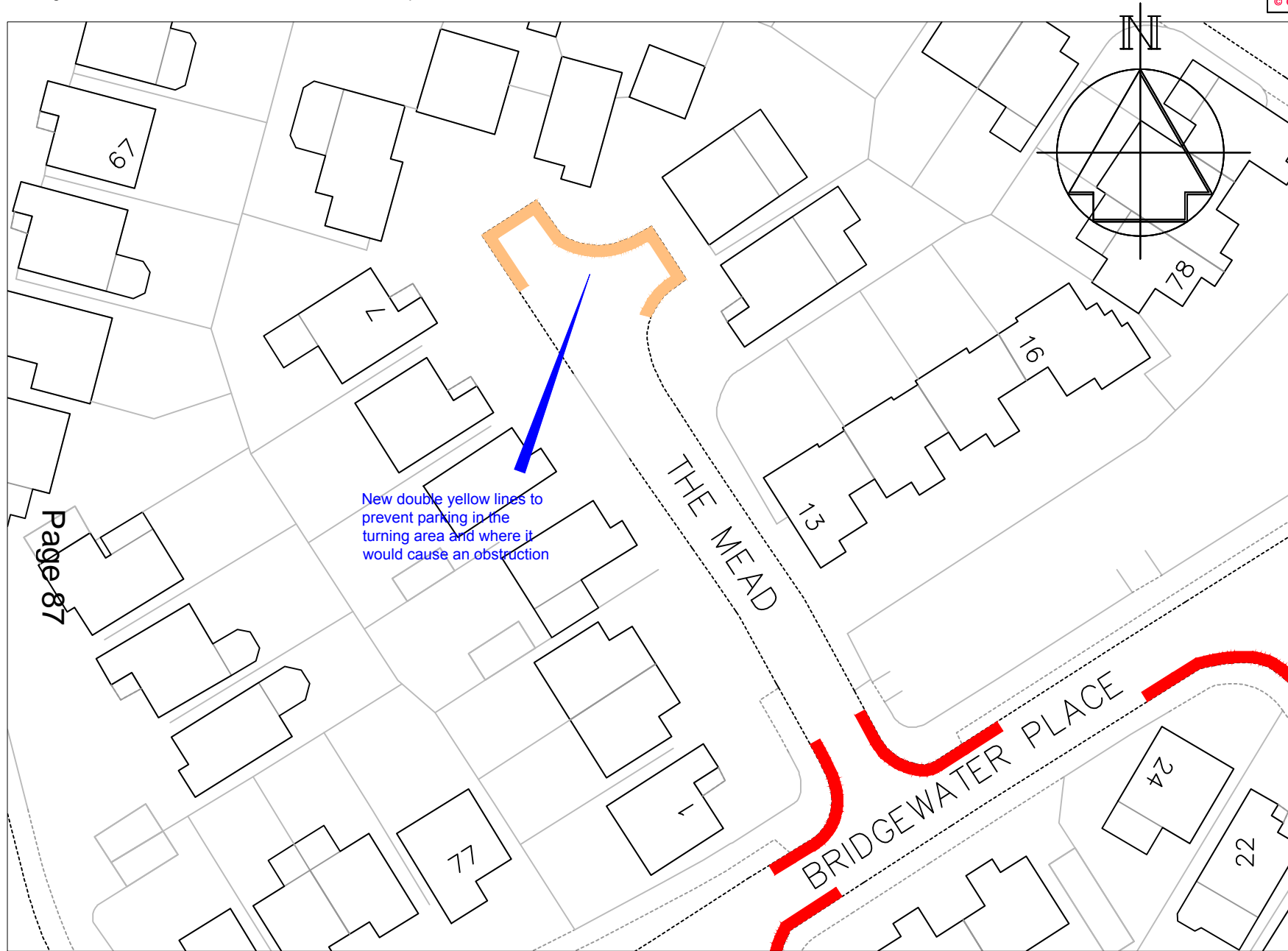
A	Updated to formal	9/18
	Revision	Date
Drawn	Checked	Date
ACB	AY	7/2018
Scale 1 : 500 @ A4		
Drawing No.		Rev
DD/583/21		A





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

**Project Title**  
 Local Parking Plan - Phase 10  
 Formal consultation

**Drawing Title**  
 Larkfield  
 Masefield Road and Coleridge Close



**Key**

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

Page 87

New double yellow lines to prevent parking in the turning area and where it would cause an obstruction

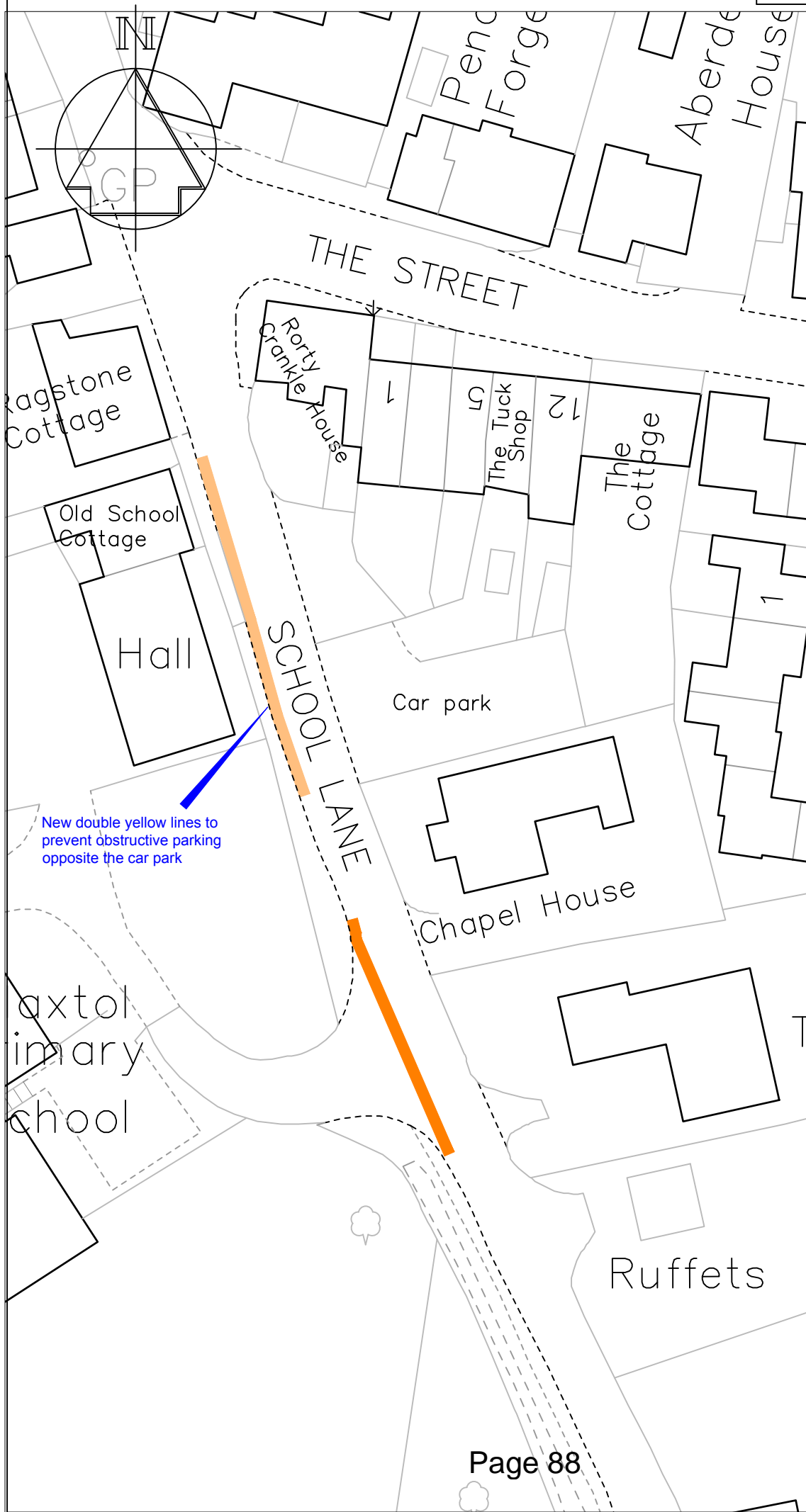
A	Updated to formal	9/18
	Revision	Date
Drawn	Checked	Date
ACB	AY	7/2018
Scale 1 : 500 @ A4		
Drawing No. DD/583/27		Rev A



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

**Project Title**  
 Local Parking Plan - Phase 10  
 Formal consultation

**Drawing Title**  
 Leybourne  
 The Mead



**Key**

- Proposed "No waiting at any time" (double yellow lines)
- Existing "School Keep Clear" (yellow zig-zags)

New double yellow lines to prevent obstructive parking opposite the car park

A	Updated to Formal	9/18
	Revision	Date



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 10**  
Formal consultation

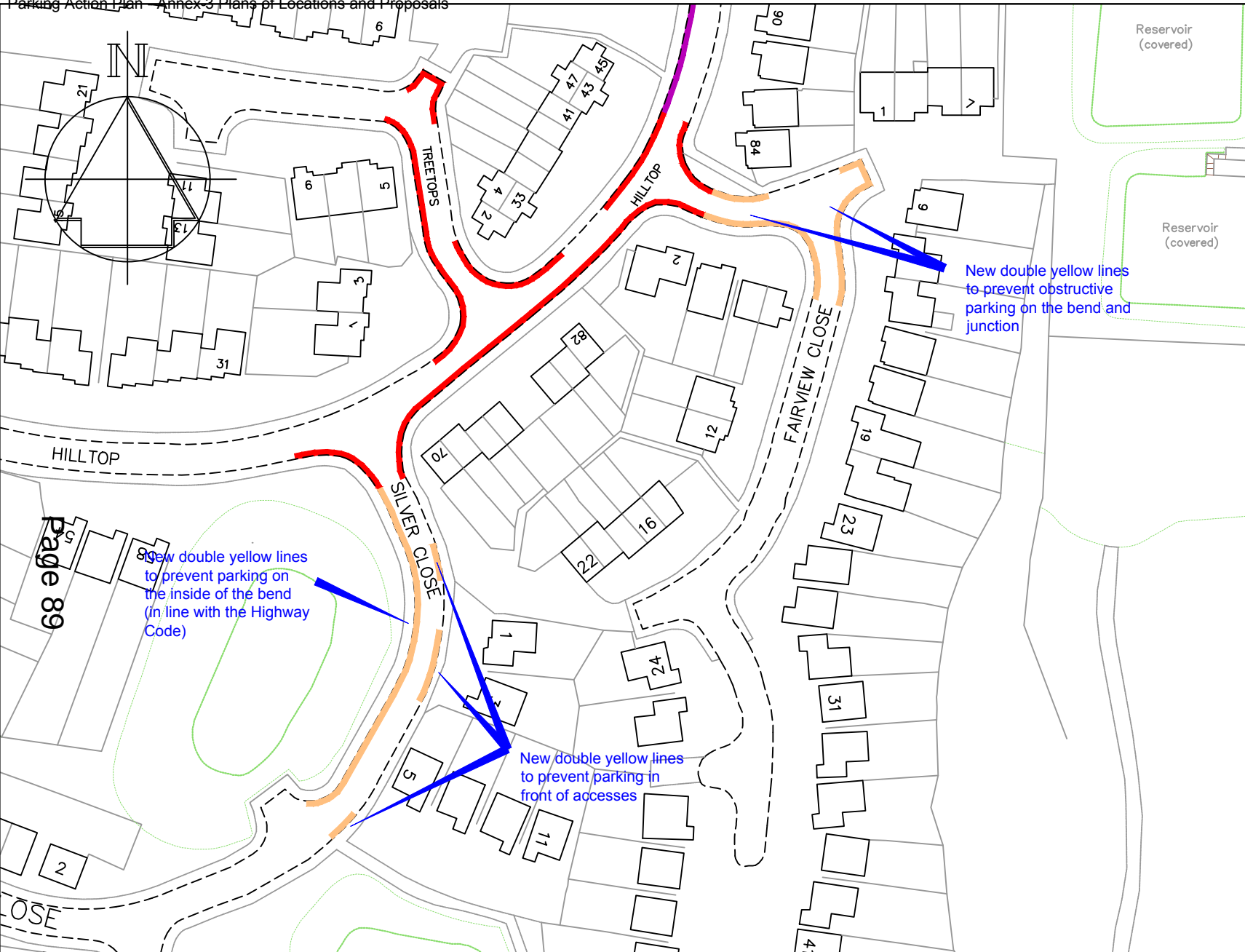
Drawing Title  
**Plaxtol**  
School Lane

Drawn ACB Checked AY Date 6/2018

Scale **1 : 1000 @ A4**

Drawing No. DD/583/9	Rev A
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### Key

- ▬ Existing "No waiting at any time" (double yellow lines)
- ▬ Existing "No waiting, Mon-Fri 8am-6pm" (single yellow line)
- ▬ Proposed "No waiting at any time" (double yellow lines)

Page 89

A Updated to formal		9/18
Revision		Date
Drawn ACB	Checked AY	Date 6/2018
Scale 1 : 1000 @ A4		
Drawing No. DD/583/28		Rev A



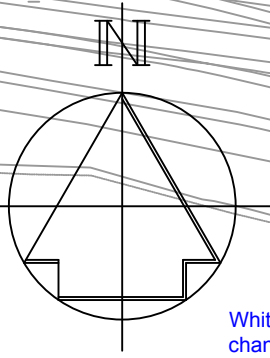
**TONBRIDGE & MALLING**  
BOROUGH COUNCIL

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 10**  
Formal consultation

Drawing Title  
**Tonbridge**  
Hilltop, Silver Close & Fairview Close



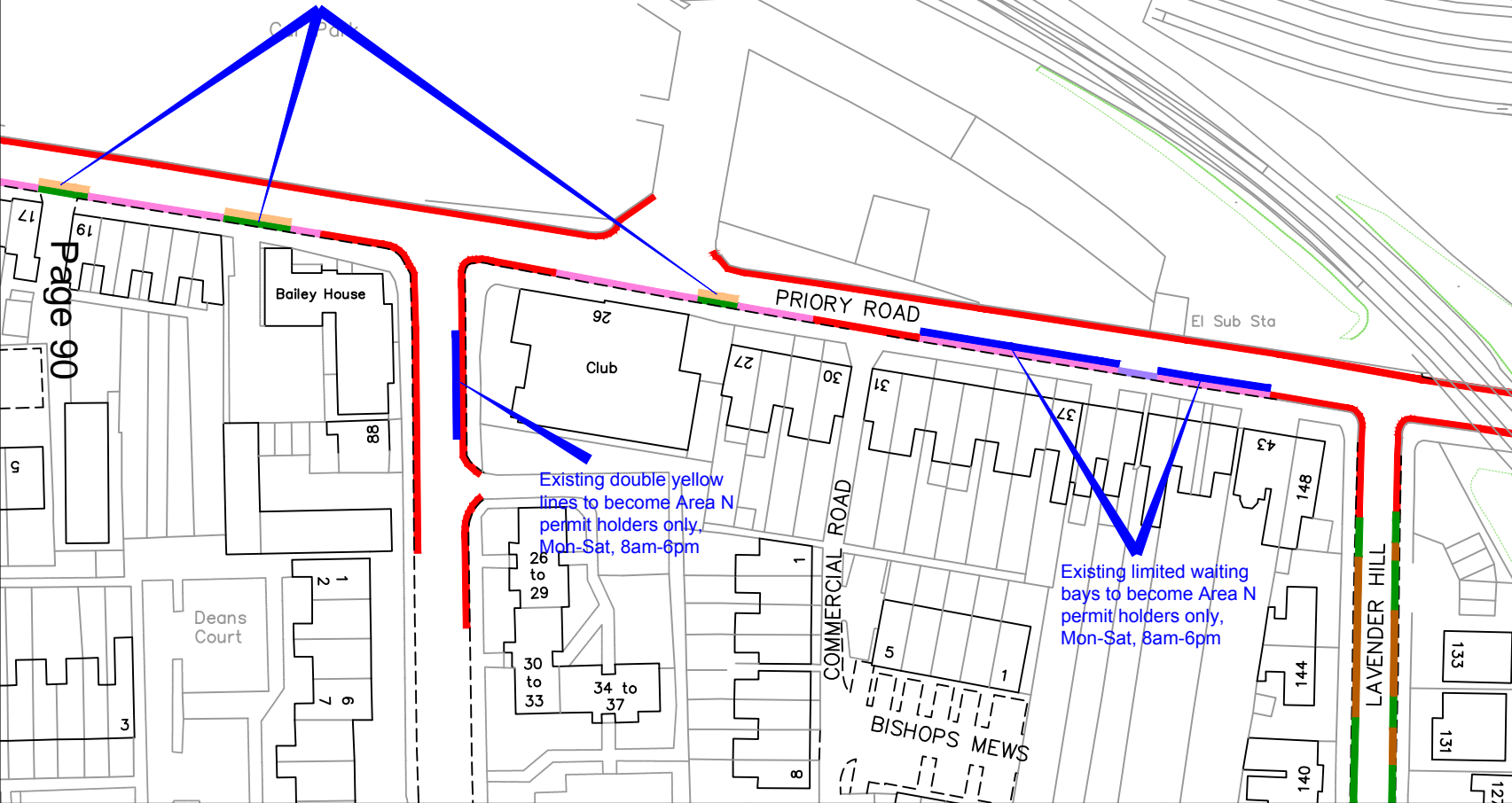
White "access protection" lines to change to double yellow lines

