



# 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: Democratic Services  
[committee.services@tmbc.gov.uk](mailto:committee.services@tmbc.gov.uk)

25 May 2022

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 Council Chamber, Gibson Drive, Kings Hill on Monday, 6th June, 2022 commencing at 7.30 pm.

Members of the Committee are required to attend in person. Other Members may attend in person or participate online via MS Teams.

Information on how to observe the meeting will be published on the Council's website.

Yours faithfully

JULIE BEILBY

Chief Executive

## A G E N D A

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| 1. | Guidance for the Conduct of Meetings | 5 - 6 |
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### **PART 1 - PUBLIC**

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| 2. | Apologies for absence | 7 - 8 |
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3. Declarations of interest 9 - 10

*Members in any doubt about such declarations are advised to contact Legal or Democratic Services in advance of the meeting*

4. Minutes 11 - 16

To confirm as a correct record the Notes of the meeting of the Joint Transportation Board held on 7 March 2022

### **Matters for Decision**

5. Proposed 40mph Speed Limit - B2016 Seven Mile Lane, Mereworth 17 - 34

This report details the proposed 40mph speed limit restrictions on the B2016 Seven Mile Lane, Mereworth

6. Upper Haysden Lane, Tonbridge - Proposed Traffic Calming Scheme and General Update 35 - 56

This report outlines the outcomes of the public consultation in relation to the proposed traffic calming on Upper Haysden Lane outside the Nexus School and heading north-east towards Brook Street.

### **Matters submitted for Information**

7. On-Street Parking Charges - Outcome of Public Consultation 57 - 66

This report relates to the implementation of the changes to on-street parking charges and the consultation necessary for making a Traffic Regulation Order.

8. Highways Forward Works Programme: 2022/23 67 - 88

This report updates Members on the identified schemes approved for construction

9. Urgent Items 89 - 90

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**

10. Exclusion of Press and Public 91 - 92

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

## **PART 2 - PRIVATE**

### 11. Urgent Items

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**

County Cllr H Rayner (Chair)  
Cllr P J Montague (Vice-Chair)

Cllr R P Betts  
Cllr V M C Branson  
Cllr R I B Cannon  
Cllr D A S Davis  
Cllr M Taylor  
Cllr D Thornevell

County Cllr Mrs T Dean  
County Cllr Mrs S Hohler  
County Cllr M Hood  
County Cllr S Hudson  
County Cllr A Kennedy  
County Cllr P Stepto

KALC Representatives (non-voting):

- Mary McKinlay – Ryarsh Parish Council
- Wendy Palmer – Platt Parish Council

## **GUIDANCE ON HOW MEETINGS WILL BE CONDUCTED**

- (1) All meetings of the Borough Council will be livestreamed to YouTube here, unless there is exempt or confidential business be discussed:  
  
<https://www.youtube.com/channel/UCPp-IJISNgoF-ugSzxjAPfw/featured>
- (2) There are no fire drills planned during the time a meeting is being held. For the benefit of those in the meeting room, the fire alarm is a long continuous bell and the exits are via the doors used to enter the room. An officer on site will lead any evacuation.
- (3) Should you need this agenda or any of the reports in a different format, or have any other queries concerning the meeting, please contact Democratic Services on [committee.services@tmhc.gov.uk](mailto:committee.services@tmhc.gov.uk) in the first instance.

### **Attendance:**

- Members of the Committee/Advisory Board are required to attend in person and be present in the meeting room. Only these Members are able to move/ second or amend motions, and vote.
- Other Members of the Council can join via MS Teams and can take part in any discussion and ask questions, when invited to do so by the Chairman, but cannot move/ second or amend motions or vote on any matters. Members participating remotely are reminded that this does not count towards their formal committee attendance.
- Occasionally, Members of the Committee/Advisory Board are unable to attend in person and may join via MS Teams in the same way as other Members. However, they are unable to move/ second or amend motions or vote on any matters if they are not present in the meeting room. As with other Members joining via MS Teams, this does not count towards their formal committee attendance.
- Officers can participate in person or online.
- Members of the public addressing an Area Planning Committee can participate in person or online. Please contact [committee.services@tmhc.gov.uk](mailto:committee.services@tmhc.gov.uk) for further information.

Before formal proceedings start there will be a sound check of Members/Officers in the room. This is done as a roll call and confirms attendance of voting Members.

### **Ground Rules:**

The meeting will operate under the following ground rules:

- Members in the Chamber should indicate to speak in the usual way and use the fixed microphones in front of them. These need to be switched on when speaking or comments will not be heard by those participating online. Please switch off microphones when not speaking.
- If there any technical issues the meeting will be adjourned to try and rectify them. If this is not possible there are a number of options that can be taken to enable the meeting to continue. These will be explained if it becomes necessary.

For those Members participating online:

- please request to speak using the 'chat or hand raised function';
- please turn off cameras and microphones when not speaking;
- please do not use the 'chat function' for other matters as comments can be seen by all;
- Members may wish to blur the background on their camera using the facility on Microsoft teams.
- Please avoid distractions and general chat if not addressing the meeting
- Please remember to turn off or silence mobile phones

### **Voting:**

Voting may be undertaken by way of a roll call and each Member should verbally respond For, Against, Abstain. The vote will be noted and announced by the Democratic Services Officer.

Alternatively, votes may be taken by general affirmation if it seems that there is agreement amongst Members. The Chairman will announce the outcome of the vote for those participating and viewing online.

Apologies for absence

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Declarations of interest

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## TONBRIDGE AND MALLING BOROUGH COUNCIL

### JOINT TRANSPORTATION BOARD

#### MINUTES

**Monday, 7th March, 2022**

**Present:** Cllr P J Montague (Chairman), County Cllr H Rayner (Vice-Chairman), Cllr R P Betts, Cllr V M C Branson, Cllr R I B Cannon, Cllr D A S Davis, Cllr M Taylor, Cllr D Thornewell, County Cllr Mrs S Hohler, County Cllr M Hood, County Cllr S Hudson and County Cllr A Kennedy

Councillors D Harman, R V Roud and K B Tanner were also present pursuant to Council Procedure Rule No. 15.21.

Councillors Mrs J A Anderson, M D Boughton, G C Bridge, C Brown, A E Clark, M A Coffin, F A Hoskins, D Keers, Mrs A S Oakley, M R Rhodes and H S Rogers participated via MS Teams and joined the discussion when invited by the Chairman to do so.

Apologies for absence were received from County Councillors Mrs T Dean, P Stepto and the parish council representative M McKinlay.

#### **PART 1 - PUBLIC**

##### **JTB 22/1 DECLARATIONS OF INTEREST**

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

##### **JTB 22/2 MINUTES**

**RESOLVED:** That the Minutes of the meeting of the Joint Transportation Board held on 22 November 2021 be approved as a correct record and signed by the Chairman.

#### **MATTERS FOR THE BOROUGH COUNCIL**

##### **JTB 22/3 ON-STREET PARKING FEES AND CHARGES**

The joint report of the Director of Street Scene, Leisure and Technical Services and the Director of Finance and Transformation sought approval to progress a formal consultation exercise with regard to on-street parking fees and charges across the Borough.

The actions to be taken to invite comments and/or objections were detailed in the report and it was proposed that formal consultation would

start in March 2022 and be open for a minimum of 21 days. Any responses received would be analysed and reported to the June meeting of the Joint Transportation Board.

Careful consideration was given to the proposed charges as detailed in the Traffic Regulation Order advertisement attached at Annex 1.

**RECOMMENDED:** That

- (1) the consultation for proposed on-street parking fees and charges be progressed as outlined in the report; and
- (2) the outcomes of the consultation be reported to the next meeting of the Joint Transportation Board

**\*Referred to Cabinet**

#### **JTB 22/4 KINGS HILL PARKING REVIEW**

(Decision Notice D220031MEM)

Members received an update on the outcome of the recent formal consultation on a parking review for Kings Hill. A large number of responses had been received and these were detailed in the report.

Careful consideration was given to the level of need within the community to manage and regulate parking. Members also had regard to the strength of feeling set out in the consultation responses. However, it was recognised that the Borough Council's parking review would be unable to address the historic planning issues in the area. It was also recognised that the proposals were based on the principles of the Highway Code and were intended to maintain access through the estate in a safe manner for residents, public transport providers and emergency services.

Local Members supported the proposals in principle but felt that consideration should be given to the use of yellow lines along Milton Lane and Hazen Road rather than the removal of parking in these locations.

**RECOMMENDED:** That

- (1) the significant number of formal consultation responses received be noted; and
- (2) in principle, the objections received should be set aside and the proposed changes, as set out in the Traffic Regulation Order (attached at Annex 2), be supported, with implementation delayed to allow further consideration of proposals for yellow lines in relation to Milton Lane and Hazen Road

**JTB 22/5 PARKING ACTION PLAN, ACCESS GROUP 6**

(Decision Notice D220032MEM)

The report covered the formal consultation on proposals in Access Group 6, a subset of the Parking Action Plan, where the Borough Council had applied a streamline process for the consideration and promotion of minor changes to the Traffic Regulation Order.

A list of all the locations, the issues raised and a recommendation for each was set out in Annex 1.

**RECOMMENDED:** That the recommendations for each location in Access Group 6, shown in Annex 1, be adopted and where appropriate the proposals be implemented.

**JTB 22/6 PARKING ACTION PLAN, PHASE 13**

(Decision Notice D220033MEM)

The report covered the investigation and informal consultation stage of the parking restriction proposals contained in Phase 13 of the Parking Action Plan and sought approval to proceed to formal consultation. A list of all the locations, the issues raised and a recommendation for each was set out in Annex 1.

The views of local members were sought on a number of recommendations and where appropriate and/or practical these would be reflected in the final proposals.

**RECOMMENDED:** That

- (1) the recommendations for locations Ph 13-01 to 13-11, 13-13, 13-15, 13-16, 13-20, 13-22, 13-23, 13-25, 13-26 and 13-30 to 13-33 for Phase 13, as set out in Annex 1 to the report, be adopted and where appropriate the proposals be taken forward to formal consultation; and
- (2) the views of local members having been sought; the following recommendations be adopted:
  - (i) Ph 13-12 (Upper Mill/Mill Street, East Mallings) the proposal be amended if practicable to reflect a short extension to double yellow lines in Upper Mill and taken forward to formal consultation;
  - (ii) Ph 13-14 (98 Lunsford Lane, Larkfield) the proposal be taken forward to formal consultation;

- (iii) Ph 13-17 (The Croft, Leybourne) the proposal be taken forward to formal consultation;
- (iv) Ph 13-18 (Ashburnham Road, Tonbridge) the proposals be taken forward to formal consultation;
- (v) Ph 13-19 (Chiltern Way/Cheviot Close, Tonbridge) the proposals be taken forward to formal consultation;
- (vi) Ph 13-21(Priory Road, Tonbridge) the proposals be taken forward to formal consultation;
- (vii) Ph 13-24 (Vale Rise and Woodgate Way, Tonbridge) the proposals be taken forward to formal consultation;
- (viii) Ph 13-27 (44-46 Woodbury Road, Walderslade) the proposals be taken forward to formal consultation;
- (ix) Ph 13-28 (Churchfields, West Malling) the proposal be abandoned; and
- (x) Ph 13-29 (A20 London Road, Wrotham) the proposals be taken forward to formal consultation

### **MATTERS FOR THE COUNTY COUNCIL**

#### **JTB 22/7 PROPOSED SINGLE YELLOW LINE WAITING RESTRICTIONS - PLATINUM WAY, PLATT**

The report of the Head of Transportation at Kent County Council gave details of proposed single yellow line waiting restrictions on the A25 Maidstone Road and Platinum Way, Platt. These proposals aimed to reduce the danger to pedestrians and other road users by better management of parking at this junction during school peak times

It was reported that the scheme was being funded and installed by KCC Education on behalf of Platt Church of England School.