Existing double yellow lines to become Area N permit holders only, Mon-Sat, 8am-6pm

Existing limited waiting bays to become Area N permit holders only, Mon-Sat, 8am-6pm

### Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "Access Protection" (white line)
- Proposed "No waiting at any time" (double yellow lines)
- Existing "limited waiting Mon-Sat, 8am-6pm, 2 hours, no return 2 hours and Area N permits" parking bay
- Existing Mon-Fri, 9:30am-10:30am Area N permit parking bay
- Existing disabled parking bay
- Proposed Mon-Fri, 8am-6pm Area N permit parking bay



**TONBRIDGE & MALLING**  
BOROUGH COUNCIL

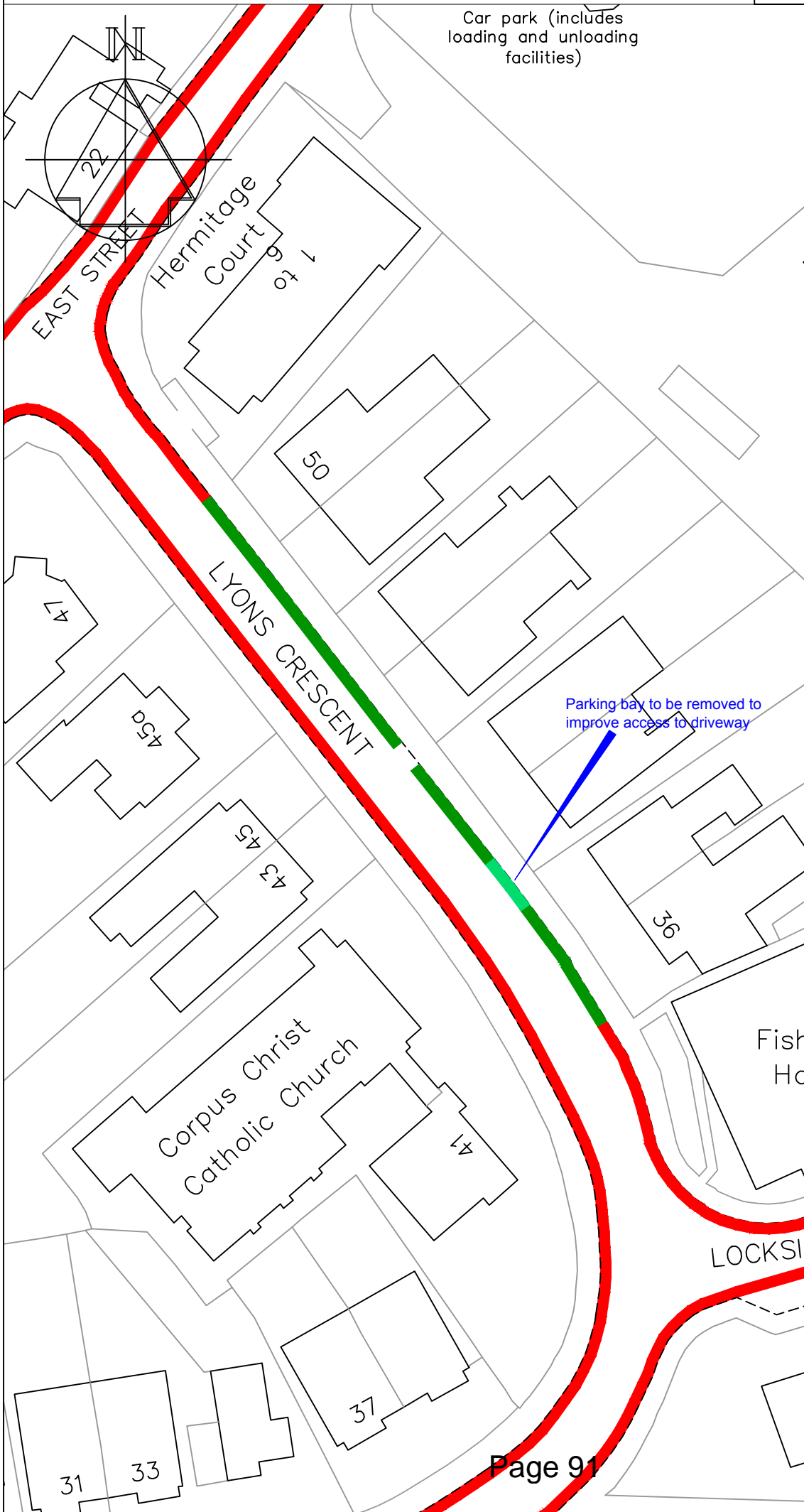
STREETSCENE, LEISURE & TECHNICAL SERVICES

**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 10**  
Formal consultation

Drawing Title  
**Tonbridge**  
Priory Road

A Updated to formal		9/18
Revision		Date
Drawn ACB	Checked AY	Date 6/2018
Scale 1 : 1000 @ A4		
Drawing No. DD/583/29		Rev A



Car park (includes loading and unloading facilities)

**Key**

- Existing "No waiting at any time" (double yellow lines)
- Existing "Area L" permit parking bay
- Existing white access protection marking

A	Updated to Formal	9/18
	Revision	Date



**TONBRIDGE & MALLING**  
BOROUGH COUNCIL

STREETSCENE,  
LEISURE & TECHNICAL  
SERVICES

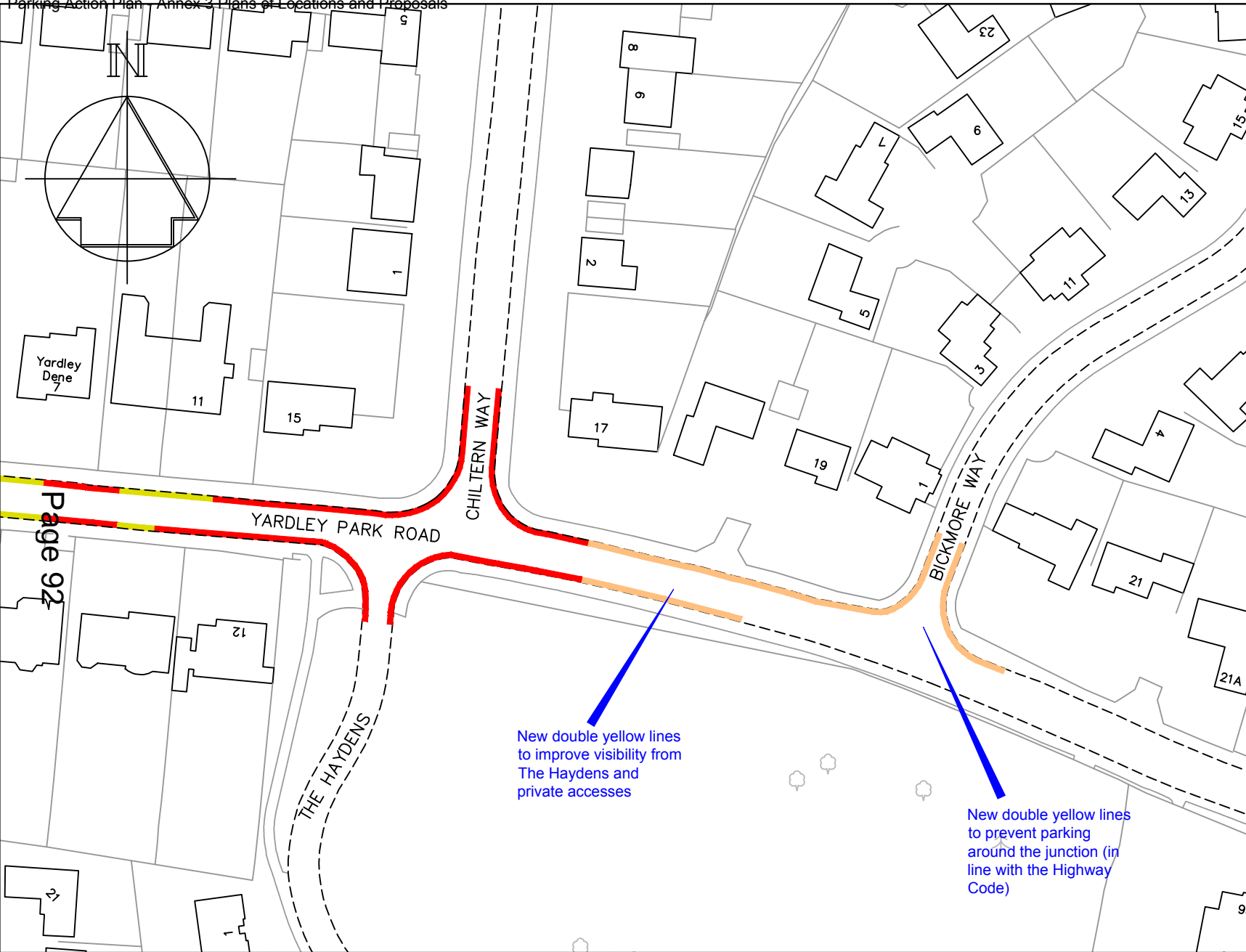
Transportation Team  
 Gibson Building  
 Gibson Drive  
 Kings Hill  
 West Malling  
 Kent ME19 4LZ  
 Tel: 01732 844522 Fax: 01732 876317

Project Title  
**Local Parking Plan - Phase 10**  
 Formal consultation

Drawing Title  
**Tonbridge**  
**Lyons Crescent**

Drawn ACB	Checked AY	Date	6/2018
Scale 1 : 500 @ A4			

Drawing No.	Rev
DD/583/32	A



### Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing "limited waiting, Mon-Fri, 8am-6pm, 4 hours, no return 4 hours and area K permits" parking bays

New double yellow lines to improve visibility from The Haydens and private accesses

New double yellow lines to prevent parking around the junction (in line with the Highway Code)

Page 92



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 10  
Formal consultation

Drawing Title

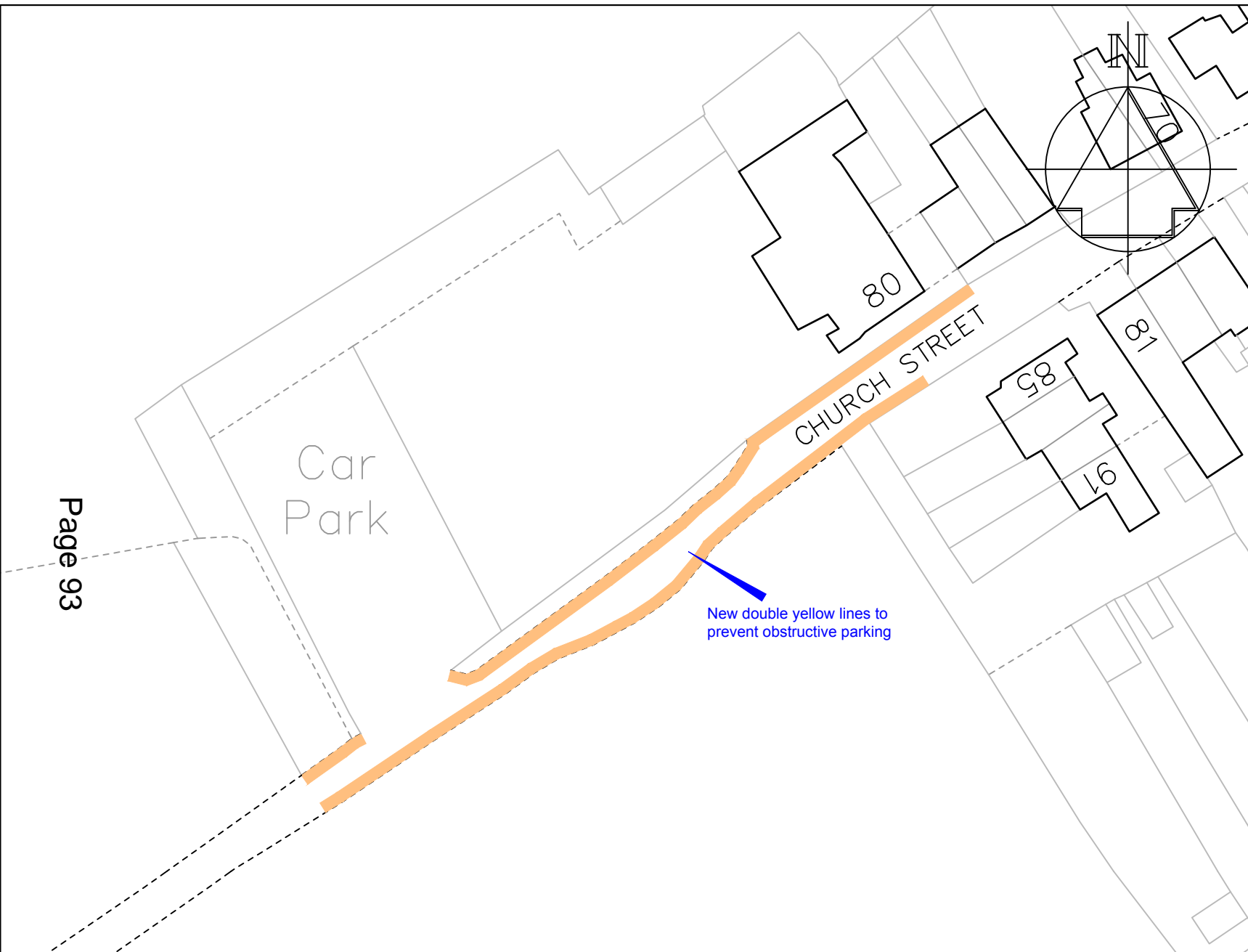
Tonbridge  
Yardley Park Road and Bickmore  
Way

A	Updated to formal	9/18
	Revision	Date

Drawn	Checked	Date
ACB	AY	6/2018

Scale 1 : 1000 @ A4

Drawing No.	Rev
DD/583/36	A



**Key**

— Proposed "No waiting at any time" (double yellow lines)

Page 93

A	Updated to formal	9/18
	Revision	Date
Drawn	Checked	Date
ACB	AY	6/2018
Scale 1 :500 @ A4		
Drawing No. DD/583/24		Rev A

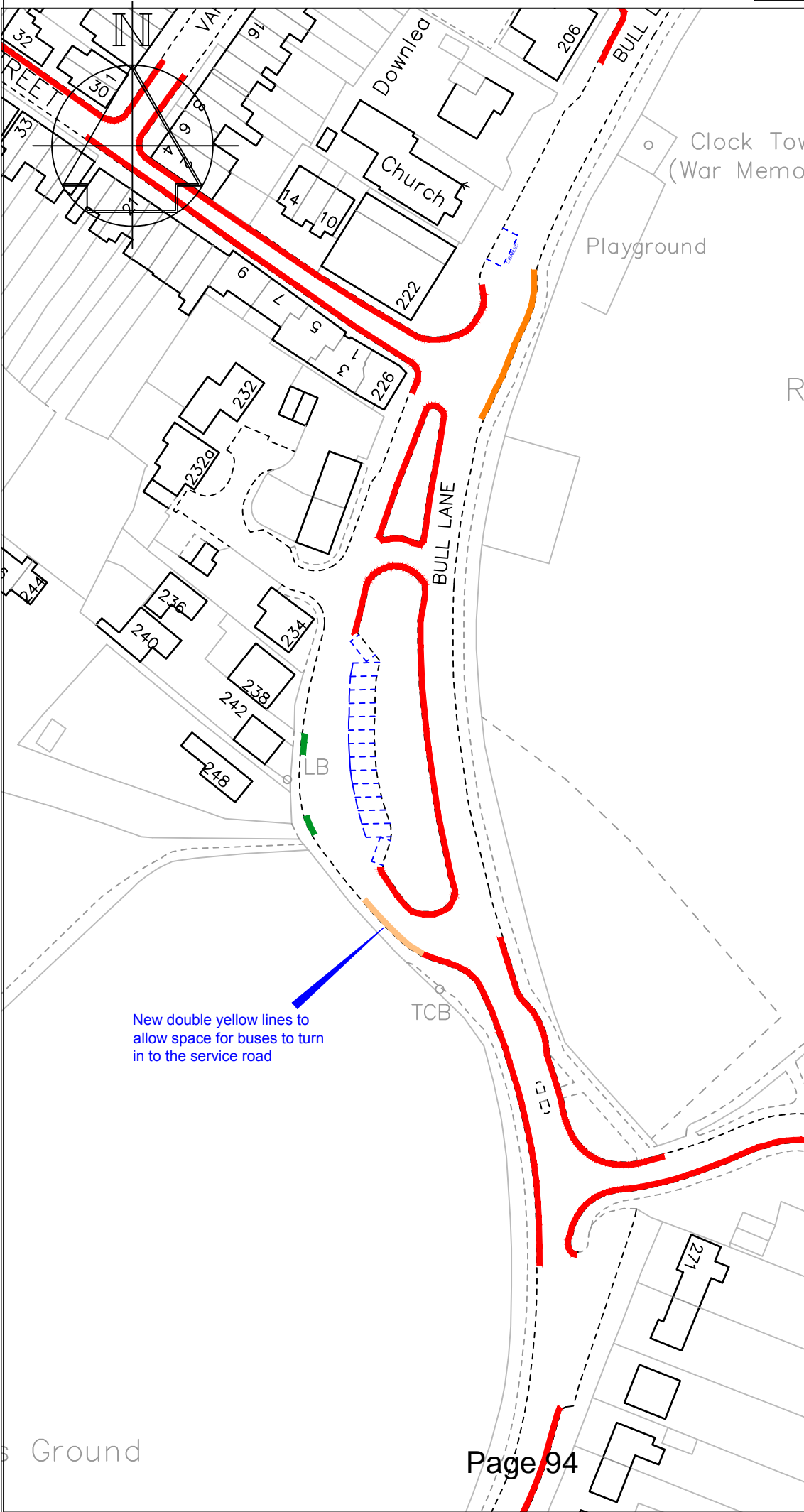


STREETSCENE,  
LEISURE &  
TECHNICAL SERVICES

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 10  
Formal consultation

Drawing Title  
Burham  
Church Street



**Key**

- Existing "No waiting at any time" (double yellow lines)
- Existing "Bus Stop Clearway" (bus stop marking)
- Existing "Access Protection Line" (white driveway line)
- - - Existing parking bays
- Proposed "No waiting at any time" (double yellow lines)