A period of formal public consultation had not identified any safety or operational issues with the proposed single yellow line waiting restrictions. This would be in force between 0800 and 1600 hours.

**RESOLVED:** That the Traffic Regulation Order for Single Yellow Lines be implemented as shown in the plan provided at Appendix D to the report.

**JTB 22/8 A26 TONBRIDGE ROAD, WATERINGBURY, PROPOSED 40MPH SPEED LIMIT**

The report of the Head of Transportation at Kent County Council gave details of a proposed 40 mph speed limit. The changes proposed on the A26 were located to the west of the village from Pizien Well Road.

The formal public consultation had not identified any safety or operational issues with the proposed 40 mph speed limit on the section on the A26 Tonbridge Road. In addition, there was clear local support from the community of Wateringbury, the village school, the parish council and the local Borough and County Member.

**RESOLVED:** That the proposed 40 mph speed limit order be accepted and the Traffic Regulation Order made.

**JTB 22/9 NEPICAR LAY-BY, A20 LONDON ROAD, WROTHAM - PROPOSED PROHIBITION OF MOTOR VEHICLES**

The report of the Head of Transportation at Kent County Council summarised the consultation outcomes in respect of the proposed permanent prohibition of motor vehicles in the Nepicar Lay-by, off the A20 London Road. Details of the temporary arrangements in place since 2020 to prohibit traffic in the lay-by were also provided.

Reference was made to the concerns of local residents, the parish council and the local County Member who had expressed a preference for the lay-by to be closed permanently on the grounds of highway safety and anti-social behaviour. It was also indicated that Wrotham Parish Council would offer to meet reasonable costs incurred by the County Council if the lay-by was permanently closed.

It was, therefore, proposed by County Councillor H Rayner, seconded by Borough Councillor R Betts that the lay-by be permanently closed to vehicular traffic upon cessation of the temporary Traffic Regulation Order on the grounds of highway safety, anti-social behaviour, lack of appropriate facilities and the offer from Wrotham Parish Council to pay reasonable costs associated with the permanent closure.

**RESOLVED:** That the Nepicar lay-by on the A20 London Road, Wrotham be permanently closed to vehicular traffic for the reasons set out above.

**MATTERS SUBMITTED FOR INFORMATION****JTB 22/10 HIGHWAYS FORWARD WORKS PROGRAMME: 2021/22 AND 2022/23**

The report provided an update and summarised schemes that had been programmed for delivery in 2021/22 and 2022/23.

Members made particular reference to Appendix B and expressed concern in respect of drainage and flooding along the A20 London Road and Brookfield Avenue in Larkfield and Pembury Road in Tonbridge.

**JTB 22/11 ATTACHMENTS TO STREET LIGHTING ASSETS**

The process for applying to place attachments on street lighting columns and the associated fees for administering permits was outlined in the report. It was reported that the fee did not include any load testing that might be required.

There was in-depth discussion around the process for granting permissions in respect of Christmas lights and hanging baskets. In addition, significant concern was expressed about the financial implications for Parish Councils, especially as these charges were incurred annually. It was felt that the County Council should be asked to consider how the financial burden to Parish Councils could be reduced.

**MATTERS FOR CONSIDERATION IN PRIVATE****JTB 22/12 EXCLUSION OF PRESS AND PUBLIC**

There were no items considered in private.

The meeting ended at 8.51 pm



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## **PROPOSED 40MPH SPEED LIMIT – B2016 SEVEN MILE LANE, MEREWORTH, TONBRIDGE AND MALLING**

To: **Tonbridge and Malling Joint Transportation Board**

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

Classification: **Unrestricted**

Ward: **Mereworth**

Date **June 2022**

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### **Summary:**

**This report details the proposed 40mph speed limit restrictions on the B2016 Seven Mile Lane, Tonbridge and Malling. The Schemes, Planning and Delivery (SPD) Team are assisting with the writing and consultation of the traffic regulation order (TRO) for this scheme which is being funded and installed on behalf of KCC Member Sarah Hudson via the combined members grant (CMG).**

**This report seeks approval to proceed to make the Traffic Regulation Order following public consultation already completed.**

### **For Decision**

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

1.1 The B2016 Seven Mile Lane runs from the A26 Tonbridge Road, West Peckham to the A20 London Road, Wrotham Heath and is a secondary route to the M20 Motorway and A20 route.

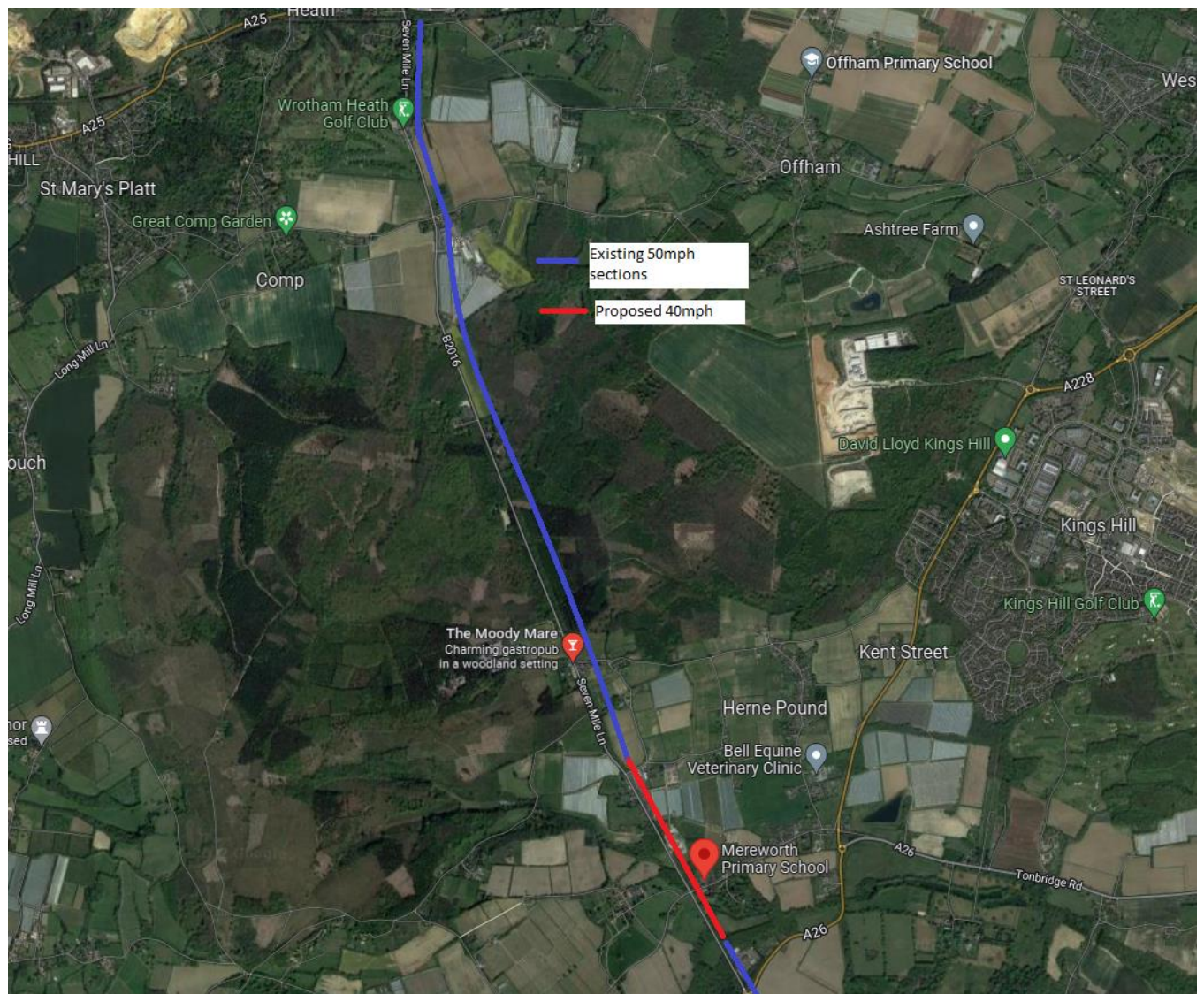
The route length is almost 6km which directly serves a number of surrounding villages, Mereworth School and Nursery, agricultural business and several acres of associated farmland.

The section of the B2016 between Willow Wents and The Street is approximately 760m long and 7m wide and is currently a 50mph speed limited road. There is no on street lighting locally, and the road descends through Mereworth Woods to the crossroads at The Street. There is high friction buff coloured surfacing at the junction of Willow Wents and two traffic islands near to The Street junction.

There is a footway on one side and woodland on the other, with multiple public footpath intersections. As well as the business entrances, there are residential properties with private accesses leading onto the B2016.

The adjoining local roads are rural and mostly single-track with national speed limits. There is an existing 4.4m height restriction for the Network Rail Asset along this route and popular Public House. The road environment alters on the section between Willow Wents and Beech Road which is approximately 635m in length. It is relatively flat and covered with a tree canopy, and periods of solid centre line to restrict overtaking. There is one business on this stretch, The Moody Mare (PH), which directly fronts the B2016 and a small number of houses at the Beach Road junction.

1.2 Mereworth Primary School is located just 70m from the junction of the B2016 Seven Mile Lane in The Street, during peak times this crossroad experiences congestion outside the school and on Mereworth Road.



1.3 The proposed restrictions aim to reduce the danger to persons and road users by implementing measures and encouraging slower speeds to facilitate safer movements through this crossroads during peak times.

The speed reduction is a positive change for the safer vehicle and pedestrian movements during the Primary Schools 'drop off' which will encourage more environmentally friendly travel from local villages as the B2016 is also crossed by a number of public rights of way routes.



1.4A full site study and Automatic Traffic Counts (ATC's) were undertaken in July 2021 and were reviewed by KCC. The results of the traffic counts confirmed that the existing vehicle speeds are within the parameters for a reduction to 40mph on the section associated with the proposals being considered in this report.

#### 1.5 Survey location and results.

Northbound mean speed: 42.2mph  
Southbound mean speed: 42.7mph



## 2.0 Consultation

2.1 Kent County Council advertised their intention to reduce the speed limit on the B2016 Seven Mile Lane on the 3<sup>rd</sup> December 2021. A copy of the TRO is included in **Appendix A**

2.2 Notices we placed on the public highway, including outside the school, outlining the proposals and an advert was placed in the *Kent Messenger* on 17/09/2021. The proposals were also advertised on the KCC consultations webpage.

2.3 Various statutory consultees were contacted directly about the proposals including Kent Police, South East Coast Ambulance Service, Kent Fire and Rescue Service, The Road Haulage Association and The Freight Transport Association; The local County Council member (Sarah Hudson) and Tonbridge and Malling Borough Council ward members were also issued a copy of the consultation notice.

2.4 The closing date for the consultation responses was on the 27<sup>th</sup> December 2021, there was a total of 41 responses. There were 12 responses of objections from

members of the public, and 29 in support of the proposal. The County Council had received written support from Kent Police. A summary of the messages of support and comments from the Borough and Parish Councils are included in **Appendix B**.

2.5 Many of the objectors' comments raise concerns with congestion along this route and some refer to visibility issues which will remain, some objectors to the proposals also mention that the current speed is suitable for this class of road.

2.6 Comments from both objectors and those in support raised concerns regarding the extents of the speed reduction. Many suggest that the proposed limits are too short and that the extents of the 40mph should be extended as far as Beech Road, others suggest that the proposed 40mph speed limit is excessive.