A	Updated to Formal	9/18
	Revision	Date



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 10**  
Formal consultation



Ditton  
Eccles  
Bull Lane

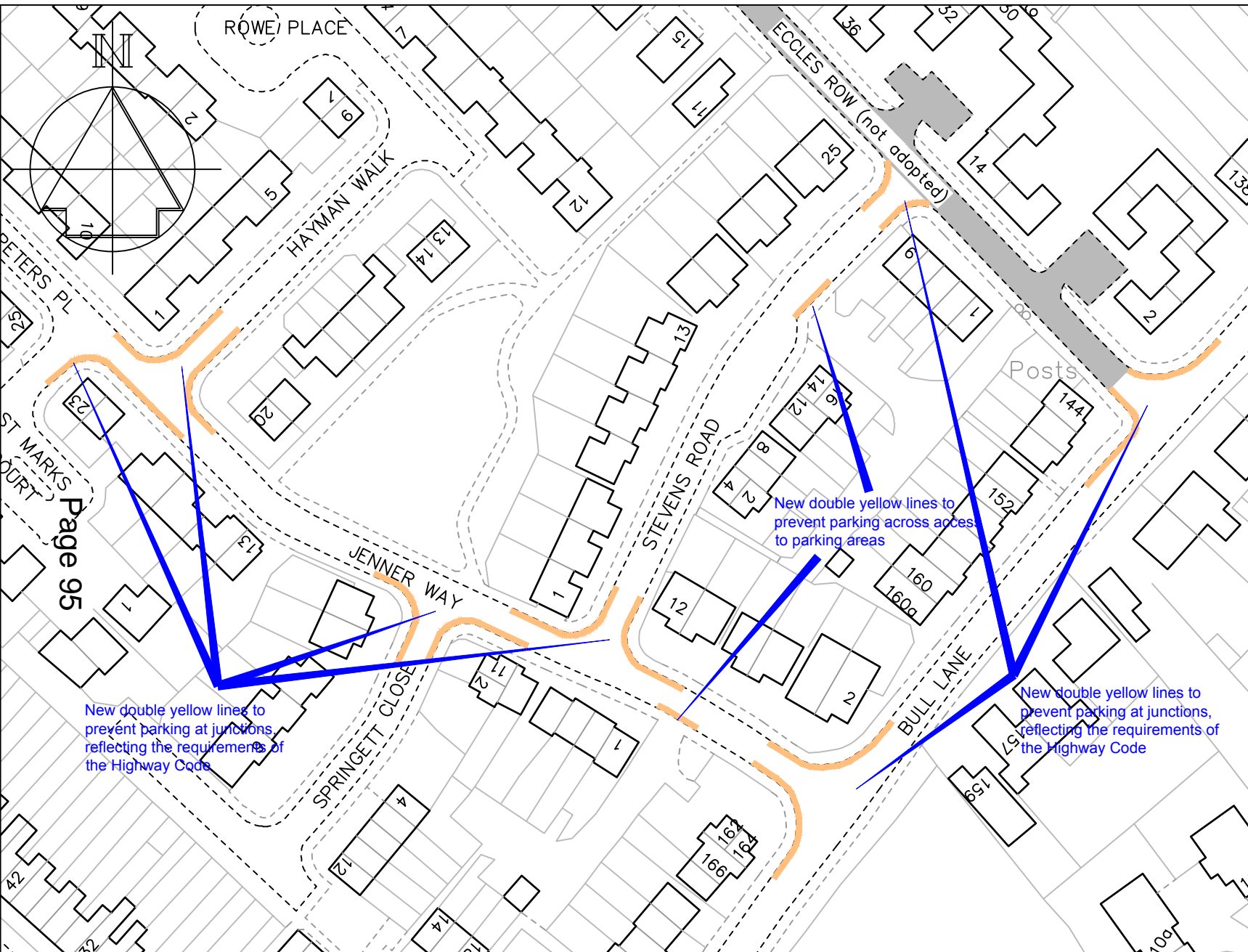
Drawn ACB | Checked AY | Date 6/2018

Scale 1 : 1000 @ A4

Drawing No. DD/583/26	Rev A
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**Key**

-  Proposed "No waiting at any time" (double yellow lines)
-  Unadopted road under Housing association control



Page 95

A	Updated to formal	9/18
	Revision	Date
Drawn	Checked	Date
ACB	AY	6/2018
Scale 1 :1000 @ A4		
Drawing No. DD/583/23		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 10  
Formal consultation

Drawing Title  
Eccles  
Jenner Way

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## **A228 Leybourne Lakes to Peters Bridge Road Proposed 50mph Speed Limit**

To: **Tonbridge & Malling Joint Transportation Board, 26<sup>th</sup> November 2018**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Director of Highways, Transportation and Waste**

Classification: **Unrestricted**

Ward: **Snodland East and Ham Hill** Division: **Malling North**

---

**Summary:** The report summarises the results of a statutory consultation on the proposal to reduce the speed limit on the A228 from National speed Limit to 50mph.

### **For Decision**

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#### **1.0 Introduction and Background**

- 1.1 Funding has been allocated from the Kent Sustainable Interventions Programme (KSIP) 2018/19, for the introduction of a toucan signalised pedestrian crossing on the A228 north-east of Snodland. The crossing is proposed to be located just south of the roundabout leading to the Holborough Lakes housing development. Design guidelines for signalised pedestrian crossings require them to be sited on roads with a maximum speed limit of 50mph. The existing speed limit is National which, in this location, is 70mph as the road here is a dual carriageway.
- 1.2 The requirement to reduce the speed limit to 50mph at the site of the crossing led to the County Member for Malling North to request consideration of the rationalisation of the speed limits on the A228 between Ham Hill and the Peters Bridge roundabout. North of M20 junction 4, the A228 has an existing speed limit of 40mph. Just north of the Leybourne Lakes (Ham Hill) roundabout it becomes National Speed limit (NSL), which continues to the Medway boundary at Peters Bridge roundabout and beyond into the Medway Authority area.
- 1.3 The section of the A228 under consideration starts at its southern extent as a dual carriageway. After ½ mile the road becomes single carriageway for a further ¾ mile, until reverting to a dual carriageway over another ½ mile. Where a road is designated NSL, the maximum legal speed if it is a dual carriageway is 70mph, whereas that of a single carriageway road is 60mph. Please see **Appendix A** for a map showing the limits of the different speed limits. The local county member reasoned that it would be more straightforward for drivers to be subject to a single speed limit along this 1¾ mile stretch. The requirement for the speed limit to be 50mph at the pedestrianised crossing location led to the proposal of 50mph for the section under consideration. Please see **Appendix B** for a map showing the extents of the proposed 50mph speed limit.
- 1.4 The need for cross-border consistency of speed limits led to discussions between KCC and Medway Council, as the A228 continues north into its authority area from Peters Bridge roundabout. The section within Medway initially continues as a dual carriageway for a short distance, once again becoming single carriageway near the turning to Halling village. A 40mph speed limit commences just south of the Kent Road roundabout, northwest of Halling. Medway Council also proposes to reduce the speed limit of that NSL section to 50mph in tandem with KCC.

## 2.0 Speed Data and Crash Record

- 2.1 Speed data surveys were undertaken at nine sites along the length of road under consideration, during September 2018. Weekly mean traffic speeds at the data collection locations were all below the proposed speed limit of 50mph in the single carriageway section and the northern dual carriageway section near Holborough Lakes. The southern dual carriageway section near the wastewater treatment works returned mean traffic speeds below the Police enforcement intervention figure of 57mph.\* These mean speeds are on existing roads that are derestricted as shown in Appendix A.

\*The Police enforcement intervention figure is calculated as (speed limit in mph) + (10% of the speed limit in mph) + 2mph. In the case of a 50mph speed limit, this equates to  $50 + 5 + 2 = 57\text{mph}$ .

The introduction of 50mph speed limit signing with reduced spacing between repeater signs and carriageway roundels should yield a small reduction in mean traffic speeds after implementation.

- 2.2 The crash record for the length of road under consideration was obtained for the three-year period 1 October 2014 to 30 September 2017. Eight personal injury crashes (PICs) were recorded during that time, all resulting in slight injuries. Excess speed was not a significant factor in any of the PICs. There were three rear-end collisions, one due to an illegal right-turning movement, distraction of a motorcyclist by steamed-up visor, loss of control on a wet road by motorcyclist, car door opening knocking off moped rider and loss of control whilst intoxicated.

## 3.0 Consultation

- 3.1 A public consultation on the proposed speed limit reduction was undertaken from 5 October 2018 and closed at noon on 30 October 2018. Please see **Appendix C** for a copy of the documentation. The documentation was placed on the KCC consultations web page, notices placed on site and the documents were placed on deposit for public inspection at County Hall and Ashford Highways Depot. Additionally, Snodland Town Council undertook its own campaign to publicise the consultation. Notices were also sent to statutory consultees, including the emergency services.
- 3.2 **48 responses** were received during the consultation period, **41 expressing support** for the proposed speed limit reduction and **7 objections**. Please see **Appendix D** for a summary of respondents' comments and KCC's responses.
- 3.3 An informal consultation was carried out with Kent Police in August 2018, in recognition of its speed limit enforcement role. Its response was that existing national speed limits were appropriate for the type of road and its environment, supported by the fact that crash data suggests crashes there are caused largely by driver error, not excess speed. It was also noted that the A228 is the strategic diversion route between the M20 and M2 motorways and further restrictions could have a knock-on effect of the wider road network. It was observed that, were the speed limit not self-enforcing, the demands on Police for enforcement would stretch already limited resources. The existing mean speeds in the southern dual carriageway section indicate that a proportion of drivers may be likely to exceed a 50mph limit, albeit by a small amount and below the Police enforcement threshold. Signing and road markings would be unlikely to reduce mean speeds to below 50mph, in which case the Police have concerns that the limit may not be fully compliant.

Kent Police did not support the introduction of a 50mph speed limit due to the *potential* effect on demands on resources and, consequently its enforcement may receive low priority.

#### 4.0 Recommendation(s)

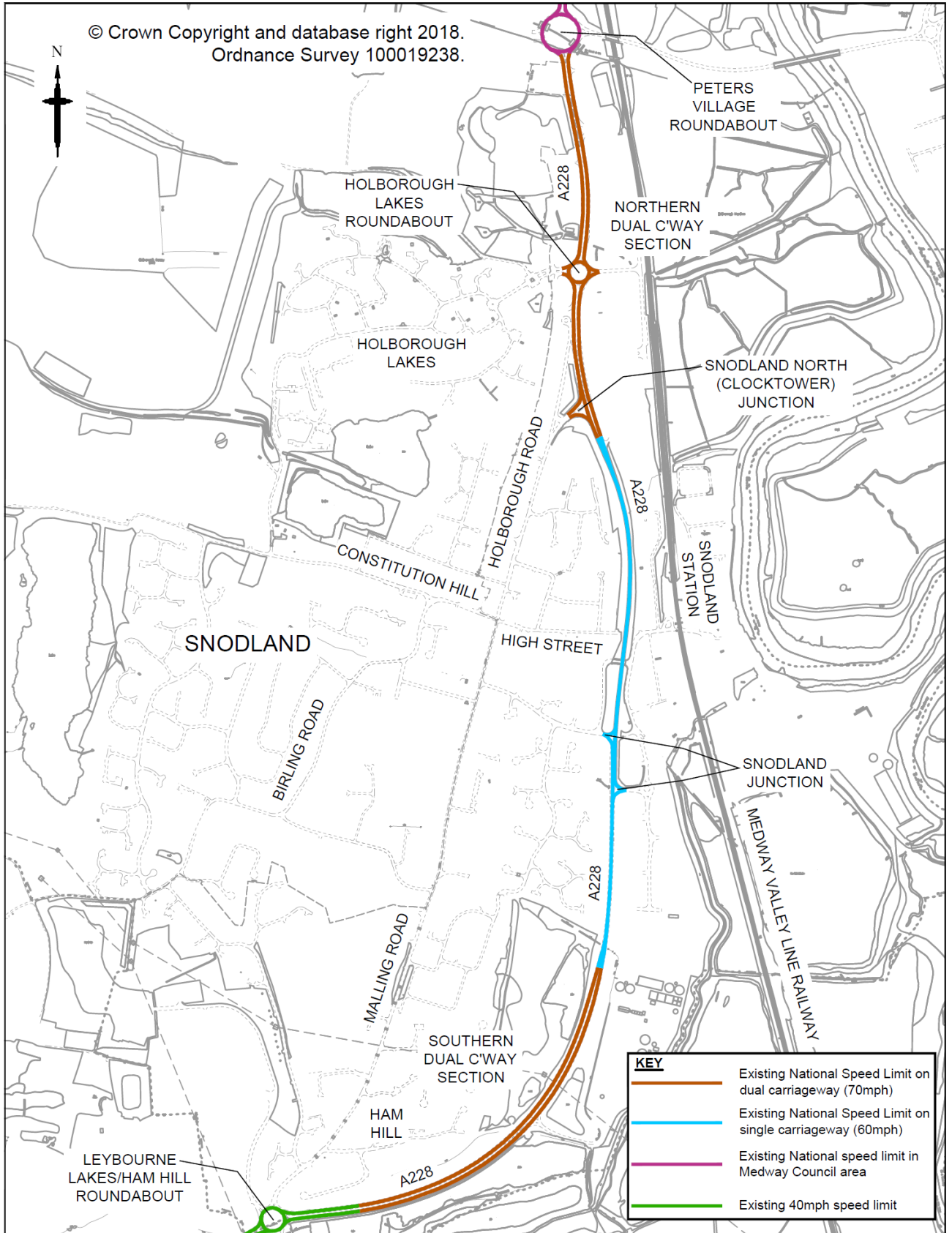
- 4.1 On balance it is felt that in order to provide a consistent speed limit along the route, and with the future implementation of a new pelican crossing and further development build out, the proposal should be progressed. The objections, whilst noted, should be overruled and the Traffic Regulation Order should proceed to install a 50mph speed limit as set out in the Statement of Reasons in appendix C.


Contact Officer:	Andy Padgham, Senior Project Manager, Schemes Planning and Delivery Team
Reporting to:	Tim Read, Head of Transportation, Kent County Council

#### ***List of Appendices***

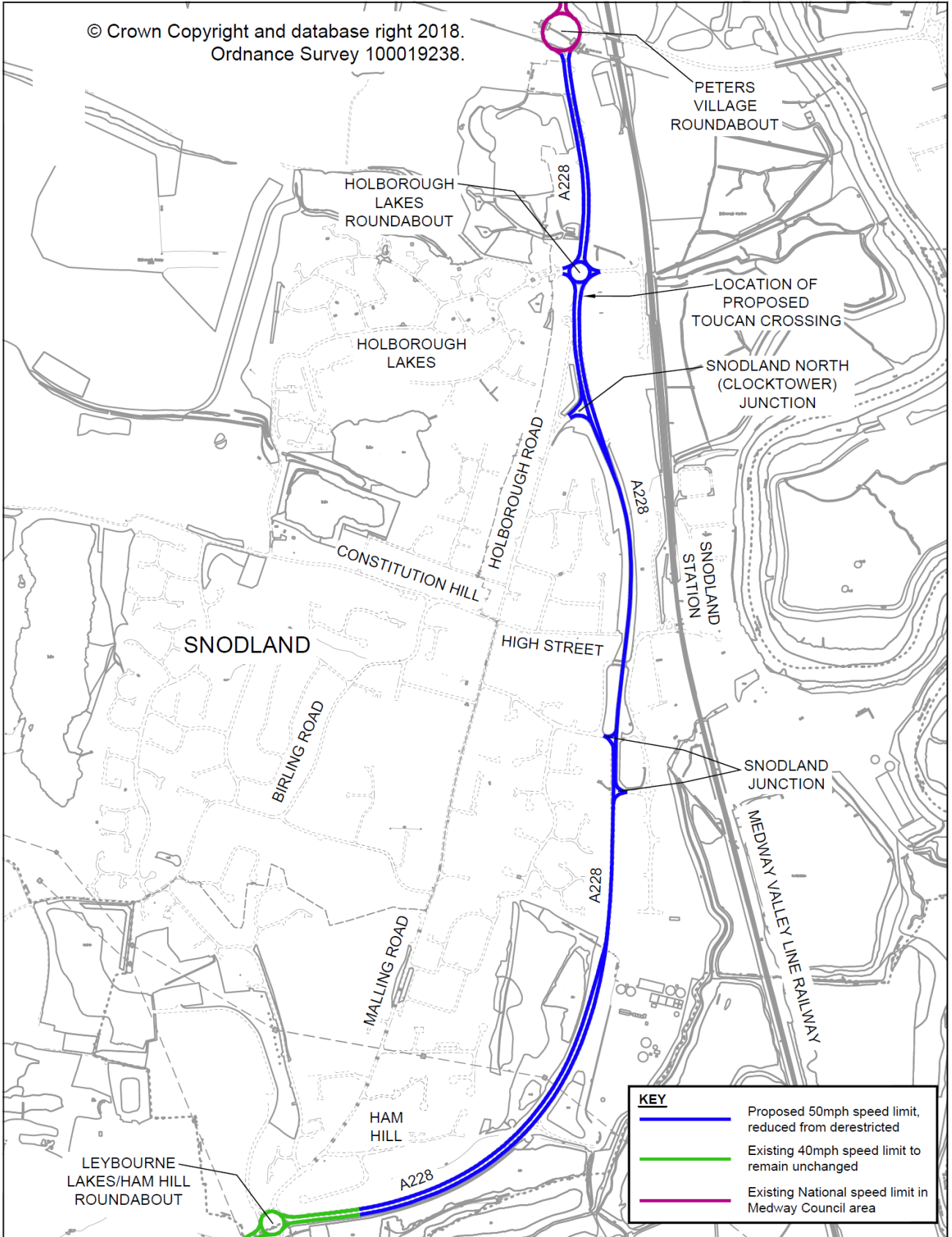
<i>Appendix A</i>	<i>Plan Showing Extents of Existing Speed Limits</i>
<i>Appendix B</i>	<i>Plan Showing Extents of Proposed Speed Limit</i>
<i>Appendix C</i>	<i>Consultation Documentation</i>
<i>Appendix D</i>	<i>Summary of Statutory Consultation Respondents' Comments</i>


Appendix A; Plan Showing Extents of Existing Speed Limits



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		0	01-11-18	Initial issue	AJP	HC	EG
Rev	Revision Date	Purpose of revision			Drawn	Check'd	App'd
 <b>Kent County Council</b> Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181		Project <b>A228 HAM HILL - PETERS BRIDGE                  PROPOSED 50mph SPEED LIMIT</b>					
Drawing status		FOR INFORMATION					
Scale	N.T.S.	Do not scale					
Drawing number		KCCJST639/AP/EXGSL		Page 100		Rev	
Drawing title		PLAN SHOWING EXTENTS OF EXISTING SPEED LIMITS					

Appendix B; Plan Showing Extents of Proposed Speed Limit



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		0	01-11-18	Initial issue	AJP	HC	EG
Rev	Revision Date	Purpose of revision			Drawn	Check'd	App'd
 <b>Kent County Council</b> Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181		Project <b>A228 HAM HILL - PETERS BRIDGE                  PROPOSED 50mph SPEED LIMIT</b>					
Drawing status		FOR INFORMATION					
Scale	N.T.S.	Do not scale					
Drawing number		KCCJST639/AP/PROPSL <span style="float: right;">Page 101</span>					

Drawing title

**PLAN SHOWING EXTENTS OF PROPOSED SPEED LIMIT**



**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE &  
MALLING)  
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND  
DERESTRICTED ROADS)  
AMENDMENT NO.32 ORDER 2018**

Notice is hereby given that KENT COUNTY COUNCIL propose to make the above named Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Paragraph 20 of Schedule 9 to the Act:

The effect of the Order would be to introduce a 50mph speed limit in the following roads:

Road Name	Parish	Description
Snodland By-Pass (A228)	SNODLAND	From a point 178 metres east of the Snodland By-Pass Roundabout to the junction with the Peters Village Roundabout.

**A copy of the proposed Order, the relevant map and statement of reasons can be inspected during normal office hours at County Hall, Maidstone, Kent, ME14 1XQ or at the offices of the Ashford Highway Depot, 4 Javelin Way, Ashford, TN24 8AD and online at [www.consultations.kent.gov.uk](http://www.consultations.kent.gov.uk)**

**IF YOU WISH EXPRESS SUPPORT FOR, OR OBJECT TO THE PROPOSED ORDER YOU SHOULD SEND THE GROUNDS IN WRITING TO TRAFFIC SCHEMES TEAM, KENT COUNTY COUNCIL, ASHFORD HIGHWAY DEPOT, JAVELIN WAY, ASHFORD TN24 8AD OR BY EMAIL TO [tro@kent.gov.uk](mailto:tro@kent.gov.uk) TO ARRIVE BY 12 NOON ON TUESDAY 30 OCTOBER 2018.**

**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING)  
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)  
AMENDMENT NO.32 ORDER 2018**

**ROAD TRAFFIC REGULATION ACT 1984**

THE KENT COUNTY COUNCIL, acting as local traffic authority and in exercise of its powers under Sections 81, 82, 83 and 84 of the Road Traffic Regulation Act 1984 (hereinafter referred to as the "Act of 1984") as amended, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the said Act of 1984, proposes to make the following Order.

**REVOCATION, MODIFICATION AND AMENDMENTS**

The "Kent County Council (Various Roads, The Borough of Tonbridge & Malling) (20mph, 30mph, 40mph, 50mph Speed Limits and Derestricted Roads) Consolidation Order 2012" be amended as follows.

In the Schedule 5 (50mph) of the Order of 2012 the following shall be added from the Table below.

<b>Item No</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description</b>
	Snodland By-Pass (A228)	SNODLAND	From a point 178 metres east of the Snodland By-Pass Roundabout to the junction with the Peters Village Roundabout.

**CITATION AND COMMENCEMENT**

This Order may be cited as "The Kent County Council (Various Roads, The Borough of Tonbridge & Malling) (20mph, 30mph, 40mph, 50mph Speed Limits and Derestricted Roads) Amendment No.32 Order 2018" ('the Order of 2012') and shall come into operation on \_\_\_\_\_ the \_\_\_\_\_.

GIVEN under the Common Seal of the Kent County Council this \_\_\_\_\_ day of \_\_\_\_\_ 2018.

**THE COMMON SEAL OF THE  
KENT COUNTY COUNCIL was  
hereunto affixed in the  
presence of:-**

# STATEMENT OF REASONS



**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING)  
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)  
AMENDMENT NO.32 ORDER 2018**

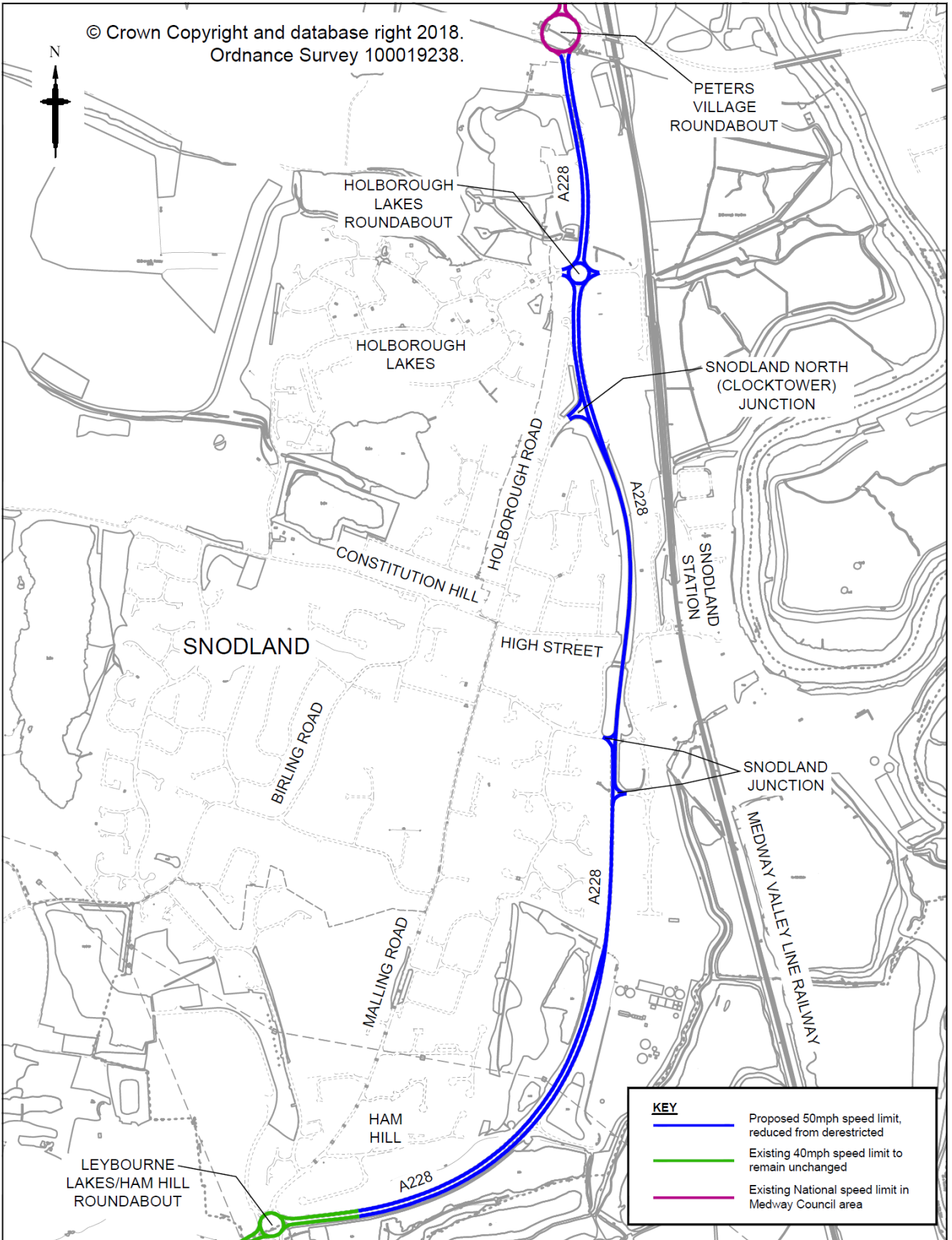
The Kent County Council as traffic authority intends to make the Order referred to above and as shown on the drawing accompanying this document for the following reasons :-

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

Simon Jones  
Director of Highways, Transportation and Waste



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Ordnance Survey 100019238.



KEY	
	Proposed 50mph speed limit, reduced from derestricted
	Existing 40mph speed limit to remain unchanged
	Existing National speed limit in Medway Council area

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

0	13-09-18	Initial issue	AJP	HC	EG
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd



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

Project  
**A228 HAM HILL - PETERS BRIDGE  
PROPOSED 50mph SPEED LIMIT**

Drawing status **FOR CONSULTATION**

Drawing title

Scale **1:12,500 at A4** Do not scale

**PLAN SHOWING EXTENTS  
OF PROPOSED SPEED LIMIT**

Drawing number **KCCJST639/AP/TRO/CONS**

<b>Respondents' Comments (comments are summarised to reflect the general content of the text).</b>	<b>KCC Response (where necessary)</b>
Respondents <b>Expressing Support</b> for the Proposed Speed Limit	
I cross regularly from Holborough Lakes to the marshes for recreational purposes. It is very dangerous and can take a long time. The speed limit will enable the pedestrian crossing which will improve safety there.	
I consider the speed limits to be too high. Holborough Lakes and Peters Village developments have increased pedestrian footfall. Difficult to cross the road, especially with children. Only a matter of time before someone is killed. Peters Village roundabout to Clocktower junction should be 40mph limit.	A 40mph speed limit would not be suitable; many motorists would find driving along a road with that environment at 40mph difficult and a significant number are likely to exceed that limit without intending to do so. Additionally, whilst highway safety is high priority, another of KCC's key targets is keeping traffic moving and a 40mph limit along this strategic route is likely to challenge delivery of that goal.
Parents/children walk to the children's nursery or to school in Halling and do not feel safe with 70mph limit. The speed limit should be 40mph. Toucan crossing halfway between Holborough Lakes and Peters Village roundabouts would be beneficial.	Please see comments above about 40mph limit. A toucan crossing in the suggested location would not be on the desire line for anyone wishing to cross between Holborough Lakes and the marshes to the east or the railway trackside path to Churchfield.
Pedestrian access to facilities in Snodland and Halling is difficult for the young and elderly as they cannot move fast. Further developments in the area will make matters worse, as well as the A228 being used to divert traffic when the motorways are closed.	
Consider installing a speed camera, to make people observe the speed limit.	Safety camera sites are located where three or more people have been killed or seriously injured (KSI) over a 1.5km stretch of road, in the three years prior to installation. In the most recent 3 year period, there have been no KSI crashes on this length of road, meaning a safety camera could not be installed there.
Speed limit should be 40mph as it is through Halling and Cuxton. There should be a bridge to cross the road between Snodland and Halling.	Please see comments above about 40mph limit. The A228 through Cuxton and Halling has many properties directly fronting onto it, a very different environment to the length under consideration, making 40mph a suitable speed limit there. Installation of a bridge would be prohibitively expensive. There are not sufficient funds available for such a project.
I do not feel safe driving in the single carriageway section, where the junctions are on each side. I do not like turning off and on to the A228 with trucks bearing down on me at speed. I would be in favour of a 40mph limit along this whole section.	Please see comments above about 40mph limit.
I have seen parents and children walking along the road and wonder how they cross it safely. I find it dangerous to cross this road. Vehicles race to overtake in the northbound section towards Peters Bridge roundabout to get ahead of others in the single carriageway section beyond.	The weekly mean traffic speed in the section referred to, recorded near the children's nursery entrance, was 45.2mph. This measured figure would suggest this to be a perceived problem rather than an actual one.

<p>There have been a number of bad accidents on the bypass, some of which were fatal.</p>	<p>In the three year period to 30 September 2017 there were eight personal injury crashes (PIC), all resulting in injuries classified as slight.</p>
<p>Traffic approaching the Holborough Lakes roundabout do not slow down sufficiently, making entering the A228 difficult to enter at times. Turning into and out of the children's nursery is difficult due to traffic speeds. The junctions in the single carriageway section have also seen a number of incidents, which reducing the speed limit would help minimise. The lower speed limit would help facilitate the pedestrian crossing near Holborough Lakes roundabout. The existing crossing points (uncontrolled) are dangerous and unpredictable with the speed of traffic approaching. It is also uncomfortable to walk along this route with the speed of traffic.</p>	
<p>Although I support the proposal, I do not think drivers' behaviour will change. I consider an average speed camera operation along this stretch would be beneficial as drivers have to keep to the limit. Only a matter of time before someone is killed again on this road.</p>	<p>Please see comments above about provision of a safety camera system. The criteria are the same for average speed camera systems as they are for single, fixed cameras.</p>
<p>I walk my daughter to Halling School from Holborough Lakes and crossing the road is dangerous due to vehicle speeds. I would prefer a footbridge but I understand the cost would be prohibitive, so a reduced speed limit and pedestrian crossing would be a start.</p>	<p>The observation on the cost of a footbridge is correct, as previously noted.</p>
<p>I cross this road daily with my bicycle and find it very dangerous, often having to wait 15 minutes.</p>	
<p>When the bypass opened in 1983 there was very little residential development along this road. With increased housing in Holborough Lakes and more proposed, more consideration of pedestrians' needs is needed. Elderly people are particularly vulnerable.</p>	
<p>I would consider walking to work in Wouldham from Snodland were the speed limit reduced, as a 50mph limit would be much safer.</p>	
<p>The lower speed limit would assist traffic flow along this road.</p>	<p>It is recognised that traffic travelling at a regular speed flows more efficiently than traffic regularly slowing down and speeding up.</p>
<p>Halling Primary School actively encourages parents and pupils from Snodland to walk to/from school. I would like to see a 40mph speed limit, which I consider would make the journey much safer.</p>	<p>Please see comments above about 40mph limit.</p>
<p>The southern dual carriageway section is located on a long curve with no central reserve barriers and a junction. The changes in speed limit are confusing to motorists and should be a consistent 40 or 50mph. Were school pupils in Peters Village to walk to Snodland schools in safety, parents would not need to drive them, helping to reduce traffic volumes and associated pollution. The Leybourne bypass from the M20 to Kings Hill is a similar type of road with a 50mph limit that appears to be well observed.</p>	<p>Please see comments above about 40mph limit.</p>