2.7 Further consideration was made regarding the speed data held and given the road geometry and change in environment from the Willow Wents junction to Beech Road, it has been agreed that KCC will look to install junction warning signage with additional lining to highlight Beech Road junction on both approaches. This can then be monitored for future improvements if needed.

2.8 Following a thorough review of the objectors' comments a response was produced providing more detail about the purpose of the proposed restrictions, suggested amendments, and answers to some of the questions which had been raised. A copy of this response to the objectors can be viewed in **Appendix C**.

### **3.0 Discussion and Councillor comments**

3.1 The consultation and officers investigations have not identified any safety or operational issues with the proposed 40mph speed limit.

3.2 There is clearly local demand for a speed limit reduction and full support from the local Member.

3.3 This is a deliverable scheme that has the support of the Member and local Parish Councils. The scheme proposals should assist in improving crossing and access visibility, congestion and pedestrian safety, it is requested that the proposed 40mph speed limit be agreed, and the TRO made.

### **4.0 Recommendation**

4.1 It is recommended that the 40mph speed limit on B2016 Seven Mile Lane be implemented as shown on the plan provided at **Appendix D**.

Contact Officer:	Claire Venner - Project Manager
Reporting to:	Ryan Shiel - Programme Manager



# **DOCUMENTS on DEPOSIT**

**These documents should remain  
available for public inspection  
until Monday 27 December 2021**

**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, THE BOROUGH OF  
TONBRIDGE AND MALLING)  
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS  
AND DERESTRICTED ROADS)  
AMENDMENT NO.45 ORDER 2021**

**Please return to:**

Schemes Planning and Delivery Manager  
Kent County Council Highways, Transportation & Waste  
Ashford Highway Depot  
Javelin Way  
Ashford  
TN24 8AD

**THE KENT COUNTY COUNCIL**  
**(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING)**  
**(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)**  
**AMENDMENT NO.45 ORDER 2021**

**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') 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 Act, 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 Schedule 5 of the Order of 2012 the following entry in the Table below shall be deleted from the Schedule.

<b>Item No</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description</b>
<b>12</b>	SEVEN MILE LANE	MEREWORTH	From the roundabout at its junction with Tonbridge Road to its junction with Teston Road.

In Schedule 4 of the Order of 2012 the following entry in the Table below shall be added to the Schedule.

<b>Item No</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description</b>
<b>117</b>	SEVEN MILE LANE	MEREWORTH	From a point 246 metres northwest of the roundabout at its junction with Tonbridge Road to a point 10 metres northwest of its junction with Willow Wents.

In Schedule 5 of the Order of 2012 the following entry in the Table below shall be added to the Schedule.

<b>Item No</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description</b>
<b>12</b>	SEVEN MILE LANE	MEREWORTH	From the roundabout at its junction with Tonbridge Road for a distance of 246 metres in a north westerly direction.
<b>35</b>	SEVEN MILE LANE	MEREWORTH	From a point 10 metres northwest of its junction with Willow Wents to its junction with Teston Road.

## 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.45 Order 2021" ('the Order of 2012') and shall come into operation on the       day of       2021.

GIVEN under the Common Seal of the Kent County Council

This                      day of                      2021

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

Authorised Signatory

# STATEMENT of REASON

**Kent  
County  
Council**  
kent.gov.uk



## **In the Borough of Tonbridge & Malling**

### **THE KENT COUNTY COUNCIL (VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING) (20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS) AMENDMENT NO.45 ORDER 2021**

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 preserving or improving the amenities of the area through which the road runs.
- avoid the danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

#### **Nikola Floodgate**

Schemes Planning and Delivery Manager  
Highways, Transportation & Waste





**In the Borough of Tonbridge & Malling**  
**THE KENT COUNTY COUNCIL**  
**(VARIOUS ROADS, THE BOROUGH OF TONBRIDGE & MALLING) (20MPH,**  
**30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)**  
**AMENDMENT NO.45 ORDER 2021**

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') 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 Act, proposes to make the following Order.

The effect of the Order would be to change part of the existing 50MPH speed limit to 40MPH speed limit on the following length of road, in Tonbridge:

**SEVEN MILE LANE, MEREWORTH** – From a point 246 meters northwest of its roundabout junction with Tonbridge Road to a point 10 metres northwest of its junction with Willow Wents.

A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined at Kent Highways, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD by appointment booked through [tro@kent.gov.uk](mailto:tro@kent.gov.uk) or viewed online from 3 December 2021 at [www.kent.gov.uk/highwaysconsultations](http://www.kent.gov.uk/highwaysconsultations)

Representations for supporting or objecting to the proposed Order can be made via our website using the above link or alternatively you can write to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon on Monday 27 December 2021.

**Simon Jones**  
Corporate Director Growth, Environment & Transport

## **APPENDIX B**

**Q1 (<p>Please tell us if you wish to support or object to this Traffic Regulation Order to change part of the existing 50MPH speed limit to 40MPH on Seven Mile Lane in Mereworth.</p>)**

Object

**Q2 (Please tell us, in the box below, the reason for your support or objection.)**

This is absolutely pointless. As a straight road to monitor this will need speed cameras all the way along. It is not dangerous now. You make it more dangerous slowing everything down.

Object

People will overtake whether 40 or 50 due to farm vehicles and lorries going up the hill. However I think that it should come down to 40 by the bend of the golf club and by the Mereworth west Peckham junction. At 49 people are more likely to overtake

Object

I object to the stupid idea to cut the speed limit, as I object to all stupid speed limit cuts. I know KCC hates cars and drivers.

If you want to solve the problem with that road you have two choices.

1) A roundabout at the junction of the Street at 7 Mile Lane. There is room to put a roundabout in.

2) Improved visibility at junctions.

The problem along that road isn't speed, it's visibility at the junctions where the minor roads join it. Get the hedges cut RIGHT back to allow good visibility in both directions. KCC could do this, it IS within their power.

Object

Not needed, not enforced.

Object

Putting a 40mph area on that route will cause congestion on the surrounding, faster, roads because the egress of traffic from that section will be fewer cars per minute than the ingress. This is typical of a stretch where the supply to the section is at 50+mph, but traffic can only move through and leave the section at a slower speed.

Object

The difference will just cause congestion. Have there been accidents? If not just another pointless exercise in slowing down traffic.

Object

Is this a residential road no so it is just a cut through are there crossings no are there lights no why

Object

The area is rural enough to maintain the existing speed

Object	<ol style="list-style-type: none"> <li>1. The so-called reasons stated are of no validity or substance</li> <li>2. There is no logical reason why the limit should be lower on this stretch than on the rest of Seven Mile Lane.</li> <li>3. The proposal will have no positive effect whatsoever on safety.</li> <li>4. It will, moreover, have a negative effect, particularly on vulnerable road users.</li> <li>5. The proposal fails to comply with the Authority's own policy.</li> <li>6. The proposal fails to comply with DfT Guidance Note 01/2013.</li> <li>7. The proposal is unlikely to receive the support of Kent Police's Roads Policing Unit.</li> <li>8. For the above reasons the new limit is unlikely to be heeded by a majority of drivers.</li> <li>9. The proposal will continue to lower the standard of driving on Kent roads, making them more dangerous for all users (see 4. above).</li> <li>10. The proposal represents a criminal waste of hard-pressed public funds.</li> <li>11. The speed limit on the whole of Seven Mile Lane should be returned to the National Speed Limit.</li> </ol>
Object	<p>The road is an A road and is heavily used and the speed limit along most of the road is 50 mph. Changing a small section to 40 mph through Mereworth is unlikely to be successful and if anything could result in further accidents as vehicles coming out of the side roads may assume that oncoming cars will only be travelling at 40 mph. I appreciate that turning onto Seven Mile Lane is not easy but surely that should lead to road enhancements to make it safer for all road users, not simply the imposition of further speed limits</p>
Object	<p>The online map resolution, even when enlarged, is too poor to be certain what is proposed.</p>
	<p>This is a straight road through a rural area with good visibility and wide enough for vehicles to pass unimpeded. There can be no adequate justification for further reducing the speed limit on this road.</p>
Object	<p>There would have no positive impact on Mereworth. This is a main road which is should not be restricted.</p>
Support	<p>Comment from Kent Police is as follows, -</p> <ul style="list-style-type: none"> <li>• All aspects of DfT Circular 01/2013 to be adhered to. Any limit introduced outside of this guidance may not only be ineffective but it may leave the Police with the task of carrying out enforcement, where previously an issue of excess speed did not exist.</li> <li>• Kent Police would seek that the legislation and advice from Traffic Signs Manual Chapters 3 and 5, and the Traffic Signs Regulations and General Directions 2016, is complied with.</li> </ul> <p>In line with the above comments, we would look for this limit to be appropriate and in the main self-enforcing. Speed enforcement competes with other issues of public concern, therefore the deployment of resources must be prioritised and this may mean that the enforcement of this speed limit receives a low priority.</p>
Support	<p>Our reference is 338/21</p> <p>safety at the busy crossroads near the school . needs flashing lights for school entry and exit times too.</p>
Support	<p>For the reasons stated above</p>
Support	<p>Reducing traffic speed on any rural road increases the safety of all users and encourages non-motorised travel</p>
Support	<p>Reducing the speed on Seven Mile Lane in the areas indicated will be a great improvement to the safety on this road. It has been required for a long time and I am fully supportive of the proposed change.</p>

Support	Improve road safety following significant number of incidents especially with fatalities
Support	There is a desperate needs for some sort of crossing on this section of road as schoolchildren and others have a need to cross.
Support	I regularly use this stretch of Seven Mile Lane and differing speed limits lead to some motorists engaging in unsafe overtaking to take advantage of the higher speed limit. Although not part of this consultation, I consider that no section of road from Paddock Wood to the A21 should exceed 40mph.
Support	Bad crash history
Support	The reasons given in the document. Safety and environmental also.
Support	It will improve road safety
Support	This is a long and winding road, which is narrow at several points and is used by many HGVs. It makes sense to reduce the speed limit to try and reduce accidents.
Support	<p>Seven Mile Lane is and extremely busy and dangerous road for all road users especially drivers, cyclists, walkers, horse riders and Mereworth schoolchildren. This road has juggernauts and heavy traffic thundering along it which does not adhere to the 50 mile an hour speed restriction. Many accidents have occurred on this road.</p> <p>The change from 50MPH to 40MPH MUST BE ENFORCED by installing speed cameras or by providing an alternative suitable method for monitoring the speed of traffic otherwise this change will be a complete waste of time.</p>
Support	It would make getting in and out of Mereworth easier.
Support	The reduction in the speed limit here will help to make the crossing from Mereworth Road to the Street a safer one. It is a great shame the speed limit could not be reduced for a further half a mile to the north west as this would then make the crossing from Beech Road to the bridleway opposite safer for equestrians as well as making that junction safer for other users.
Support	At school drop off and pick up time the Mereworth junction get particularly busy. Reducing the speed limit will make pulling out on to Seven Mile Lane easier. Could the speed limit be in place during the pick up and drop off times with signage and lights during school times?
Support	As a motorist and a local resident I am in favour of careful and measured reductions in speed limits to increase safety and reduce environmental damage.
Support	<p>This is an extremely busy and therefore dangerous stretch of road, used by many heavy vehicles despite its 'B' category, with a number of junctions with minor roads to and from Mereworth and West Peckham plus various other access/egress points. It is also crossed by a number of public rights of way and using these can be a daunting experience.</p> <p>Whilst supporting the proposal, I feel it would have been more sensible to extend the speed reduction both southwards (to the roundabout with the A26 so the entrance to the Allders Industrial Estate is included within it) and northwards (so that the junctions with Swanton Lane and Beech Road plus the entrance to the Moody Mare and Weald Granary plus, possibly, those to the MoD training area and the properties to the east of the road such as Mereworth Lawn could be included, especilly given the application to convert the latter into an hotel).</p> <p>It appears that the proposal does not cover the section immediately north of the junction with Willow Wents, the site of a serious accident a few months ago. Otherwise, I hope it will be possible for compliance with the revised speed limit to be enforced in some way, as I feel many motorists fail to comply with the existing limit, particularly on the downhill section..</p>
Support	Vital need due to safety concerns. Accident blackspot

Support	<p>We live in Willow Wents Mereworth which has an entrance/exit on/off Seven Mile Lane. We have been involved in numerous near misses whereby vehicles speed around the corner north of Willow Wents junction and don't account for a temporary slower moving vehicle that has exited Willow Wents; also, when slowing to turn into Willow Wents off Seven Mile Lane it is particularly terrifying when vehicles travelling behind you (especially HGVs) aren't slowing down with you as many road users are unfamiliar with the Willow Wents junction which does have a tight turn into it if travelling from north. Have witnessed a red BMW fly into Willow Wents and misjudged and mounted the wide grass verge area. Luckily they didn't hit the road sign or electric power substation. Also avoided me who was just trying to cross the road to continue my walk using the footpath route on opposite side of road towards Swanton Valley. It is paramount that the road signage along this stretch of Seven Mile Lane is kept clear of trees, kept clean and illuminated. It is a dangerous stretch and KCC need to ensure the reduced speed limit is enforced. Thank you</p>
Support	<p>I live on the junction of beech road and seven mile lane and my son attends mereworth school. We have had a car in our garden as well as been witness to many accidents and even had the air ambulance land in the field opposite. The car was going at speed and ended up going thru two fences and a concrete flower bed and parked on top of my sons play tent luckily we were away for the weekend of it could have been very bad.</p>
Support	<p>We support the plan but would prefer the change should start further north (by the Moody Mare pub). Traffic speeds have become increasingly dangerous. The challenge will be to enforce these limits.</p>
Support	<p>I am in general support, but would like the limit extended further north. I live on Beech Rd, and heading south, slowing and turning into Beech Rd from seven mile lane is particularly hazardous. Fast moving vehicles, often HGV's, don't realise that I am turning into a single track road, and there may be a vehicle already in Beech rd meaning I may have to come to a complete stop on Seven mile lane as my exit is blocked. They assume I will be leaving seven mile lane at a relatively high speed. Moving the limit further North [by Granary, and north of Beech rd would help address this] It would also mean vehicles would be slowing for the lower limit on a straight section rather than the adverse cambered bends just north of Willow wents. Moving the limit further north will also improve safety at the entry/exit to both Swanton Rd and The Moody Mare which are also Hazardous. It is also critical that this new limit is enforced, ideally with speed cameras.</p>
Support	<p>It is a very dangerous road, with cars and HGVs regularly exceeding 50mph. There is an active farm and a school and lorries slingshot down the hill and have caused several accidents. Many walkers cross from willow wents to the footpath across the road and it is dangerous. Therefore i do not think the proposal to end it at willow wents is correct. This could make it more dangerous for using the junction or walkers crossing as lorries will not have time to react to the new speed coming down the hill and cars going up will be looking at the signs rather than the junction.</p>
Support	<p>It is so dangerous crossing Seven Mile lane at The Moody Mare by Beech Road, as well as by Willow Wents. It's also dangerous to enter and exit Beech Road by car, multiple serious accidents have already occurred.</p> <p>40MPH ZONE SHOULD START FROM BEFORE BEECH ROAD (moody mare) THOUGH!</p>
Support	<p>We live in Mereworth and support the reduction In the speed limit from 50 to 40 mph which is well overdue. It is a very dangerous junction reflected by the number of accidents which I expect are mostly caused by excessive speed. I would of hoped the new limit would be from the roundabout to the Moody Mare Junction, but I expect this could be extended at a later date.</p>

Support

I have lived on The Street, Mereworth for nearly 20 years and have witnessed numerous near misses and been aware of a number of accidents at its junction with Seven Mile Lane. Traffic coming down the hill on Seven Mile Lane travelling towards the junction with the A26 is often clearly speeding, as it is very easy to gather pace, especially for the many lorries that use the route. There is a primary school located very close to the junction, which increases danger of an accident around school pickup and drop off. I agree that reducing the speed limit as proposed will help to lower risks for all road users and improve the environment for local community.

Support

Walk across the road regularly and have had a few near misses

Support

I live in seven mile lane mereworth I have all my life. And my family have lived in the same house that I do for over 40 years. Seven mile lane is a fast road all ways was all ways will be.

I have no problem with the speed being dropped but I really don't see it making any difference. I've seen many car accidents on the road including right out side my house. And every time the roads just gets cleaned up and then left on its own for everyone to drive as fast as they wish. We don't have any police officers on the road any more. I remember back in the day when I was a kid the police would be in the pub carpark right opposite my house with a speed camera. And you would see the police some times sitting down at the school or in the lay-by with a speed camera. Seven mile lane does not get any attention paid to it the road is in poor shape the noise is just ridiculous. The white lines are poor. We have too reverse of our drive right in to seven mile lane with not one slowing down.

If you think it's a good idea to lower the speed crack on. But I think it will not make any difference. Just crossing the road to walk the dog is getting worse. You don't even have signs to say that there are houses on the roads and that cars are Turning right in to are drive way so when we slow down to come to a stop to turn you get a driver coming up the hill in full speed slamming on there brakes because there are not enough signs to say slow down

## Appendix C

Dear Sir / Madam,

Thank you for your email and comments regarding the proposed speed limit reduction on the B2016 Seven Mile Lane.

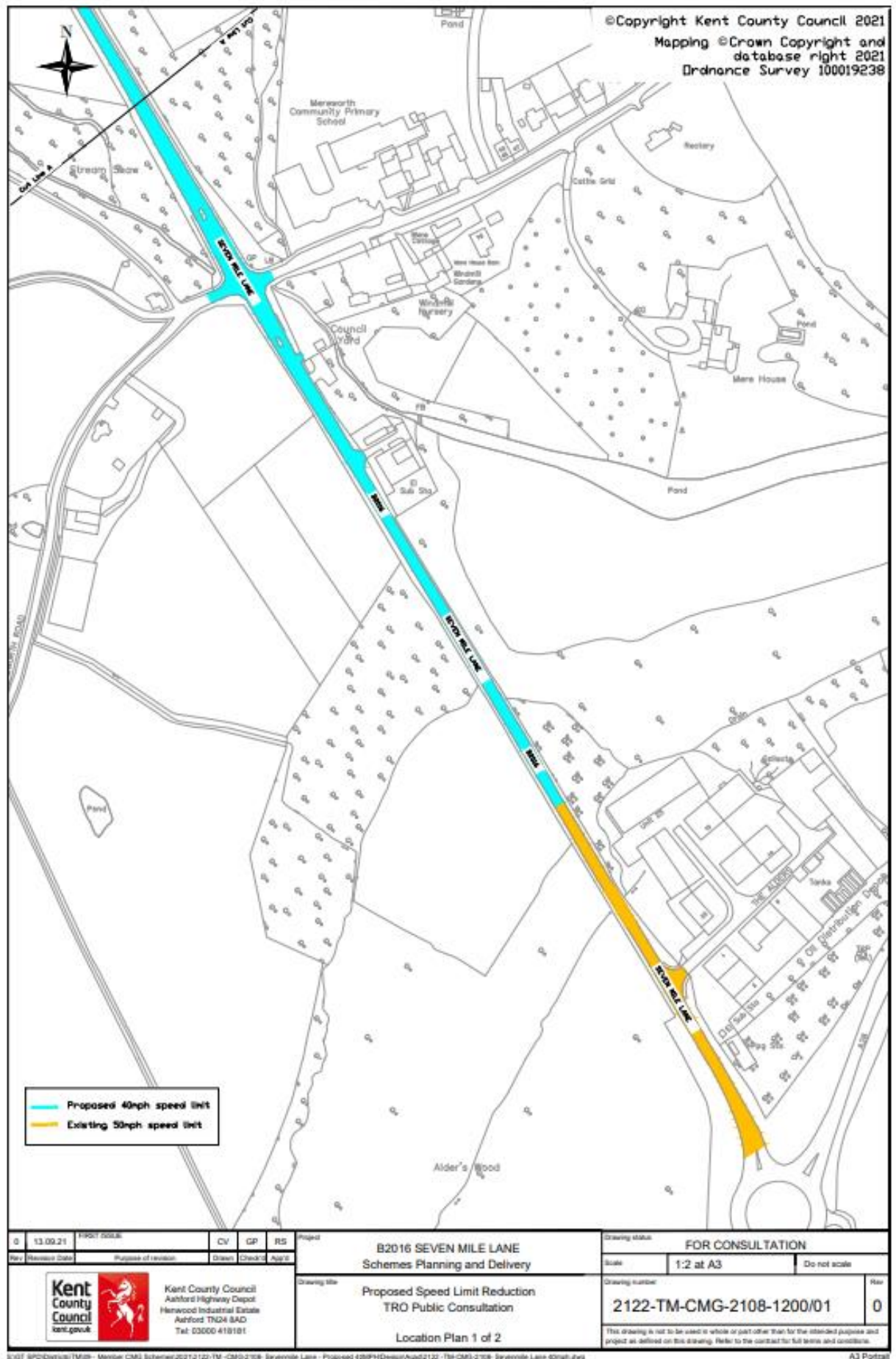
These restrictions were requested as a safety measure to encourage drivers to reduce their speed from the junction of Beech Road to Maidstone Road roundabout. Following a full review of the site conditions, collision records and speed data held, KCC reduced the extents of the speed limit reduction to start from the junction with Willow Wents to The Alders. Further justifications were the vehicle and pedestrian movements for Mereworth Primary School and local villages at the busy crossroads - The Street and Mereworth Road. KCC has followed necessary guidance for the proposed 40mph which sits within the design criteria to support the reduction.

Whenever we receive responses to speed limit consultations and traffic regulation orders (TRO's) the first stage of the process is to contact each of the respondents. The period for consultation responses for this TRO closed on the 27<sup>th</sup> December 2021, and you were listed as providing comments and a response to the consultation. Based on the additional details above ***do you wish to maintain your objection to the proposals?*** If so, then please could you let us know by response to this email no later than the 28<sup>th</sup> January. If more than 5 objections are maintained in regard to these proposals then the scheme will need to be presented to the Tonbridge and Malling Joint Transportation Board (JTB) to request a recommendation as to whether or not the proposals should be abandoned, or proceed and be made permanent. The next JTB will take place on 8<sup>th</sup> March 2022.