<p>I consider a 40mph limit would be preferable to 50mph, particularly from the junction near Snodland clocktower to Peters Bridge roundabout. The children's nursery at The Lodge operates school runs to primary schools in Halling and Holborough Lakes. It is therefore necessary to cross the A228 for the Halling journey. There was recently a two vehicle crash on the south side of Peters Bridge roundabout that resulted in a car crashing into barriers where school pupils cross the road. School pupils actually witnessed the incident but, fortunately, no-one was hurt. This incident serves to illustrate the need for traffic to drive at slower speeds there.</p>	<p>Please see comments above about 40mph limit.</p>
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<b>Respondents' Comments (comments are summarised to reflect the general content of the text).</b>	<b>KCC Response</b>
<p>Respondents <b>Objecting to</b> the Proposed Speed Limit</p>	
<p>I consider the money to be used on the reduced speed limit and associated pedestrian crossing would be better spent on removing the on-street parking in Malling Road Snodland, in particular between Cross Road (<i>assume the respondent means High Street</i>) and Rocfort Road. I have seen large lorries mounting the footway to make way for vehicles coming the other way. In addition to the safety implications, this will also lead to the need for repairs to the footways. It also leads to long delays for buses. A flashing '30' sign was recently installed in an attempt to slow traffic, but drivers wishing to get to the next gap in parked vehicles are required to exceed the speed limit to do so. Please do not waste further money without considering more urgent problems in Snodland.</p>	<p>With ever-increasing car ownership and families often owning two or more vehicles, the demand for parking places is greater than ever. Parking is an emotive issue and removal of on-street parking availability will always be controversial, especially where residents have no off-street parking alternatives. Additionally, on-street parking is a natural traffic calming feature, removing it is very likely to lead to increased vehicle speeds. Funding has been allocated to the toucan crossing associated with this proposal in the current financial year. Issues such as those identified by the respondent would need to be assessed and, if appropriate, bids made for future remedial measures to be considered against similar schemes elsewhere in Kent. This scheme is being funded from South East LEP KSIP funds not local transport plan funding.</p>
<p>What is the point of a bypass that is as slow as the route it replaced? It will lead to more congestion than there already is. Due to the area development, if anything the single carriageway section should be dualled with hard shoulders for breakdowns. The Lower Thames Crossing will lead to the A228 becoming more of an alternative to the A229 linking the M20 to the M2/A2, further increasing traffic.</p>	<p>The replaced route is Malling Road/Holborough Road through central Snodland, which is subject to a 30mph speed limit and, as noted by the previous respondent, has on-street parking present. Traffic travelling at 50mph along the A228 cannot be considered to be as slow as that passing through Snodland town centre. The dualling of the single carriageway section would be a major engineering project and prohibitively expensive. There are not sufficient funds available for such a project.</p>
<p>The road was built some 30 years ago and was designed for national speed limits. If the speed limit is to be reduced to enable a pedestrian crossing to be installed, why not reduce it locally as it has been for the crossing near Ham Hill? Dual carriageways provide safe opportunity to overtake slower vehicles, a lower speed limit would just frustrate drivers, leading to overtaking in less appropriate locations.</p>	<p>The 40mph speed limit in place at the pedestrian crossing near Ham Hill is not a local restriction. It extends from just north of the Ham Hill roundabout to the M20 junction 4 and beyond past the Castle Way junction south of the motorway. Overtaking would still be possible in the dual carriageway sections, albeit at a lower speed than previously possible.</p>
<p>I work from home in Holborough Lakes and regularly drive out of and into the estate via the A228. I see very few people crossing the road and am unconvinced of the need to reduce the speed limit to assist such small numbers. To get to the</p>	

<p>station I walk via Snodland High Street and have never seen anyone arriving from the track by the railway and Churchfields.</p>	
<p>I regularly cross the A228 when walking my dog and have no problems doing so apart from having to wait for a large enough gap in traffic. Turning right from southbound carriageway at the clocktower junction is a problem and often I am only able to turn when a slow moving lorry creates a gap. Slower moving traffic will result in less and smaller such gaps. Congestion in peak periods on A228 results in traffic diverting through the village, a problem that has worsened during the M20 roadworks. Traffic needs to be able to pass along the bypass quickly to avoid such problems. Providing facilities for pedestrians on a road designed for fast movement of traffic is wrong. There is already a bridge to link the station to the village that can be accessed via the railway path on the east side.</p>	<p>Pedestrians and cyclists wishing to access the station via the railway trackside path would need to be able to safely cross the A228, especially if they were coming from Holborough Lakes. Provision of the toucan crossing being provided to facilitate safe crossing is dependant upon a maximum 50mph speed limit.</p>
<p>The A228 is a heavily used link between the M2 and M20 and a link from the Isle of Grain to Paddock Wood. Traffic speeds are already low at peak times. What is really needed is a footbridge. The existing single carriageway section needs to be dualled to even out traffic speeds along the whole section. The junctions along that length cause further congestion.</p>	<p>Installation of a bridge would be prohibitively expensive. Please also see comments above about dualling the single carriageway section. There are not sufficient funds available for either such projects.</p>
<p>The national speed limit is there to keep traffic flowing. Slowing traffic down will only increase congestion. People using the road will not notice the 50mph signs and continue to drive at 70mph along the dual carriageways.</p>	<p>It is planned to provide repeater speed limit signs at reduced spacings to provide regular reminders to drivers of the maximum legal driving speed. Additionally it is planned to provide road marking 'roundels' in the carriageway to reinforce the message in another format.</p>

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## **Tonbridge High Street– Bus Stop G (Outside Caffé Nero) progress report**

**To:** Tonbridge Joint Transportation Board, 26 November 2018

**By:** Tim Read – Head of Transportation, Kent County Council

**Classification:** Unrestricted

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This report provides an update on the options that were to be further investigated following the recommendation made at the 11 June Joint Transportation board to address congestion issues around Bus Stop G (outside No. 34 High Street - Café Nero).

This report is for decision.

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### **1.0 Introduction and background**

- 1.1 In 2016 Kent County Council completed a £2.7m improvement scheme in the High Street as part of the Tonbridge regeneration plan. The scheme was primarily aimed at public realm improvements and regeneration and was not a ‘congestion busting’ scheme.
- 1.2 Kent County Council have recently undertaken post-scheme consultation which highlighted a number of concerns regarding congestion that specifically relate to Bus Stop G.
- 1.3 The nature of these concerns is that the reduced carriageway width means buses accessing the stop block the road and vehicles are unable to overtake while the bus is boarding and alighting. Bus Stop G is used by numerous services and often the bus is standing for some time. If more than one bus arrives at this stop this further complicates issues, causing more delays to vehicles wishing to pass by. It should be noted that bus timetable punctuality is much improved on routes where the stops are ‘online’ and not held back in lay-bys although there is some driver frustration experienced by private car users.
- 1.4 At the request of the Joint Transportation on 11 June 2018, Kent County Council have further investigated the issues surrounding Bus Stop G, and the local environment. KCC have, to date, concentrated on the alteration of the loading bay to provide a bus layby.

## 2.0 Progress and options

- 2.1 There are 2 possible layouts as shown in Appendix A and include the tracking of a bus to show what is needed to align the bus flush with the raised kerb (125mm high kerb face).
- 2.2 Option 1 requires the least amount of alterations to the pavement but does require the buses to swing out a little into the opposing lane when exiting the layby and is therefore marginally substandard. Notwithstanding this it does allow the bus shelter facility to remain although slightly relocated. The remaining footway width for both options will be 2.7m at its narrowest. The section showing this can also be seen in Appendix A. Additional drainage channels will also be required in front of the shops as the footway is very flat from the building line across the footway although the longitudinal fall is fine and will prevent ponding.
- 2.3 Option 2 provides a standard bus stop layby requiring more substantial alterations to the footway but does give a better path for the buses to enter and exit. Option 2 leaves no available space for a bus shelter to be provided.
- 2.4 The table below lists the advantages and disadvantages of each option

<b>Option 1 – substandard bus layby</b>	<b>Option 2 Standard bus layby</b>
Allows vehicles to pass stationary bus	Allows vehicles to pass stationary bus
Narrows footway from 4.7m to 2.7m, creating a pinch point / pedestrian bottleneck over a length of approximately 30.0m	Narrows footway from 4.7m to 2.7m, creating a pinch point / pedestrian bottleneck over a length of approximately 50.0m
Option to locate a bus shelter to the front of the layby in a slightly unconventional location (subject to safety audit and planning permission)	Unable to accommodate a bus shelter. The contract between Tonbridge & Malling BC and Adshell may be affected.
Makes the High Street a more attractive route for car drivers passing through town. Encourages more traffic to the High Street	Makes the High Street a more attractive route for car drivers passing through town. Encourages more traffic to the High Street
Potential increase in traffic speeds	Potential increase in traffic speeds
Non-standard bus layby layout	Standard bus stop layout
Removal of 1 No. loading bay	Removal of 1 No. loading bay
Bus Flag located within footway pinch point, potential conflict between pedestrians and bus users	Bus Flag located within footway pinch point, potential conflict between pedestrians and bus users
Bus operators do not support the provision of a layby as they then struggle to exit the layby.	Bus operators do not support the provision of a layby as they then struggle to exit the layby.



<b>Option 1 – substandard bus layby</b>	<b>Option 2 Standard bus layby</b>
Construction period is likely to be 4 weeks and under 2 way temporary lights.	Construction period is likely to be 6 weeks and under 2 way temporary lights.
Only one bus at a time can use the bus layby.	Only one bus at a time can use the bus layby

2.5 The utility diversions that may be necessary are still not fully understood however they are not anticipated to be too onerous or cost prohibitive.

### **3.0 Estimated costs**

3.1 The estimated costs which will be funded through a mixture of the Local Growth fund and Local Transport Plan fund are:

Option 1: £40,000

Option 2: £60,000

### **4.0 Programme**

4.1 The option to take forward will be progressed further to detailed design and the construction phase anticipated to start in the February 2019 school holidays. The duration will be 4 – 6 weeks.

4.2 The construction will require temporary 2 way lights as working space and pedestrian routes need to be accommodated. The permanent pelican crossing facility will have to be switched off for the duration of the build and an alternative method used to control pedestrians.

4.3 A temporary bus stop will be required at the next loading bay and will not benefit from a shelter or a raised kerb to allow easy access through this period.

4.4 The loading bay to accommodate the temporary bus stop will need to be suspended for the duration of the work and therefore cause delivery issues which are still to be fully understood.

4.5 Close liaison with affected businesses and bus operators will be required to prior to and during the work as it is likely that the 2 way temporary signals will be disruptive to traffic flows.

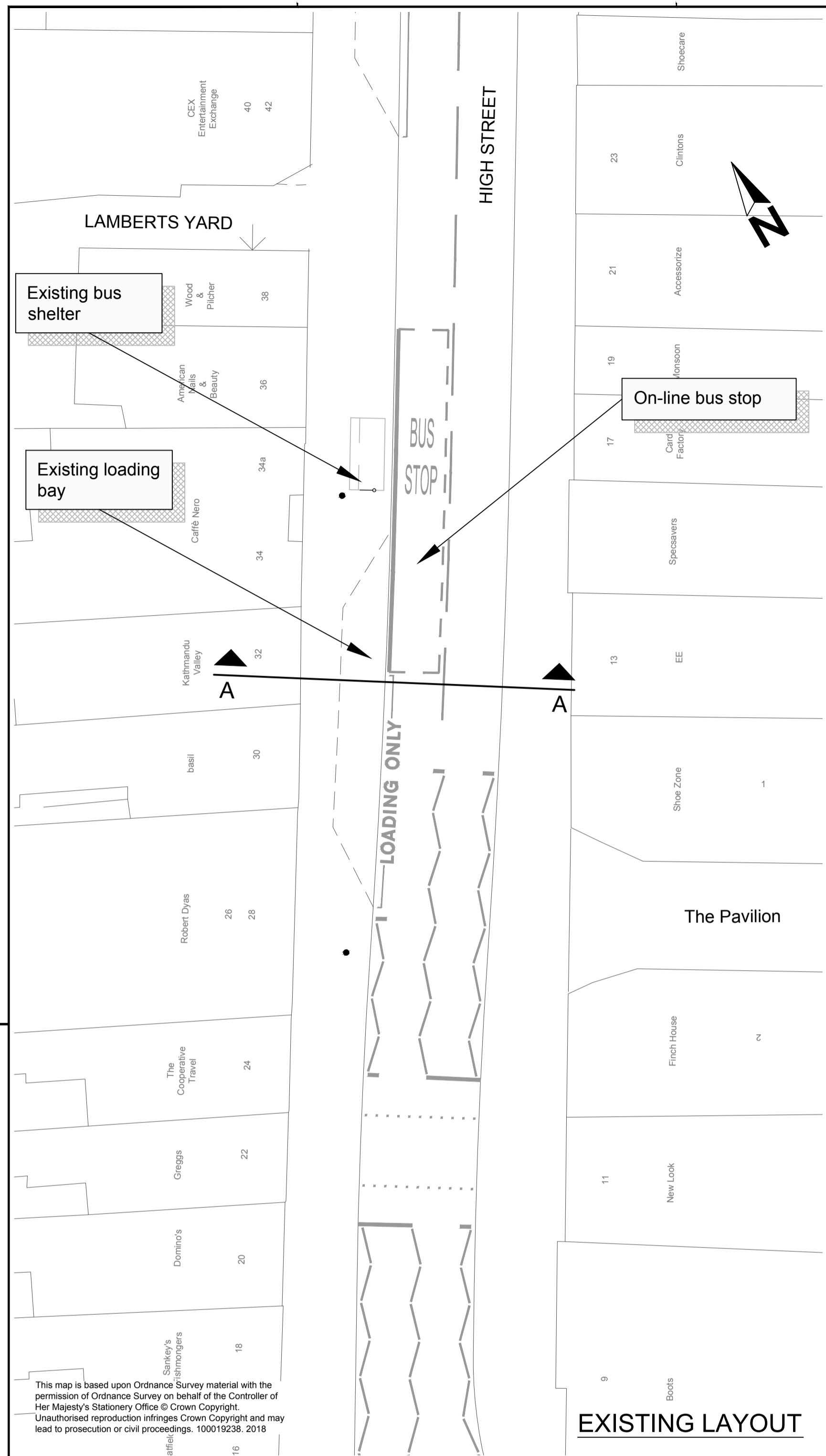
### **5.0 Recommendation**

5.1 Option 1 is recommended to be progressed as it is likely that the bus shelter can remain and is the least expensive option as well as being a shorter construction period.

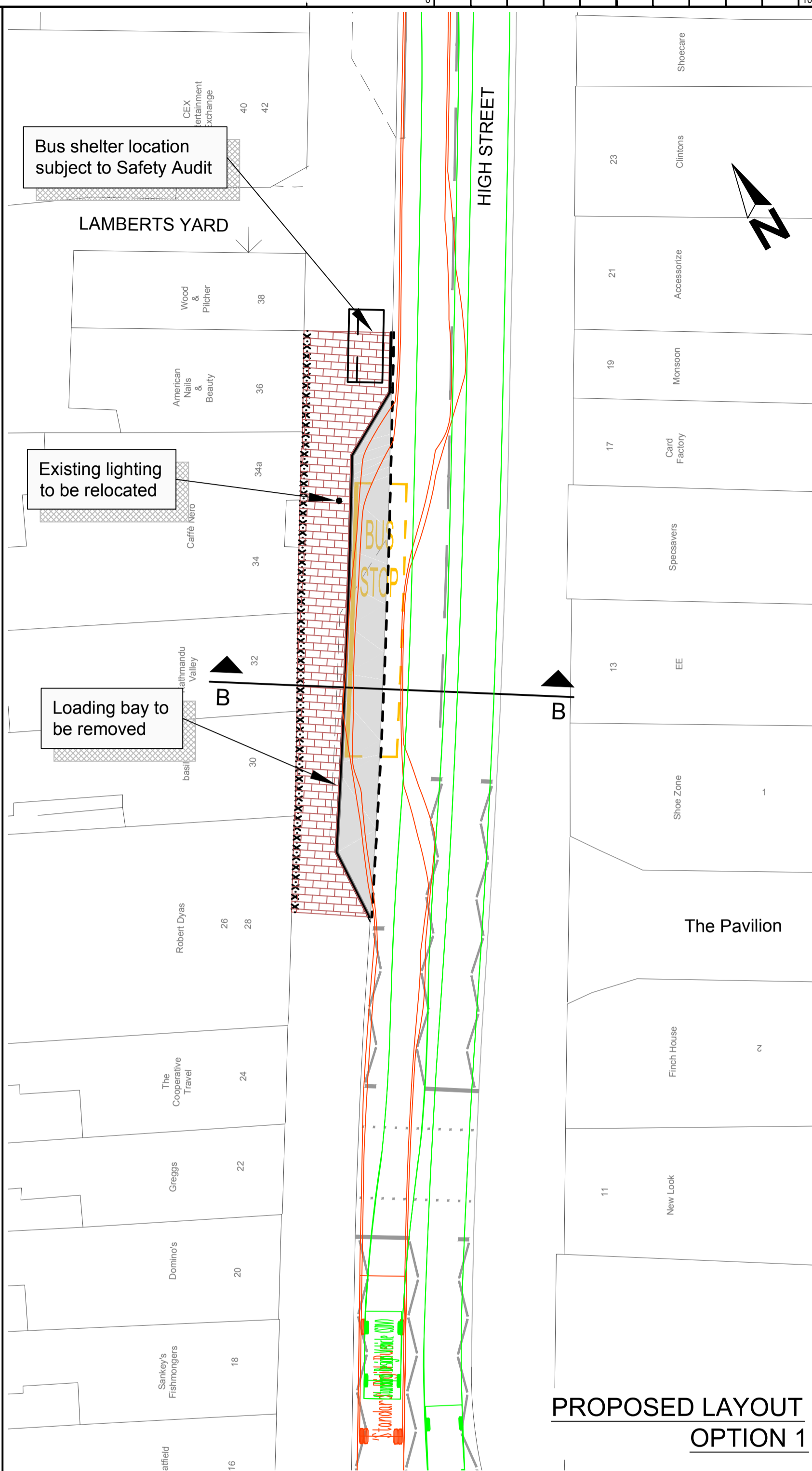
Contact Officer:	Jamie Watson, Programme Manager, Schemes Planning and Delivery Team, Kent County Council 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council 03000 418181