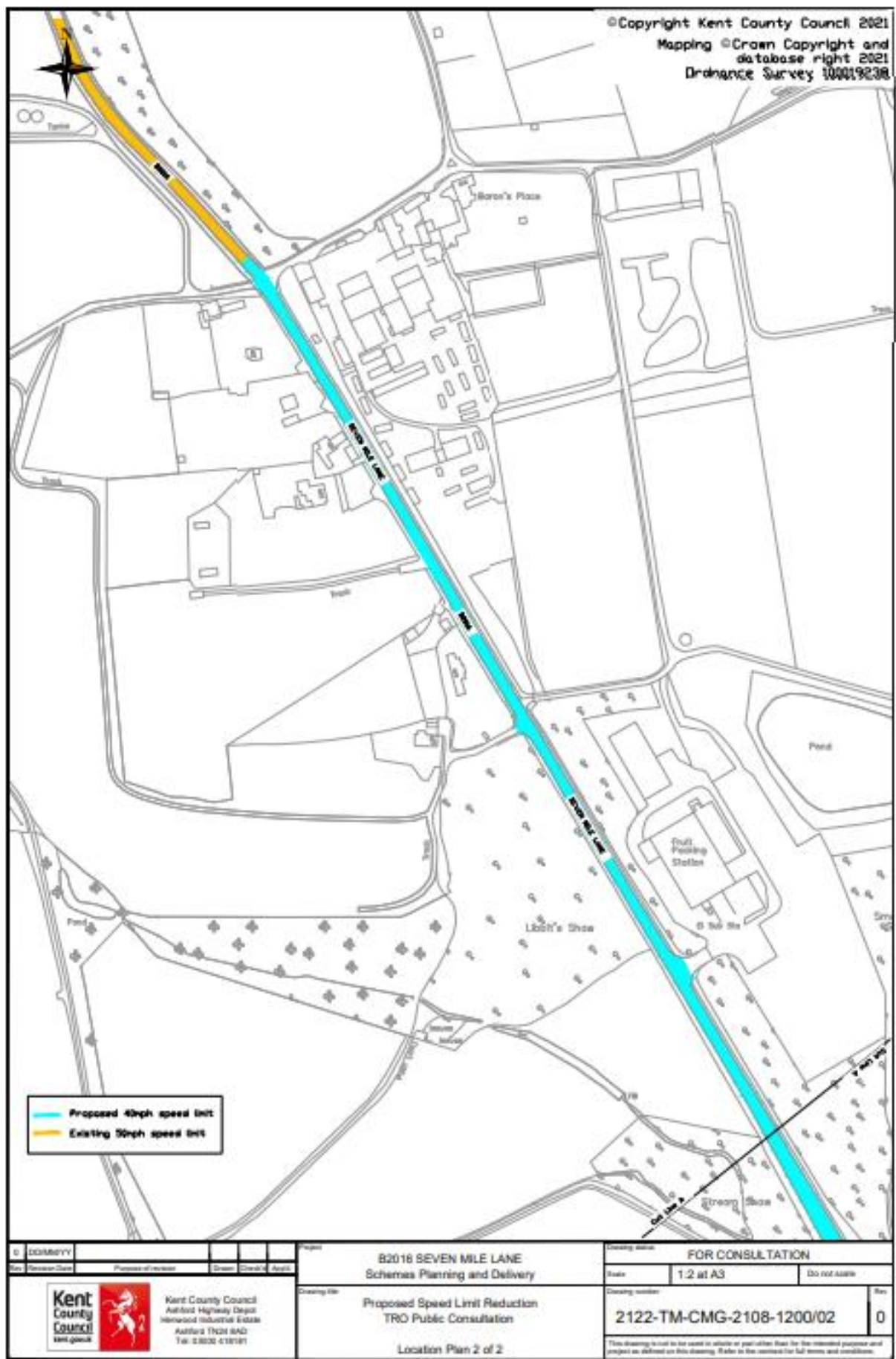
Details and plans of the consultation can still be viewed if required using the following link:  
[www.kent.gov.uk/highwaysconsultations](http://www.kent.gov.uk/highwaysconsultations)

Many thanks for your time and consideration.

## Appendix D







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## **UPPER HAYSDEN LANE, TONBRIDGE - PROPOSED TRAFFIC CALMING SCHEME AND GENERAL UPDATE**

To: **Tonbridge and Malling Joint Transportation Board**

By: **Tim Read, Head of Transportation**

Classification: **Unrestricted**

Electoral division: **Tonbridge and Malling**

Ward: **Judd Ward**

Date: **6<sup>th</sup> June 2022**

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**Summary:** This report outlines the outcomes of the public consultation in relation to the proposed traffic calming on Upper Haysden Lane outside The Nexus School and heading north east towards Brook Street. The report also refers to discussions and previous reports in relation to the request for a reduction in speed limit to 30mph on Upper Haysden Lane. Previous reports were presented to the JTB on 7<sup>th</sup> June 2021 and 22<sup>nd</sup> November 2021.

### **For Decision**

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#### **1.0 Introduction and background**

- 1.1 Following a development application at the Nexus School there were conditions applied during the planning stages which required the site owners to carry out non-specified highway improvements on Upper Haysden Lane. Now that the development at the school has progressed the applicants are seeking to fulfil the conditions and planning requirements associated with this site. Works associated with the planning application are being delivered by KCC Education (formerly GEN2 Estates), with input and assistance from KCC Highways.
- 1.2 Upper Haysden Lane north of the A21 is a predominantly rural road with no direct property frontages or accesses on either side. The area is formed of open fields and countryside to the west, and housing set back from the carriageway by several metres to the East. There are 3 side road junctions leading to the residential estate (Masefield Way, and 2 entrances to Molescroft Way), and the access to the Nexus school near the A21 Tonbridge Bypass. The road is a consistent width of more than 7 metres with very good forward visibility north of the bypass which incorporates all of the existing junctions and access points described above.

- 1.3 Nexus is a special school for children and young people with profound, severe and complex needs, many of whom are on the Autistic Spectrum. Following a review of the highway, and road safety audit (RSA), at Upper Haysden Lane KCC Agreements Team have recommended that measures be introduced to ensure drivers are aware of the presence of the school, which is set back from the public highway, and to encourage drivers to slow down in this area.
- 1.4 At the end of 2020 an initial proposal was designed and advertised to extend the existing 40mph speed limit further south and enhance the existing signage and road markings in the area. A public consultation took place to advertise the change in speed limit which involved the writing and advertisement of a traffic regulation order (TRO). During the consultation process there was a notable number of responses asking that the 30mph speed limit instead be extended from where it currently starts near the junction with Masefield Way approximately 600 metres (650 yards) further south to include the access into Nexus School. Both proposals received a notable number of objections which were detailed in the June JTB report (attached in appendix 2).
- 1.5 Surveys and investigations were carried out on Upper Haysden Lane which highlighted existing driver speeds were too high to safely install a speed limit of less than 40mph with signage alone. Kent Police advised that a 30mph speed limit would be unenforceable and unsafe without physical engineering methods in place to ensure driver compliance.
- 1.6 At the JTB meeting on 7<sup>th</sup> June 2021 members recommended that KCC Highways officers go back to KCC Education and agree a physical traffic calming scheme to ensure that a 30mph speed limit scheme could be safely implemented on Upper Haysden Lane incorporating the access into The Nexus School. A budget has now been allocated by KCC Education to allow for the introduction of a traffic calming scheme and the Schemes, Planning and Delivery (SPD) team have resourced officers to design, survey and audit the scheme. Physical traffic calming (humps/bumps/chicanes) is often very controversial, so the proposed scheme was subject to a full public consultation.



## 2.0 Design of traffic calming scheme.

- 2.1 We are proposing to install speed cushions and wig-wag signals (flashing amber warning lights) to assist the school crossing patrol. The current speed limit on this section of Upper Haysden Lane is 40 mph. This speed limit is to be changed to 30mph and speed cushions are to be installed for the section of Upper Haysden Lane from the A21 Tonbridge bypass bridge (just south of the access into Nexus School) for a distance of approximately 500 metres north up to the junction with Masefield Way.
- 2.2 The cushions are proposed at approximately 100 metre intervals. Following the outcomes of the road safety audit, and public consultation, officers have made some minor changes to the proposed extent and positioning of the concrete cushions. The cushions have been extended slightly further to incorporate the access/junction into Lower Haysden Lane which is where many pedestrians and cyclists currently cross. The number of cushions has been reduced following the proposed consultation and road safety audit. This is mainly due to concerns that the spacing was too close, particularly to some of the side road junctions where vehicles will need to turn in and out onto Upper Haysden Lane. The location of the proposed speed cushions is shown in Appendix A. Due to current transport and fuel costs (caused by global influences) the scheme budget for this project is extremely tight, but officers believe that the proposed scheme should be achievable based on current materials costs.
- 2.3 We considered various methods of traffic calming options including speed cushions, road tables and chicanes. Upper Haysden Lane is a bus route so we have avoided using raised tables and have instead proposed the use of speed cushions. Raised tables are difficult for buses to navigate as they can cause

buses and vehicles with wider wheelbases to 'ground' on the raised section. Cushions can be safely overrun by buses which means that bus passengers will be more comfortable when the buses go over them.

- 2.4 Due to the long straight nature of Upper Haysden Lane chicanes and build outs were also not suitable. On long straight roads, when drivers have clear forward visibility at chicanes it encourages motorists to speed up in an attempt to get passed the chicanes first before oncoming traffic which can have a negative impact leading to increased driver speeds.
- 2.5 The proposed traffic calming cushions have been spaced at approximately 80-100 metre intervals in accordance with Kent design standards for traffic calming. This is to ensure that drivers maintain a consistent speed along the route and to reduce the likelihood of speeding between traffic calming features. Care would be taken to ensure that the cushions will not be placed directly opposite junctions and side roads so that turning movements will not be impacted.
- 2.6 The scheme would also include the installation of flashing wig-wag signals which will highlight busy school start and finish periods and / or when the school crossing patrol (lolly-pop person) is in operation. Motorists would be required to stop when directed by the school crossing patrol for pedestrians using the existing informal crossing which consists of dropped kerbs.

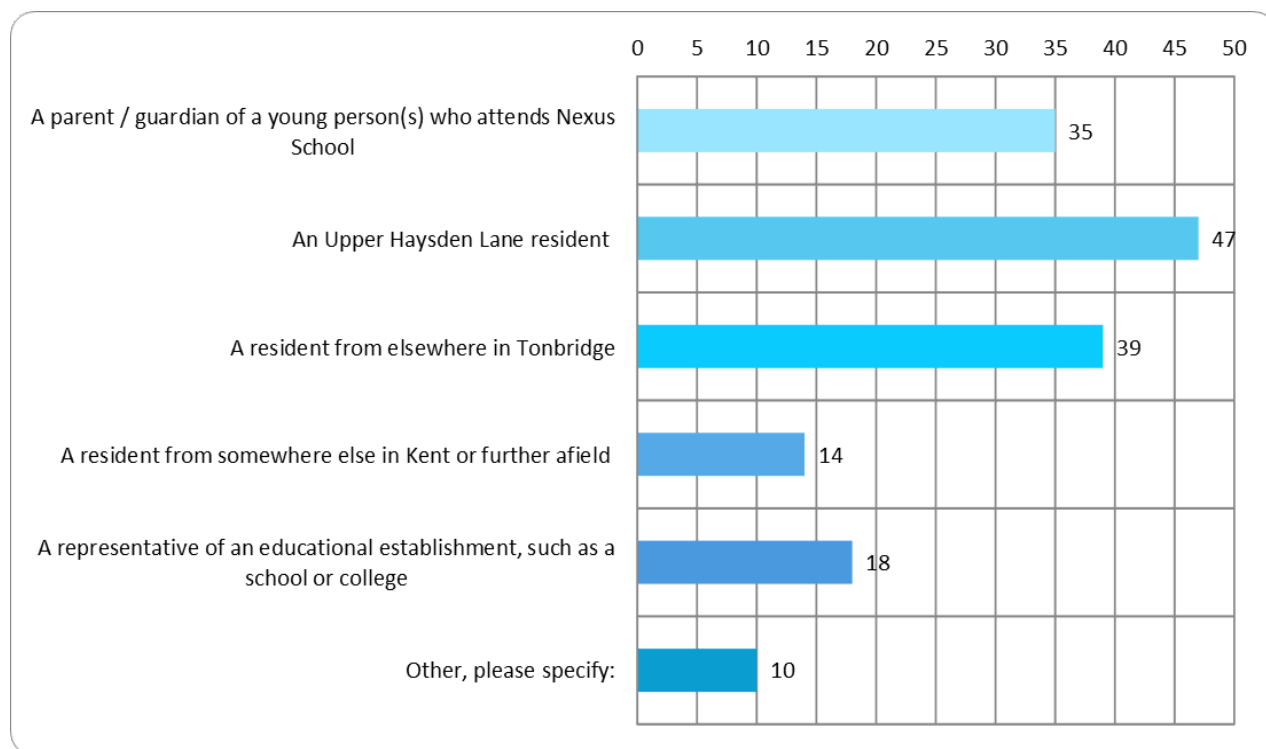
### **3.0 Discussion with Working Group and elected members / councillors**

- 3.1 Following the JTB recommendation in June, officers formed a working group to discuss possible ways forward. The working group included the county members for the area, Mark Hood and Paul Stepto, the local TMBC Cllr, April Clark, officers from KCC Education and KCC Highways. An outline scheme proposal was produced during the summer period, and this was presented to the working group on 27<sup>th</sup> September. The outline scheme proposed a series of physical 'cushions' along Upper Haysden Lane for the length of the new speed limit from the A21 bridge. The exact type of cushions has now been agreed with red concrete cushions as these are a longer lasting product which will require less maintenance going forward. A stage 1 road safety audit (RSA) was carried out in October and some minor amendments were made to some of the signing and lining shown on the plans following this.
- 3.2 Officers met with the working group again on 5<sup>th</sup> November to present the proposals to representatives at the school and also invited the leader of TMBC. The meeting was productive and well received, the school reiterated at the meeting that they were concerned that the highway changes have taken so long to progress following the planning permission for the site. KCC as the local highway authority were only notified of the highway changes that were proposed at planning being progressed last year, so have worked at speed to design, cost, audit and carry out detailed review of this traffic calming scheme. Such schemes typically take 18 months to progress from conception to construction. In the shorter term the SPD team have installed some warning signs on Upper Haysden Lane notifying drivers of the presence of the school and that children may be crossing in the area.

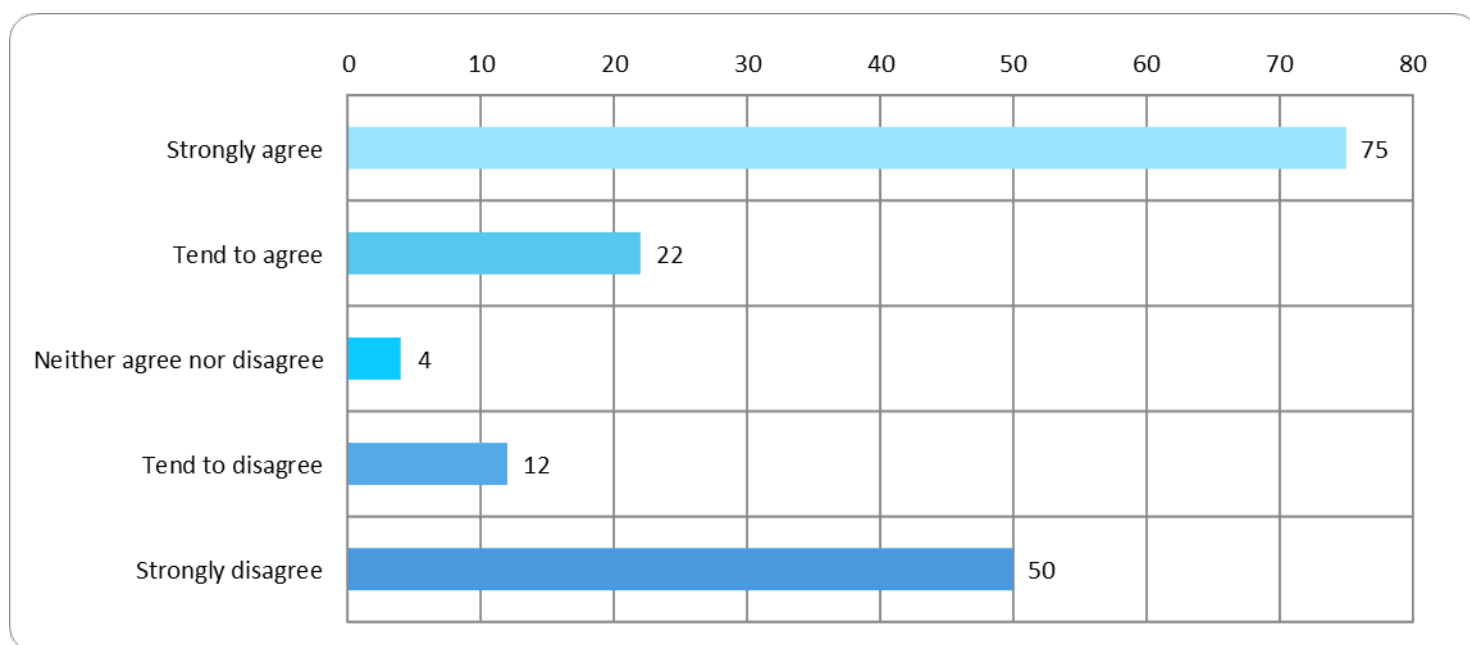


## 4.0 Consultation outcomes

- 4.1 The public consultation ran between 19<sup>th</sup> January and 22<sup>nd</sup> February 2022. As outlined above KCC carried out a consultation on proposals to install the traffic calming scheme, consisting of a series of concrete cushions, along Upper Haysden Lane in the vicinity of Nexus school.
- 4.2 The consultation was promoted in various ways. The documents and link to the consultation webpage were emailed directly to all elected officials for the area, and to the working group. There was a detailed press release, targeted social media advertising and consultation posters were placed on lamp columns on Upper Haysden Lane. Paper copies were also made available at Tonbridge Library and the local Tonbridge and Malling KCC Members also canvassed nearby residents and issued paper copies of the consultation to residents who requested them. A webpage was created on the KCC website which is still available for the public to access: <https://letstalk.kent.gov.uk/upperhaysdenlane> . A copy of the draft consultation report can be viewed in appendix B, at the time of writing this JTB report the consultation report is still being reviewed so there may be some minor changes. A breakdown of some of the consultation outcomes is shown below, all other questions and response figures can be viewed in the consultation report.
- 4.3 163 people responded to the consultation, and a breakdown of the respondents is shown in the table below. As shown in the table, the highest proportion of those who responded (47) were residents in the area in and around Upper Haysden Lane. There were also 35 people who responded as a parent / guardian of a young person who attends The Nexus School.



- 4.4 We asked respondents - To what extent do you agree or disagree with the proposed Upper Haysden Lane Traffic Calming scheme? 75 of those who responded to this question strongly agreed with the proposals and 22 stated that they tend to agree. This meant that 59% of people agreed with the proposals overall. As is often the case with traffic calming schemes, there is generally a strong view for or against which is why the second most popular response to this question, from 50 of those who replied, stated that they strongly disagree with the proposals. A more detailed breakdown of the responses can be seen in the table below:



## 5.0 Conclusion and next steps

- 5.1 KCC have already conducted the formal consultation process in relation to the legal order (Traffic Regulation Order – TRO) required to change the speed limit on Upper Haysden Lane. The 30mph speed limit proposal has to be installed within 2 years of when the consultation was carried out, so by February 2023, otherwise the proposals will have to be advertised again and the TRO process started over from scratch. As outlined above officers have now completed the public consultation and the early-stage road safety audits. Officers are currently producing detailed designs for the scheme implementing minor changes requested during the audit. Based on the outcomes of the public consultation for the traffic calming scheme, and the support for the 30mph speed limit on Upper Haysden Lane it is recommended that the scheme proceed. If the JTB are supportive of this recommendation officers will aim to have our contractors install the scheme in summer 2022. All construction works will need to be carried out during school holidays to minimise traffic disruption, and to ensure access to the school is maintained during term time. Works will likely take 1-2 weeks to complete.



## **6.0 Recommendations**

- 6.1 It is recommended that the full scheme, as shown in appendix A, be installed. The complete scheme will include the 30mph speed limit, concrete cushions (traffic calming), and the flashing (wig-wags) school warning signs in the vicinity of the school access.

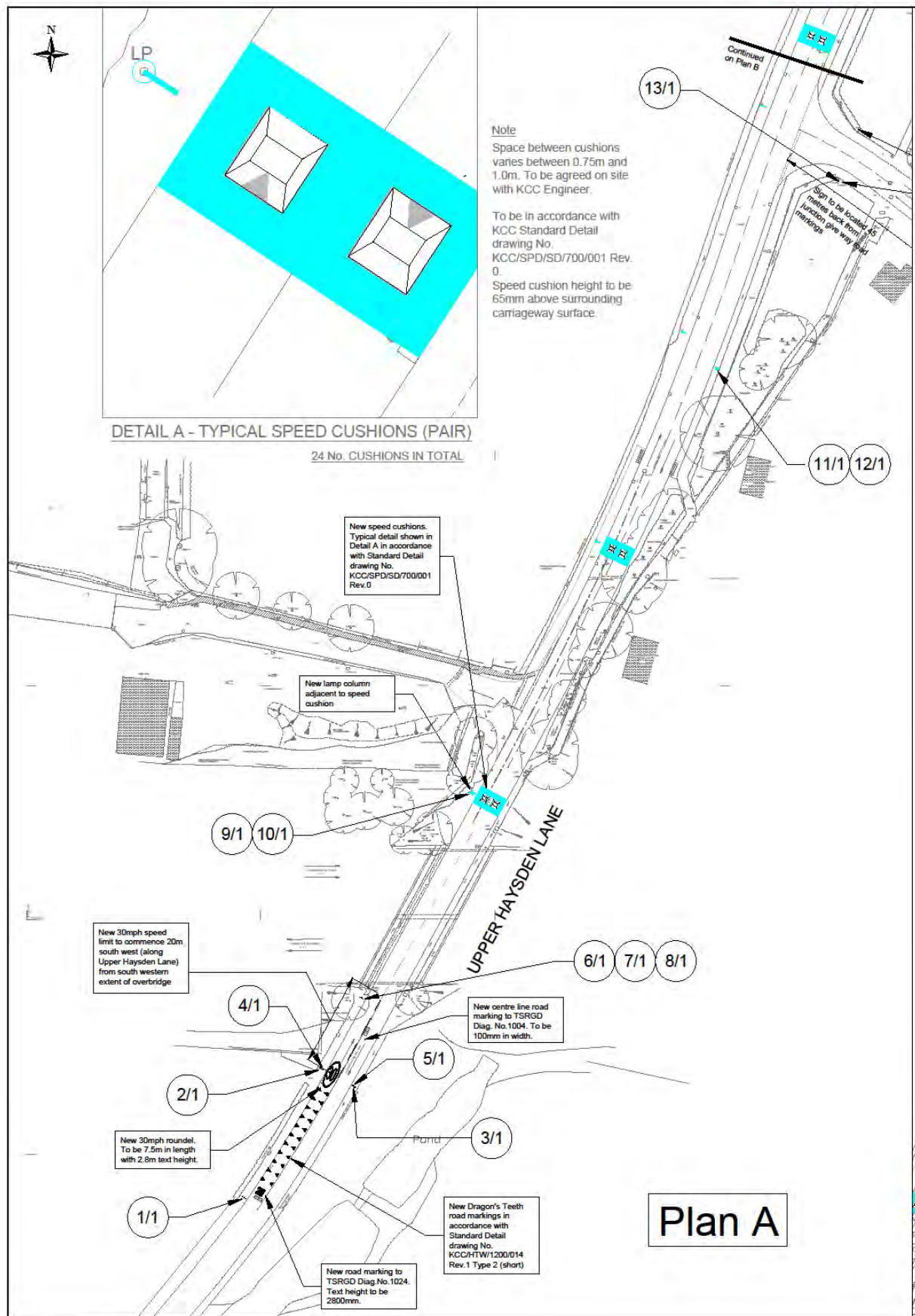
Contact Officer:	Ryan Shiel – West Kent Highway Improvements Manager
Reporting to:	Tim Read – Head of Transportation