*Appendices*

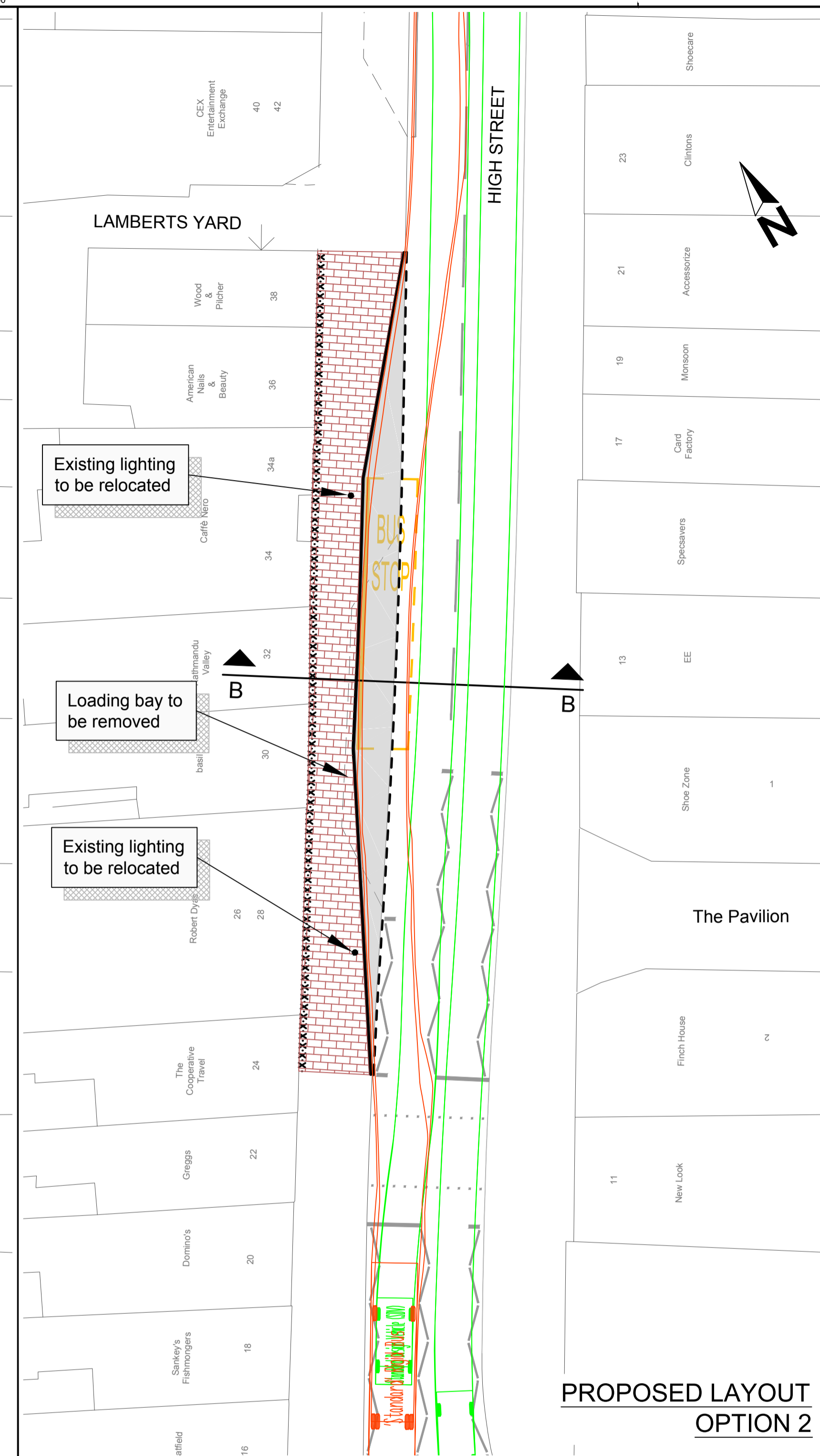
*Appendix A – Plan depicting existing arrangement along with 2 options for alterations.*



EXISTING LAYOUT



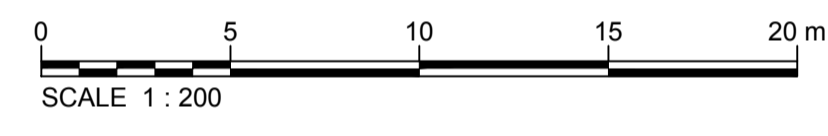
PROPOSED LAYOUT OPTION 1



PROPOSED LAYOUT OPTION 2

- Notes:**
1. Design has been based on Tonbridge High Street Phase 1 design model.
  2. Design subject to C3 Statutory Undertakers enquiry.
  3. Design subject to Safety Audit.

- KEY:**
- Ketley Staffordshire square edge pavers
  - Full depth flexible construction
  - Silver Grey conservation kerbing
  - Relay Marshalls Traffic drain to existing line and level
  - New footway channel drainage



Rev	Revision details	Chkd	Appd	Date
1	Drawn: JR			Preliminary
2	Design: -			For comment
3	Chkd: RBF			For tender
4	Appd: RJHF			For construction
5	Date: 26.10.2018			As constructed

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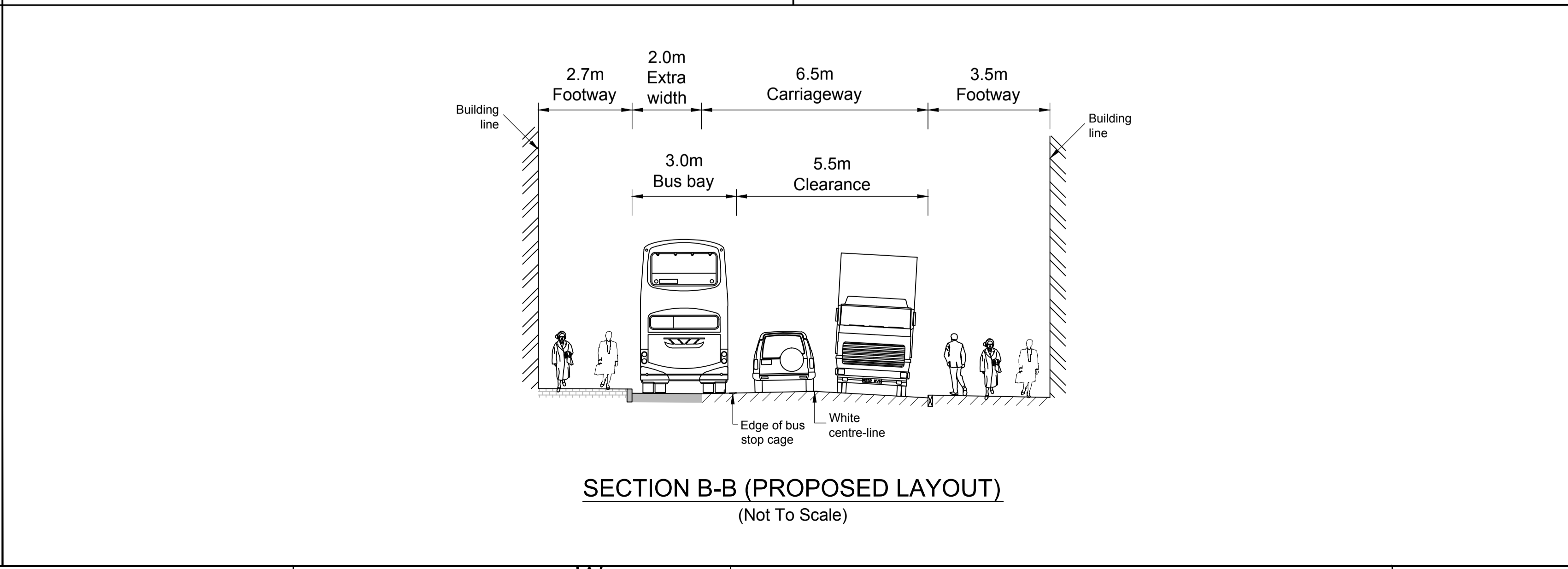
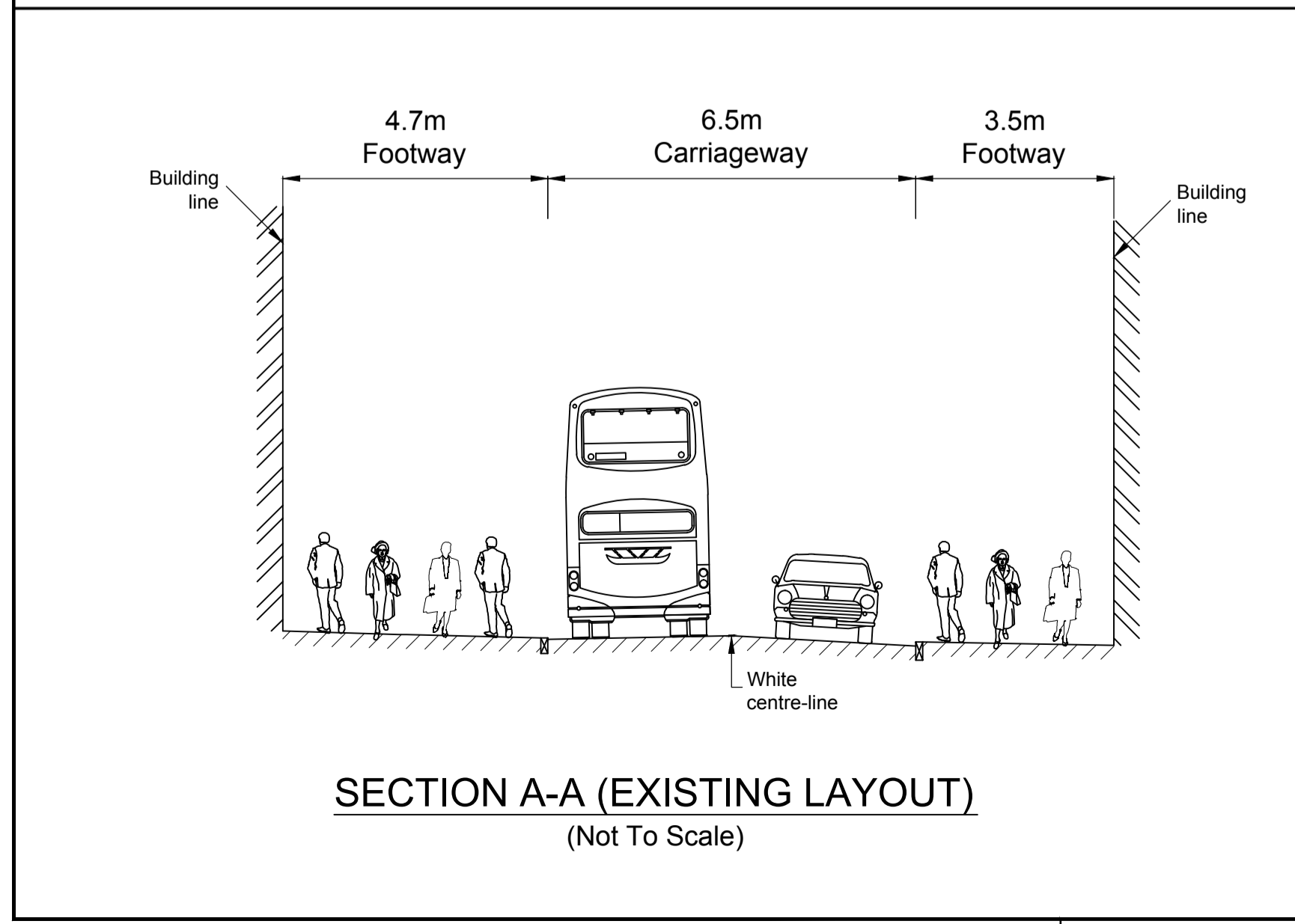
Client

Project Name  
**TONBRIDGE HIGH STREET  
ADDITIONAL WORKS**

Drawing Title  
**PROPOSED BUS STOP  
ALTERATION OPTIONS**

Original Drawing Size : A1	Dimensions : Metres
Scale : 1:200	Copyright © Amey

Drawing No <b>4300704/000/02</b>	Rev <b>0</b>
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## Progress Report – Tonbridge Interchange Improvements

To: **Tonbridge & Malling JTB, 26<sup>th</sup> November, 2018**

Main Portfolio Area:

By: Tim Read – Head of Transportation, KCC

Classification: **For Information**

### Summary:

**A verbal update on project progress for the Tonbridge Station project.**

### 1.0 Introduction and Background

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.

Construction work began on July 25<sup>th</sup> 2018 and has been ongoing since then. KCC Officer will give a verbal update on progress made to date at the time of the JTB meeting.

Future Meeting if applicable: Future JTB for updates	Date: 11 <sup>th</sup> March, 2019
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Contact Officer:	Tim Middleton, Principal Transport Planner, KCC
Reporting to:	Tim Read, Head of Transportation - KCC

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**To:** Joint Transportation Board

**By:** **Andrew Loosemore** – Head of Highway Asset Management

**Date:** **26 November 2018**

**Subject:** Local Winter Service Plan

**Classification:** Information only

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**Summary: This report outlines the arrangements that have been made between Kent County Council and Tonbridge and Malling Borough Council to provide a local winter service in the event of an operational snow alert in the borough/district**

## **Introduction**

1. Kent County Council Highways, Transportation & Waste (KCC HT&W) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HT&W work to ensure that the winter service standards and decisions made are consistent across the whole county.

HT&W prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was approved at the KCC Environment, Planning and Transport Cabinet Committee on 20<sup>th</sup> September 2018 and subsequently signed off by the Cabinet Member.

## **District based winter service plans**

2. The Local Winter Service Plan for the Tonbridge and Malling Borough is a working document. It will evolve and be revised as necessary throughout the year. The document will be available on the KCC website. This document complements the KCC Winter Service Policy and Plan 2018/19. Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally, HT&W will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the local district winter plan which enhances the work that HT&W will continue to do in providing a countywide winter service. The

local plan comes into effect when a snow operational alert is declared that affects the district of Tonbridge and Malling.

[http://www.kent.gov.uk/roads\\_and\\_transport/highway\\_maintenance/winter\\_maintenance\\_and\\_repairs/tonbridge\\_and\\_malling\\_winter\\_s.aspx](http://www.kent.gov.uk/roads_and_transport/highway_maintenance/winter_maintenance_and_repairs/tonbridge_and_malling_winter_s.aspx)

### **Pavement clearance**

3. Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

### **Farmers**

4. The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again, this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to General Data Protection Regulations).

### **Conclusion**

5. The arrangements for working in partnership with the district councils in recent years has proved to be very successful and the continuing arrangement will enable HT&W to provide an effective winter service across the county.

### **Recommendations**

**6. Members of the Board are asked to note this report.**

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<b>Background documents: Kent County Council Winter Service Policy and Plan 2018/19</b>
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### **Contact officer:**

Carol Valentine -Tel: 03000 414141



# Agenda Item 9

From: David Latham - Highway Policy and Inspections Manager  
To: Tonbridge and Malling Joint Transportation Board  
Date: 26<sup>th</sup> November 2018  
Subject: Well-managed Highway Infrastructure – Implementing the Code of Practice  
Classification: For Information

**Summary:** This paper outlines the County Council's strategy for implementing the new Code of Practice for highway maintenance management which becomes fully effective in October 2018.

It is highly unlikely that there will be any material impacts on the volume or cost of highway maintenance works but there will be a greater emphasis on the assessment of risk. Currently, no changes to service standards are proposed however, prior to any changes being made a full evaluation of options would be required followed by approval in accordance with the County Council Constitution.