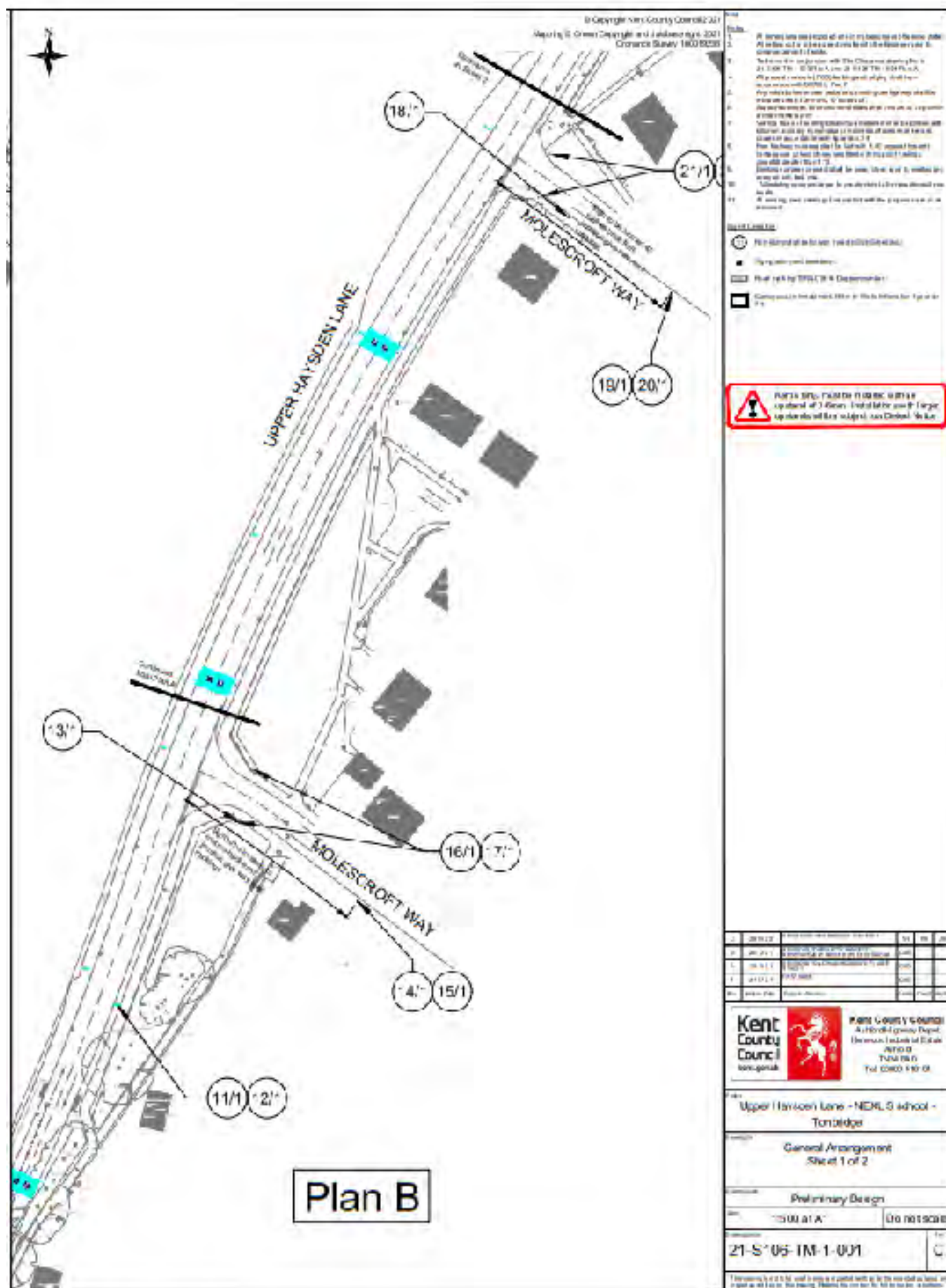
### ***Appendices***

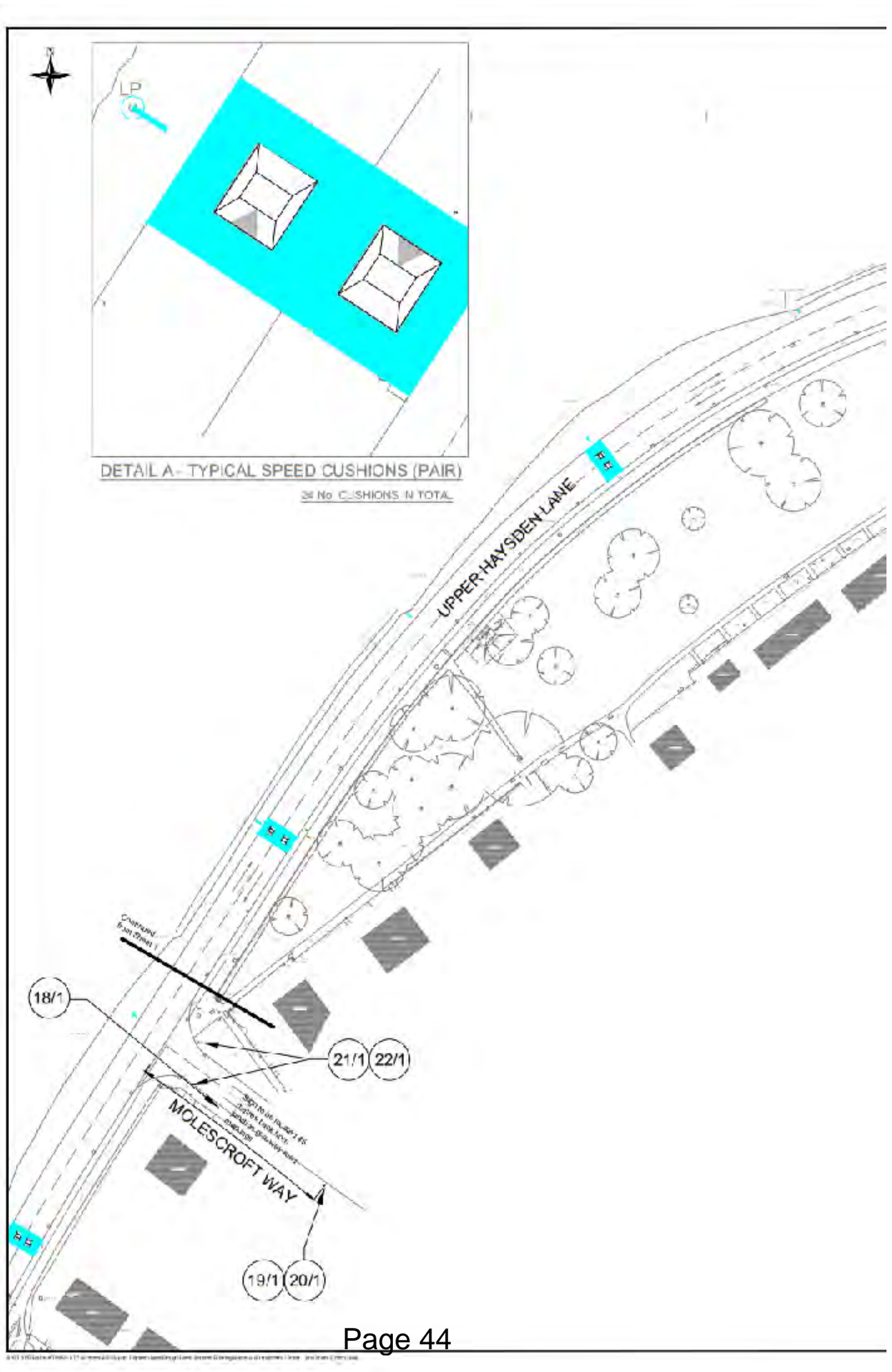
Appendix A – Scheme Plan / Drawing

Appendix B – Consultation Report (Draft)

## Appendix A – Scheme Plan













## Consultation Report

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

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3. Equality and accessibility	4
4. Summary of response	6
5. Conclusions and next steps	12

## 1. Introduction

From 19<sup>th</sup> January to 22 February 2022, Kent County Council (KCC) carried out a consultation on proposals to install a traffic calming scheme involving a series of raised cushions along Upper Haysden Lane in the vicinity of the Nexus School.

In 2021 we were asked to investigate an extension to the existing 40mph speed limit on Upper Haysden Lane to provide a 'buffer zone' on the approach to access Nexus School. This would have involved moving the start of the existing 40mph speed limit approximately 50 metres further south of the Tonbridge bypass bridge with upgraded signage and lining.

During the consultation period, which ran between 6 and 30 November 2020, there were a large number of objections to this proposal particularly from the school and parents / guardians of pupils. They stated that this was insufficient and that Upper Haysden Lane outside the school grounds should be made 30mph.

A second consultation took place between 29 January and 22 February 2021 which proposed a 30mph speed limit to start just south of the Tonbridge bypass bridge and to extend north along Upper Haysden Lane to the junction of Masefield Way. However, to safely install a 30mph speed limit some form of road engineering (traffic calming) is required.

Since the speed limit consultation, detailed discussions have taken place with Nexus School, local elected officials and the Tonbridge and Malling Joint Transportation Board (JTB). Reports were taken to the JTB on 7 June and 22 November 2021. During the various discussions it was agreed that a traffic calming scheme should be explored.

We would now like your views on the traffic calming proposals within this scheme for the length of the proposed 30mph speed limit area.

The consultation was held to understand if there was support from the local community for the traffic calming scheme.

This report provides information on the consultation process and summarises the responses received. It also provides information on the next steps for the project.

## 2. Consultation process

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

- promotion through Nexus School and Tonbridge library
- email to stakeholder organisations
- press release
- consultation posters displayed in local area
- Facebook adverts



- invite sent to XXX people registered with KCC's engagement platform, who had expressed an interest in transport and road consultation in the Tonbridge and Malling Borough.
- The local Kent County Council members also canvassed nearby residents and distributed some paper copy of the consultation leaflet.

A webpage <https://letstalk.kent.gov.uk/upperhaysdenlane> was created for the consultation on [Let's talk Kent](#). Copies of the consultation material could be downloaded from this webpage or posted on request.

During the consultation there were:

- 394 unique visitors to the consultation webpage
- 177 downloads of the consultation leaflet
- 10 downloads of the Equality Impact Assessment (EqIA)
- 21 downloads of the Word version of the consultation questionnaire.

People were asked to provide feedback via a consultation questionnaire, which was available online and in a paper version on request.

### **3. Equality and accessibility**

To help ensure that we are meeting our obligations under the Equality Act 2010 we prepared an initial Equality Impact Assessment (EqIA) for the proposed scheme. An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion, and carer's responsibilities.

We asked for comments on our equality analysis and if there was anything else we should consider relating to equality and diversity. The responses to this question are summarised in section 4.