## 1. Introduction

- 1.1. Well-maintained Highways, the code of practice for highway maintenance management was published in July 2005. It provided local authorities with guidance on highways management and proposed some prescribed investigation levels for highway defects e.g. 50mm depth for carriageway potholes. The Code of Practice formed the basis for the County Council's Highway Safety Inspection Regime and our approach to highway maintenance. Well-maintained Highways was repeatedly deemed to be best practice by the Courts and by adopting the principles of The Code of Practice we have been able to defend claims against the County Council by demonstrating our defence (under Section 58 of the Highways Act 1980) of implementing all reasonable measures and demonstrating we are not a negligent highway authority.
- 1.2. Well-managed Highway Infrastructure was published in October 2016 and replaces Well-maintained Highways, Well-lit Highways, and Management of Highway Structures in October 2018. Like its predecessors, Well-managed Highway Infrastructure is a national, non-statutory code of practice which sets out a series of general principles for highway maintenance. It is endorsed and recommended by the Department for Transport and its production has been overseen by the UK Roads Liaison Group (UKRLG) and its Roads, Bridges and Lighting Boards. However, the new Code of Practice is less prescriptive and instead promotes the establishment of local levels of service through risk-based assessment.
- 1.3. On the 13<sup>th</sup> July 2018, the County Council's Environment & Transport Cabinet Committee endorsed the adoption and phased implementation of the fundamental principles of the Code of Practice. This decision was subsequently agreed by the Cabinet Member.
- 1.4. *Well-managed Highway Infrastructure - Implementing the Code of Practice* is published on the County Council's website. It outlines how we will go about applying the principles in the Code of Practice to the way we work and measure our success to ensure continuous improvement and a focus on the County Council's Strategic Outcomes.

## 2. Discussion

### The Highway Network

- 2.1. Well-managed Highway Infrastructure recommends that the highway network should be considered as an integrated set of assets when developing infrastructure maintenance policies.

- 2.2. There are several classifications and hierarchies used for the planning and prioritisation of highway inspections, maintenance, renewals, improvements and new installations in Kent. However, residents, communities and businesses do not distinguish between the different categories of road, range of assets or types of work undertaken. They expect the network to be managed and maintained holistically to provide consistent and appropriate levels of service in the context of the County Council's strategic outcomes.
- 2.3. An integrated network hierarchy is the foundation of a risk-based maintenance strategy and will inform intervention levels, inspection frequencies and response times. It is important that it reflects the actual use of each infrastructure asset and needs to be sufficiently dynamic to respond to the changing nature of the network – the classification of an asset may alter because of short term influences such as seasonal fluctuations or due to longer-term factors such as climate change and development.
- 2.4. Much of our network hierarchy information is already published including our Resilient Highway Network and Winter Salting Routes. From April 2019, the County Council will publish a series of related hierarchies which include all elements of the highway network. These hierarchies will consider current and expected use, resilience, and local economic and social factors as well as the desirability for continuity of service across administrative boundaries and a consistent approach for walking and cycling.

#### Risk Based Approach

- 2.5. Well-managed Highway Infrastructure is underpinned by the fundamental principle that highway authorities should adopt a risk-based approach in accordance with local needs (including safety), priorities and affordability.
- 2.6. Meaningful risk management is an intrinsic part of the management of our highway infrastructure. Inspections, maintenance, renewals and improvements present extensive choices and therefore it is vital that the impact of implementation and the consequences of failure are fully understood. In addition, there are a variety of external influences which impact on the performance of the highway network. Weather, budget, political direction and demand from other service areas also need to be considered when determining the approach to maintenance and investment.
- 2.7. Many of our existing inspection regimes and methodologies for prioritising work on the highway already include a consideration of risk. Furthermore, the County Council has already a risk management approach, detailed in the Risk Management Policy & Strategy 2018-21. This approach will now be applied to all aspects for highway infrastructure maintenance. At a strategic level, the management of current and future risks will be embedded within our approach to asset management. At an operational level, a risk-based approach will be used to determine intervention levels, inspection frequencies, response times and investment priorities across all highway assets.
- 2.8. A case study outlining the practical application of a risk-based approach can be found at Appendix A.

#### Resilience and Sustainability

- 2.9. Kent provides key transport links between London and the continent and has some of the most intensively used roads in the country. Any disruption to the network has an immediate impact on road users, the economy and services. Ensuring these roads are as resilient and sustainable as is practicable must be a priority.
- 2.10. The County Council has long had robust systems in place to respond effectively to severe weather emergencies, unforeseen events and emergencies and we already take a hierarchical

approach to the management of our 8,700 km highway network. In September 2017, this approach was enhanced further when The Environment & Transport Cabinet Committee endorsed The Definition for Kent's Resilient Highway Network.

- 2.11. It is important that the highway network is maintained for future generations. In addition to responding effectively to emergencies and high impact events, it is important that due consideration is given to the impacts of climate change. Furthermore, a balance needs to be sought between providing sustainable growth and a competitive, innovative and resilient economy and protecting and improving our natural and historic assets.

#### Financial Management, Priorities and Planning

- 2.12. The way in which investment is prioritised needs to provide sufficient flexibility to deliver value for money. In addition to ensuring effective coordination, an asset management-based approach to managing highway infrastructure requires due consideration of different options and factors that influence their success:

- The differing life expectancies of various treatments and the future implications of these for the balance of capital and revenue funding; for example, renewing a bridge parapet might be more expensive than simply repointing the aging brickwork but doing so could generate a saving with respect to the long-term maintenance.
- The seasonal and weather sensitive nature of many treatments and the service as a whole; for example, renewing a road surface is best done during dry, mild weather as very cold or wet weather can cause the surface to rapidly fail.
- The uncertainties in prediction of out-turn costs for Winter Service, Severe Weather Events and emergencies and the need for financial year-end flexibility

- 2.13. The County Council has endorsed an asset management based approach to the maintenance and management of highway assets. Part of this approach involves viewing the highway network as a whole rather than as discrete asset groups such as carriageways, drainage, lighting and structures. A cross asset approach will now be taken when developing priorities and programmes and produce a rolling forward works programme that is updated regularly.

#### Performance Management

- 2.14. Effective performance monitoring will support the County Council in reviewing progress, performance requirements and works programmes. Our Highway Asset Management Framework establishes mechanisms for performance management, including performance measures and targets, which facilitate the monitoring of delivery with respect to the short, medium and long term strategic direction of the service.

### **3. Conclusion**

- 3.1. The Code of Practice presents an opportunity for County Councils' to shape the services they provide based on local needs and priorities and does not need to represent a radical change from a customer perspective, particularly in the short term.
- 3.2. A programme is in place to ensure the timely and effective implementation of the Code of Practice, with a view to having the recommendations largely implemented from April 2019. Information sharing with local representatives and communities form a key part of this programme including planned engagement with Parish Councils via the annual Parish Seminars, "for information" updates to Joint Transportation Boards and enhanced information on the County Council's website.

### **4. Background Documents**

4.1. Link to Well-managed Highway Infrastructure

<http://www.ukroadsliaisongroup.org/en/codes/index.cfm>

4.2. Well-managed Highway Infrastructure - Applying the Code of Practice in Kent

[https://www.kent.gov.uk/\\_data/assets/pdf\\_file/0005/84560/Highways-asset-management-applying-the-well-managed-highway-infrastructure-code-of-practice-in-Kent.pdf](https://www.kent.gov.uk/_data/assets/pdf_file/0005/84560/Highways-asset-management-applying-the-well-managed-highway-infrastructure-code-of-practice-in-Kent.pdf)

4.3. Well-managed Highway Infrastructure - Implementing the Code of Practice in Kent 2018 – 2020

[https://www.kent.gov.uk/\\_data/assets/pdf\\_file/0006/84561/Highways-asset-management-implementing-the-well-managed-highway-infrastructure-code-of-practice-in-Kent-2018-2020.pdf](https://www.kent.gov.uk/_data/assets/pdf_file/0006/84561/Highways-asset-management-implementing-the-well-managed-highway-infrastructure-code-of-practice-in-Kent-2018-2020.pdf)

**5. Contact Details**

David Latham - Highway Policy and Inspections Manager

T: 03000 41 81 81

E: [WMHCoP@kent.gov.uk](mailto:WMHCoP@kent.gov.uk)

## Case Study: Well-managed Highway Infrastructure – A practical application

### Routine Enquiries – A carriageway pothole

#### The current approach

The current Code of Practice, Well Maintained Highways, prescribes that we use locally set intervention levels with respect to carriageway and footway defects in Kent those intervention levels are 50mm depth for carriageway potholes and 20mm depth for footway potholes.

For example, a highway steward identifies 8 potholes over a 20m stretch of a road.

Assuming that the location is not a pedestrian crossing point, those potholes exceed 50mm deep, an emergency order will be raised regardless of the location or usage of that road. If the potholes are 40mm deep and likely to deteriorate then a 7 day or 28 day order will be raised for the repair. If the potholes are 20mm deep, they will either be assessed as “intervention level not met” and then no further action would be taken until the next highway inspection or repairs will be incorporated into a longer term scheme.

#### The new approach

The new Code of Practice, Well-managed Highway Infrastructure removes the prescriptive service standards. This does not mean the County Council cannot continue to use them as the basis for inspections and repairs, but it does give greater flexibility.

Consider the previous example, a highway steward identifies 8 potholes over a 20m stretch of a road. The removal of prescriptive standards mean that the highway steward can now consider the context, the risk posed by the potholes and make an informed judgement about the timescale and nature of repairs.

If the potholes are 35mm deep, in the wheel track and the road is a high trafficked, 50mph road, a 7 day repair could be deemed necessary on the basis that the volume and speed of traffic means that there is a greater risk to safety.



Equally, if the potholes are 55mm deep but at the edge of a minor road used by farm traffic and a handful of vehicles, the risk is considerably lower and therefore temporary signs warning of the hazard and a 90 day repair could be deemed appropriate.

**In summary, there are no material impacts on the volume or cost of pothole repairs, just a greater emphasis on the assessment of risk.**

### **So, how and when would the Code of Practice have implications for service standards?**

The Code of Practice promotes an integrated, asset management based approach to highway maintenance i.e. we need to consider and balance the needs of all asset groups.

In the context of the risk-based approach, this means that if we are not meeting with our statutory obligations or are at risk of failing to meet with our statutory obligations due to under investment, then we need to consider how this is overcome. There are several options that would be considered:

- Additional investment from a new source;
- A change of approach e.g. taking a more cost effective, planned approach so that more can be done with the existing budget; - one Highway Authority has made a conscious decision to maintain some roads to a lower standard and sign them accordingly
- A reduction in one service to fund the enhancement of another service

Currently no changes to service standards are proposed however, prior to any changes being made, a full evaluation of all the options would need to be undertaken and any notable changes would be subject to engagement, consultation and approval in accordance with the County Council's constitution.

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**To:** Tonbridge and Malling Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 26<sup>th</sup> November 2018  
**Subject:** Highway Works Programme 2018/19  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction in 2018/19

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## 1. Introduction

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

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

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

**Street Lighting** – see Appendix C

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

- **Casualty Reduction Measures** – see Appendix D1
- **Integrated Transport Schemes** – see Appendix D2
- **Local Growth Fund** – see Appendix D3
- **Third Party Funded Schemes** – see Appendix D4

**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

**Tonbridge Interchange Improvements - Progress Report**

## Conclusion

1. This report is for Members information.

## Contact Officers:

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

Kirstie Williams	Mid Kent Highway Manager
Mark Simmons	Tonbridge & Malling District Manager
Alan Casson	Senior Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Katie Moreton	Drainage & Structures Asset Manager
Jamie Hare	Development Agreement Manager
Jamie Watson	Senior Schemes Programme 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.

<b>Surface Treatments - Contact Officer Clive Lambourne</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Taylor's Lane	Trottscliffe	From Trottscliffe Road to A227 Wrotham Road Junction (Vigo Hill)	Completed
Danns Lane	Wateringbury	From A26 to end of Highway Boundary	Completed
Aldon Lane	Addington	Whole Road	Completed
<b>Surface Dressing</b>			
<b>Machine Resurfacing – Contact Officer Mr Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A20 London Road	Aylesford	Junction with Mills Road/Hall Road	Completed
Tudeley Lane	Tonbridge	Pembury Road to Lodge Oak Lane	Completed



## Appendix B – Drainage

<b>Drainage Repairs &amp; Improvements - <i>Contact Officer Earl Bourner</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
London Road	Larkfield	Survey cleaning work to identify the issues	Awaiting start date
London road	Ditton	New system being installed in two phases phase one on the main road phase two on the Queen's estate	Started
New Hythe lane	Larkfield	New ACO	Awaiting start date
Plaxdale Green Road	Malling	Pond clearance waiting for the spoil to dry out before it can be removed	Awaiting start date

## Appendix C – Street Lighting

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

<b>Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Sheraton Court JSEN001	Walderslade	STRUCTURAL REPLACEMENT	UKPN cable issue resolved. Awaiting programme date
New Road JNAJ001 & JNAJ003	Ditton	STRUCTURAL REPLACEMENT	Out of hours work required – j/w a20
Station Road JSDI005	Ditton	STRUCTURAL REPLACEMENT	In progress
Waveney Road JWAR014	Tonbridge	Replacement of 1no streetlight complete with LED lantern	To be re-raised for private cable feed
Nepicar Roundabout	Nepicar/Wrotham	Replacement of 1no sign post complete with LED	To assess if this needs to be lit in this area

JUAQ518		Downflood following RTC	
Higham Lane JHBZ010/011	Tonbridge	Replacement of 2no streetlights complete with LED lantern	Both columns installed and working. Old column JHBZ010 requires UKPN involvement to remove.
Lilliburn JLBF501/502	Leybourne	STRUCTURAL PROGRAMME 2018	Completion by March2019
Old Orchard Lane JOBF501	Leybourne	STRUCTURAL PROGRAMME 2018	Completion by March2019
Sheldon Way JSBJ002	Larkfield	STRUCTURAL PROGRAMME 2018	COMPLETE
Covey Hall Road JCEF301/302	Snodland	STRUCTURAL PROGRAMME 2018	In progress
Simpson Road JSBS020	Snodland	STRUCTURAL PROGRAMME 2018	In progress
Papyrus Way JPDR504	Ditton	STRUCTURAL PROGRAMME 2018	Completion by March 2019
Walderslade Woods Roundabout JWDX501/502/503	Walderslade	STRUCTURAL PROGRAMME 2018	Completion by March 2019
Foresters Close JFBE001	Walderslade	STRUCTURAL PROGRAMME 2018	Delayed due to resident issues. Programmed for 09/10/18
Borough Green Road JBCK010	Borough Green	STRUCTURAL PROGRAMME 2018	With contractor awaiting programme date
High Street JHBO009	Borough Green	STRUCTURAL PROGRAMME 2018	TM issues – awaiting programme date
Three Elm Lane JTCN001	Golden Green	STRUCTURAL PROGRAMME 2018	Structural concern with resident's wall
Springwell Road JSCI505/506	Tonbridge	STRUCTURAL PROGRAMME 2018	Completion by March 2019
St Marys Road JSCO513	Tonbridge	STRUCTURAL PROGRAMME 2018	Completion by March 2019
Vale Road JVAC033	Tonbridge	STRUCTURAL PROGRAMME 2018	Delayed due to drivers ignoring parking restrictions
Castle Street JCAL003	Tonbridge	STRUCTURAL PROGRAMME 2018	COMPLETE
Northwood Road JNBC003	Tonbridge	STRUCTURAL PROGRAMME 2018	Awaiting programme date

Dry Hill Park Road	Tonbridge	STRUCTURAL PROGRAMME 2018	Awaiting quote for special order ornate brackets
Pippin Way, Gibson Drive, Garden Way, Russet Way, Lambourne Drive, Worcester Avenue, Townsend Square, Crabtree Close	Kings Hill	STRUCTURAL PROGRAMME 2018	Awaiting quote for special order ornate brackets

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

#### **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
A 229 Lord Lees roundabout	Aylesford	Additional lane lines on circulatory lane	Ian Grigor	Works ordered and due for installation November 2018
A20 roundabout junction with M20 slip road	Wrotham	Additional advance warning signs on both arms of the A20	Ian Grigor	Works ordered and due for installation within the next 3 months
A20 Poppyfields roundabout	Aylesford	Additional lining to the roundabout and A20 Maidstone bound arm	Ian Grigor	Works ordered and due for installation within the next 3 months
A25 Sevenoaks Road junction with Sevenoaks Road	Ightham	Repositioning of existing directional signage	Ian Grigor	Works ordered and due for installation within the next 3 months

## **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	Phase 1: Footway widening between Griggs Way and Minters Orchard and resurfacing part of carriageway.	Michael Hardy	Snagging works complete. Road Safety Audit dates TBC.
A25 Maidstone Road	Borough Green	Phase 2: 1. Convert existing Zebra crossing on the A 227 (outside Sainsbury) to a Puffin crossing plus surfacing work; 2. Convert existing Zebra crossing on the A 25 (outside of the Recreation Ground) between Hill View and Griggs Lane to a Puffin crossing plus surfacing work; and 3. Extend the 30mph speed limit westward from outside of No 92 on the A 25 by approximately 100 metres and provide a Gateway Sign on Glasdon white fence post style.	Thomas Williams	All defect works complete.  Speed surveys to be undertaken for both phasing. Dates TBC

## **Appendix D3 - Local Growth Fund**

Location	Parish	Description of Works	Lead officer	Current Status
A26 from the borough boundary to its junction with Brook Street	Tonbridge and Tunbridge Wells	Installation of a cycle route either as a whole route or parts of a route on the A26 from Grosvenor Road, Tunbridge Wells to Brook Street, Tonbridge.	Damien Cock	Phase one, which covers Grosvenor Road to Speldhurst Road is in construction. Further phases are being investigated at present and will be consulted on.
Tonbridge Angels to Tonbridge Station Cycle Route Phase 1 (Darenth Avenue to London Road)	Tonbridge	Partly on-carriageway, partly off-carriageway cycle route provision.	Jamie Watson	Works completed. Further work to install railings on Hilden Brook bridge near cricket club under design, installation anticipated Winter 2018.

Location	Parish	Description of Works	Lead officer	Current Status
Tonbridge Angels to Tonbridge Station Cycle Route Phase 2 (London Road to Tonbridge Station)	Tonbridge	Partly on-carriageway, partly off-carriageway cycle route provision.	Jamie Watson	Scheme requires land agreement with Tonbridge School. KCC Public Rights of Way team continuing in negotiations with school to agree suitable route. No progress this quarter
Tonbridge High street Bus stop o/s (Café Nero)	Tonbridge	Scheme to move on carriageway bus stop outside Café Nero to use part of the loading bay/s to allow traffic to pass buses when loading/unloading. Further proposals to extend 20mph limits into Barden Road and surrounding roads as well as The Slade and surrounding roads plus extend 20mph limit from High Street passed Tonbridge Station to roundabout at Pembury Road/Quarry Hill Road	Jamie Watson	Commission has been approved to look at the detailed design and costs. Proposals to be discussed at a future JTB
Tonbridge Station Forecourt improvements	Tonbridge	Scheme to widen pavement in front of Tonbridge Railway Station, remove bus pull in by Station, widen pavements o's Lidl's and other businesses, provide a traffic signalised junction at Waterloo Rd, widen pavement between Tonbridge Station and Barden Road and implement no right turn into Priory Road.	Annette Fletcher/Tim Middleton	Scheme in construction phase and due to be completed mid-November

#### **Appendix D4 - Third Party Funded Schemes**

Location	Parish	Description of Works	Lead officer	Current Status
A 21 Vauxhall Lane to Tudeley Lane, Tonbridge	Tonbridge	Provision of a new link to the A 21 NMU and upgrading of the existing shared pedestrian/cycle route.	Ian Grigor	Various minor works still outstanding

## Appendix E1 – Developer Funded Works (Section 278 Works) August 2018

<b>Developer Funded Works (Section 278 Works)</b>				
<b>File Ref.</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
TO003168	Cannon Lane (Former B&Q Retail Park now occupied by M&S, Halfords, Costa, Jollyes, Go Outdoors and Home bargains)	Tonbridge	Widening of existing access to incorporate dedicated left and right turn lanes	Undergoing technical audit
TO003161	Station Road, Aylesford Phase 3 (Opposite Hall Road)	Aylesford	New bellmouth access and closure of former construction access	Undergoing technical audit
TO003147	Peters Village – Keepers Cottage Lane and Worrall Drive	Wouldham	Letter of Agreement for short term construction vehicle access, long term crossovers	Undergoing technical audit
TO003128	The Orpines, Watringbury	Watringbury	Construction of residential care home – relocation of highway soakaway	Undergoing structures checks
TO003126	Former Teen & Twenty Site, River Lawn Road, Tonbridge	Tonbridge	Construction of new Medical Centre with associated footway works inc. Ambulance bay	Undergoing technical audit
TO003125	Former Bull PH, High Street, Snodland	Snodland	Introduction of loading bay outside new Co-Op store	Undergoing technical audit
TO003124	Pelican View, Rochester Road, Rochester	Rochester	Installation of new bellmouth and associated verge works	Works substantially complete
TO003123	Tonbridge Extra Care, Tudeley lane, Tonbridge	Tonbridge	Minor footway alterations including installation of pedestrian crossing point	Works substantially complete – awaiting as-built plans
TO003119	Land Rear of 182 High Street, Tonbridge	Tonbridge	Minor footway alterations including installation of pedestrian crossing point	Technical Acceptance given agreement with solicitors
TO003118	Brook Street, Snodland	Snodland	New Vehicle Access	Works in progress
TO003116	Sheldon Way, Larkfield	Larkfield & Aylesford	Vehicle crossover access and footway resurfacing	Works substantially complete – awaiting remedials
TO003114	Platt Industrial Estate, A25 Maidstone Road, Platt	St Marys Platt	Junction improvement works	Works substantially complete –

				awaiting remedials
TO003113	Woodgate Way/Tudeley Lane, Tonbridge	Tonbridge	Two new accesses to car showroom	Works in progress
TO003111	Quarry Hill Road (31-36), Tonbridge	Tonbridge	Access to residential care home	Works substantially complete – awaiting remedials
TO003099	Upper Hayesden Lane, Tonbridge – Ridgeview SEN School	Tonbridge	New Access	Works substantially complete – awaiting remedials.
TO003097	Barden Road and Avebury Avenue, Tonbridge	Tonbridge	Two new accesses into residential development	Works substantially completed – awaiting remedials
TO003089	Cannon Lane Tonbridge	Tonbridge	Alteration of entrance to new McDonald site	Awaiting final remedials
TO003086	Nepicar Park, Wrotham	Wrotham	New access and right turn lane	On maintenance
TO003079	Snodland Railway Station Forecourt	Snodland	Layout Improvement	Awaiting remedials
TO003077	Ryarsh Park, Roughetts Road	Ryarsh	Entrance Improvement	Works substantially complete – awaiting as-built plans
TO003068	Hermitage Lane/London Road, Aylesford	Aylesford	New signal-controlled junction	Works complete
TO003063	Hadlow College	Tonbridge	Puffin crossing	Awaiting remedials
TO003059	Priory Works, Tonbridge	Tonbridge	New footway	Works substantially complete – awaiting remedials
TO003050	Mercedes Site Vale Road Tonbridge	Tonbridge	New Entrance and seal off old entrance	On maintenance
TO003034	Quarry Hill Road, Borough Green	Borough Green	Splitter island and footway improvements at roundabout	Works complete
TO003024	Carnation Close	East Malling	Alteration of turning head and creation of parking bays	On maintenance
TO003021	The Pinnacle, Darent Avenue	Tonbridge	Creation of bellmouth	On maintenance

## Appendix E – Developer Funded Works (Section 106 Works)

<b>Developer Funded Works (Section 106 Works)</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
A20	East Malling & Larkfield, Ditton and Aylesford	A20 between A228 and Coldharbour	Visum transport model and Forecast Junction Assessments report being updated. Designs for highway improvement schemes being developed by programme delivery team, including junction improvements at A20 New Hythe Lane and Ditton Corner together with cycleway improvements.
Tower View and A228	Kings Hill	Improvements to A228/Tower View roundabout	Liberty have been reminded that condition 15 of approval to TM/13/01535/OAEA (phase 3), a scheme for this junction shall be fully completed prior to occupation of the 200th dwelling.
Teston Road	Offham	Environmental Improvement Scheme	Road planing and surfacing to finish the project is to be undertaken over several nights in early December.
A228 Malling Road	Mereworth	Visibility improvements at A228 / Kent Street junction	Land owners' representatives have approached KCC HTW regarding development of an adjacent SHLAA site and combined highway works.
Various	Various	Enhancement of 155 bus service and new east bank service associated with Peters Village development	Discussions are ongoing with Trenport and Arriva regarding changes to the 155 service to serve Peters Village sustainably and reliably.
Various	Various	Traffic calming in Ryarsh and surrounding villages	Scheme to be designed – passed to Programme Delivery team
Various	Various	Enhancement of Ryarsh bus services	KCC Public Transport consulted with local stakeholders on a proposal to provide a more frequent service to West Malling where there are regular connections to Maidstone. This was not favoured by the local community and as such the proposal did not progress.



## Appendix F – Bridge Works

<b>Bridge Works – Contact Officer Earl Bourner</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A20 London Road/ New Road, East Malling	Refurbishment of traffic signal controlled junction	Proposed January 2019

## Appendix H – Combined Member Fund

The following schemes are those that have been approved for funding by both the relevant Member and by Simon Jones, 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 **26 October 2018**.

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 by contacting the Schemes Planning and Delivery team.

## Sarah Hohler

Details of Scheme	Status
<b>Birling Road West Malling, junction with A20 London Road</b> Provision of 'No right turn' ban TRO from Birling Road onto the A20	In design
<b>A228 Snodland</b> Provision of pedestrian guard railings outside the Zoe Evans Nursery	In design

## Peter Homewood

Details of Scheme	Status
<b>A229 Maidstone Road Chatham</b> Provision of two 'Unsuitable for HGV' warning signs ahead of the Bluebell village exit	In design
<b>Peters Village</b> Speed survey in Village Road	In design
<b>Hurst Hill Walderslade</b> Alterations to grass verge outside number 47	In design
<b>Fernleigh Rise Ditton</b> From number 1 to number 9 and from number 2 to number 8 Supply and install edge-liner bollards to protect verges from parking	Complete
<b>Taddington Wood Lane junction with Hurst Hill Walderslade</b> Supply and install edge-liner bollards to protect verges from parking	Works passed to contractor
<b>High Street Aylesford</b> Iron railings adjacent to a raised area of imprinted-concrete exiting Aylesford Village near BT exchange	Programmed 25/11/2018

Details of Scheme	Status
<p><b>Old Hadlow Road Tonbridge</b></p> <p>Eastern end – extend existing 76mm post and attach 1no. 450mm ‘motor vehicles prohibited’ and 1no. ‘except for access’ signs to mirror post on opposite verge.</p> <p>Western end – install new 4m 76 mm post in verge and attach 1no. 600mm ‘30mph’ sign, 1no. 450mm ‘motor vehicles prohibited’ and 1no. ‘except for access’ sign to mirror existing post on opposite verge</p>	<p>Works passed to contractor</p>

**1.1 Legal Implications**

1.1.1 Not applicable.

**1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

**1.3 Risk Assessment**

1.3.1 Not applicable.

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## Wateringbury Crossroads - Consultation

To: **Tonbridge & Malling JTB, 26<sup>th</sup> November, 2018**

Main Portfolio Area:

By: Tim Read – Head of Transportation, KCC

Classification: **For Information**

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### Summary:

Kent County Council (KCC) is launching a consultation running from 5 December to 13 January 2019. The consultation will show two options to improve the crossroads in Wateringbury, A26 Tonbridge Road / Bow Road / Red Hill. The junction is used by vehicles aiming to travel between Maidstone, Tonbridge, Nettlestead and East Malling and a number of pedestrians accessing the local amenities.

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### 1.0 Introduction and Background

Funding of £350,000 has been allocated from the South East Local Enterprise Partnership (SELEP) to improve the crossroads in Wateringbury to reduce Congestion.

Wateringbury Crossroads is a well-used traffic route and suffers from congestion which leads to pollution. There is limited road space available to make adjustments, but these options will improve capacity at the junction which should see traffic flow more smoothly. The scheme aims to maximise the potential of the available road-space while making improvements for pedestrians where possible.

KCC has highlighted a number of congestion hotspots in the county, including Wateringbury Crossroads, and has secured funding to improve them.

There are two options being proposed. Both improve capacity on the junction to allow traffic to flow more effectively while improving pedestrian crossing facilities.

#### Option A includes:

- A new dedicated right turn lane on the Tonbridge Road heading West towards the junction.
- A new dedicated left turn lane on the Bow Road heading North towards the junction. This will result in a narrower pavement.
- Using 0.5m of Parish land to widen the junction, allowing a vehicle to turn right into Bow Road without impeding the traffic behind.
- Pedestrian phases added to the two remaining arms of the crossing
- Improved traffic signal technology allowing 'reactive' management of the lights to optimise traffic flows.
- Re-surfacing of carriageway and footways.
- May result in the loss of three trees on the Tonbridge Road to accommodate widening. Can be mitigated with replacement tree planting.

**Option B is the same as Option A except it does NOT include:**

- A new dedicated left turn lane on the Bow Road heading North towards the junction. This will result in a narrower pavement.

Running the modelling for option A shows that there is a 50% increase in capacity. However, this would still leave the junction at -20% practical reserve capacity in the AM peak and -14% in the PM peak. Therefore after the changes are made the junction will be operating as efficiently as possible but is likely to remain congested at peak times – albeit less congested than the current situation.

KCC will also be asking for feedback on a proposed pedestrian crossing on Tonbridge Road near to the Parish Church of Saint John the Baptist.

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

The budget for this scheme is £350,000, which includes design, construction, other fees associated with the project. It is being funded by the South East Local Enterprise Partnership to tackle Congestion Hotspots in the county.

**2.0 Consultation**

KCC plan to hold two exhibition events in Watringbury Village Hall.

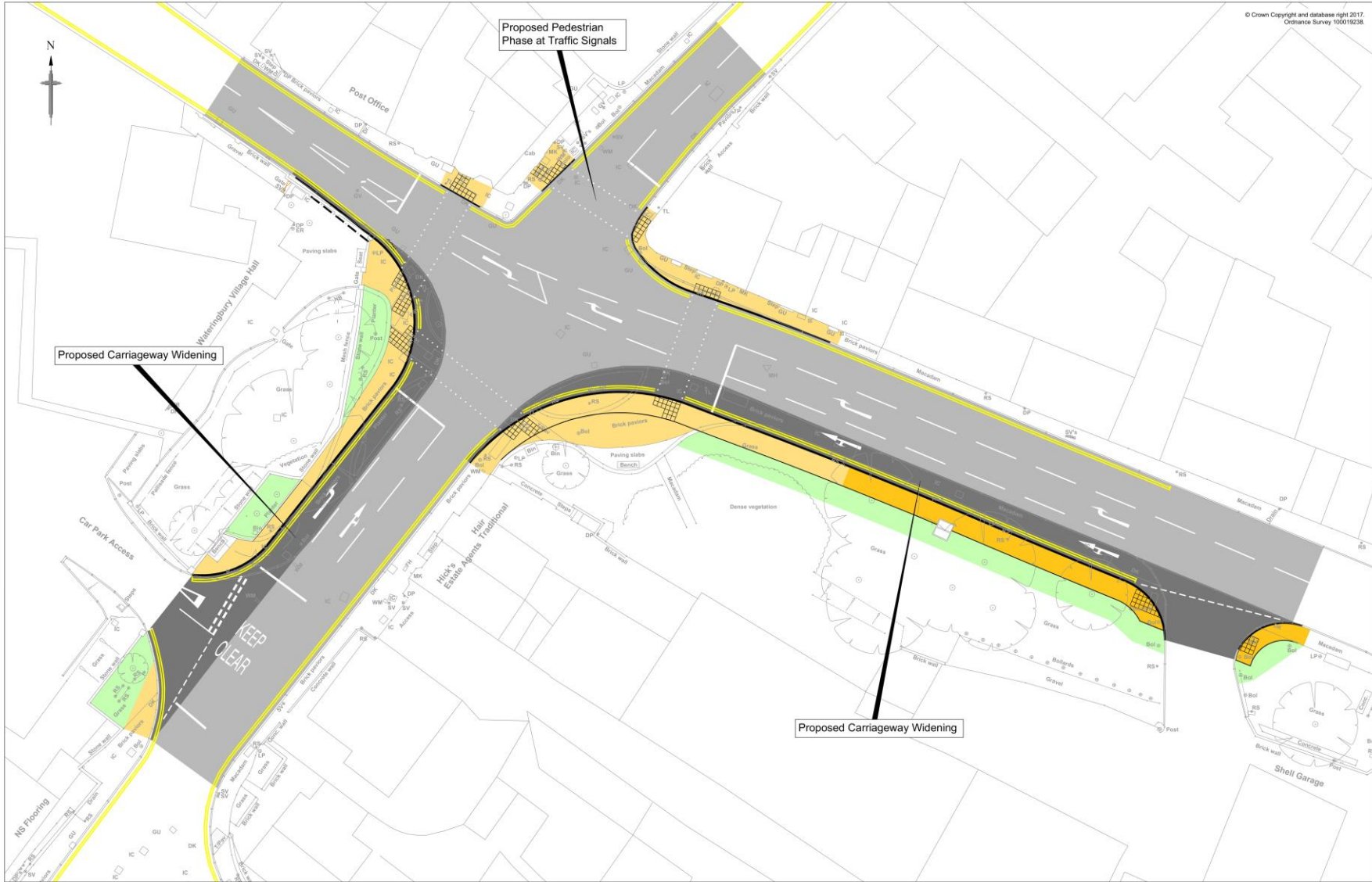
KCC Officers will be available to answer any questions on:  
 Wednesday 12 December 4pm – 8pm  
 Wednesday 19 December 4pm – 7pm.

There will be a letter drop to all properties in Watringbury, road signs and email notifications for the consultation. Feedback will be requested through an online questionnaire with paper copies available also.

The closing date for this consultation is midnight Sunday 13th January 2019.

Future Meeting if applicable: Future JTB for updates	Date: 11 <sup>th</sup> March, 2019
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Contact Officer:	Tim Middleton, Principal Transport Planner, KCC
Reporting to:	Tim Read, Head of Transportation - KCC



A26 TONBRIDGE ROAD/BOW ROAD/RED HILL, WATERINGBURY  
PROPOSED MODIFICATION TO EXISTING JUNCTION - OPTION A





A26 TONBRIDGE ROAD/BOW ROAD/RED HILL, WATERINGBURY  
PROPOSED MODIFICATION TO EXISTING JUNCTION - OPTION B



# Agenda Item 12

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

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# Agenda Item 13

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

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

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# Agenda Item 14

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

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