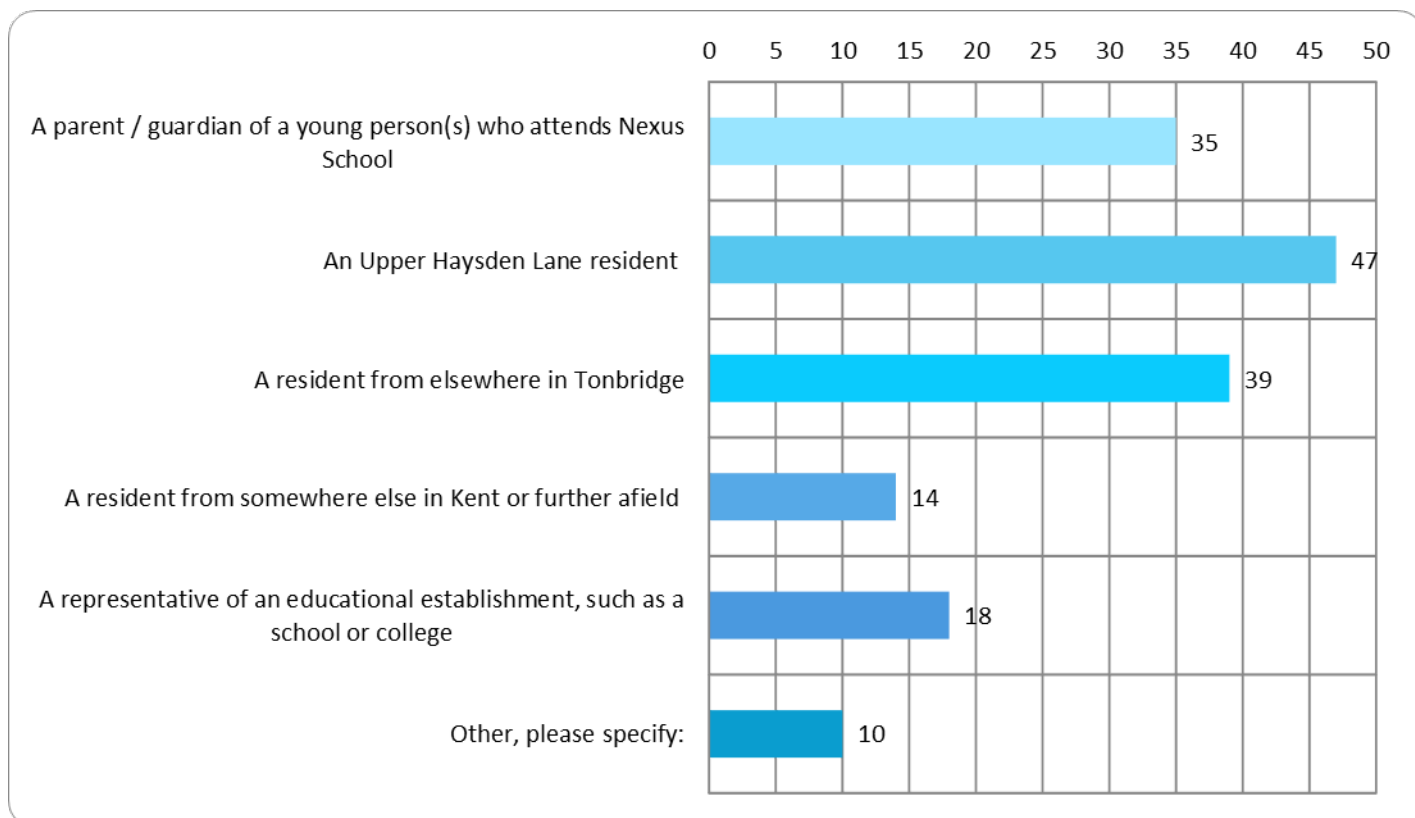
The following steps were taken to help ensure that the consultation was accessible:

- in addition to the consultation being available online, paper copies of the consultation leaflet were made available at the Tonbridge library and were hand delivered and posted to residents upon request and by the local KCC members.
- all publicity and consultation material included a phone number and email address for people to request hard copies, alternative formats and languages.
- a telephone number and email address were provided for queries regarding the consultation.
- a Word version of the consultation questionnaire was available for anyone who could not or did not want to complete the online questionnaire. Emails and letters received during the consultation were also accepted.
- the consultation webpage and documents were fully accessible for people using audio transcription software.

## 4. Summary of responses

There was a total of 163 responses to the consultation. All 163 respondents completed the online questionnaire. Below is a breakdown of some of the responses.

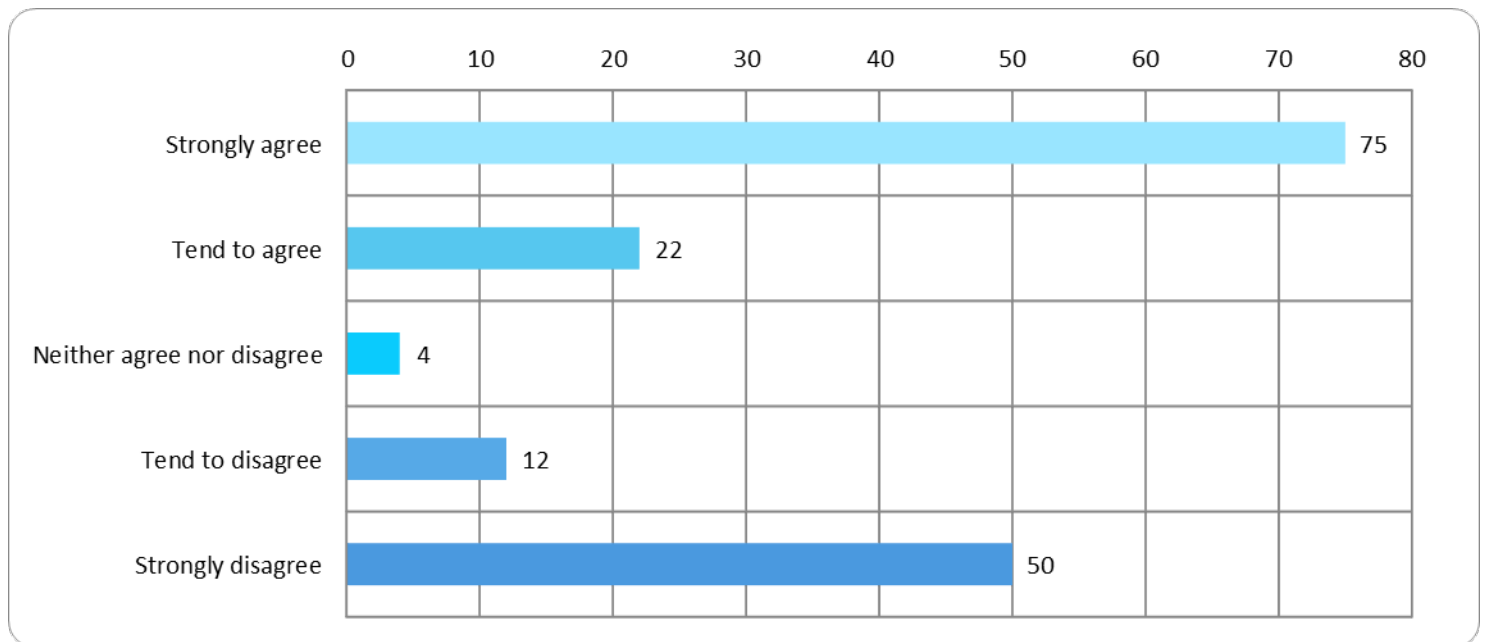
**Please tell us in what capacity you are completing this questionnaire:**



Many of the respondents were parents / guardians of children attending the Nexus School (35 in total) and there were another 18 respondents from another nearby educational institution. There are various other educational establishments in the nearby area including The Judd School and the Hayesbrook Academy.

47 people responded to the consultation as residents of Upper Haysden Lane and nearby areas, and 39 residents from elsewhere in Tonbridge.

**To what extent do you agree or disagree with the proposed Upper Haysden Lane Traffic Calming scheme?**

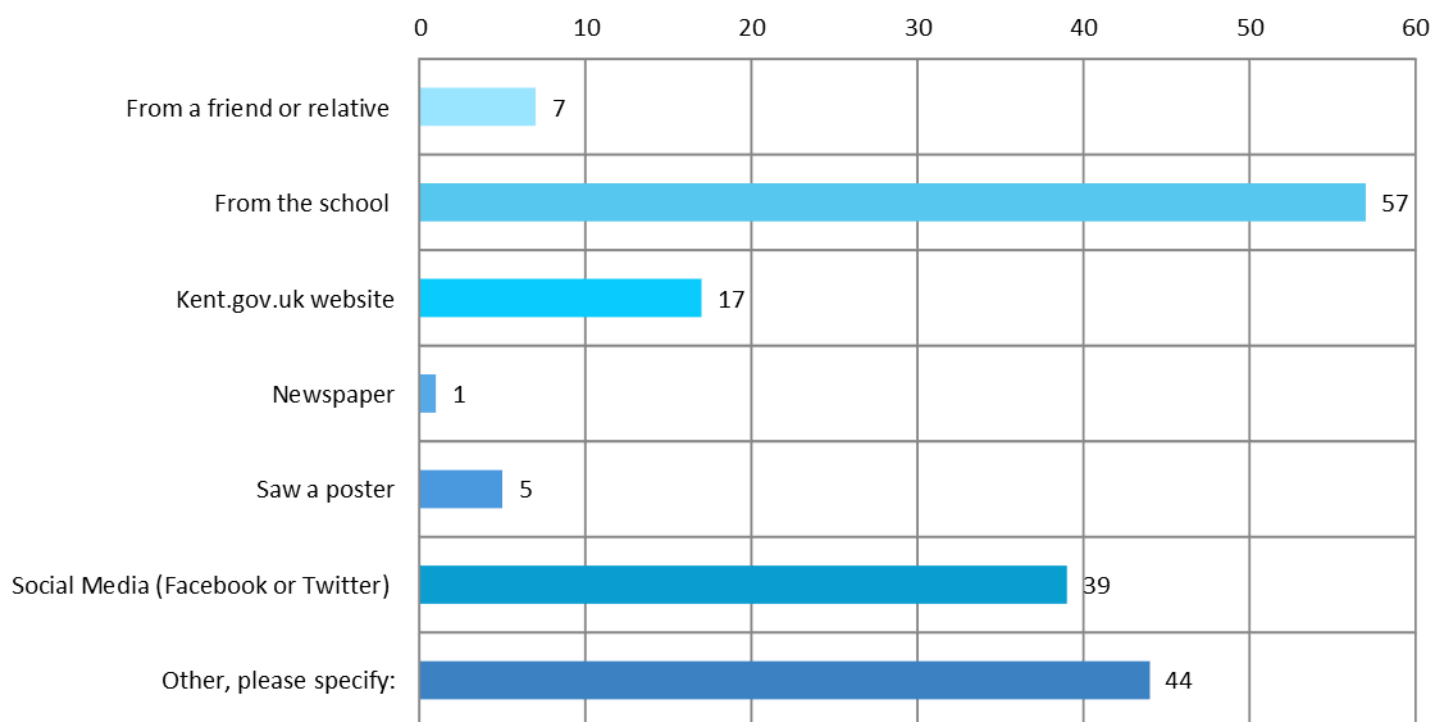


- 75 respondents strongly agree to the proposed traffic calming, and a total of 97 respondents (59%) agree overall.
- 50 respondents (31%) strongly disagree with the proposed traffic calming, and a total of 62 respondents (38%) disagree overall.
- 4 people said that they neither agreed or disagreed with the proposed scheme.

From the feedback received there were some residents who raised concerns about noise and potential damage to vehicles which may occur through the introduction of humps / cushions on Upper Haysden Lane.

Supporters of the scheme mentioned that measures to reduce the speed of vehicles is vital to improve highway safety and encourage active travel (walking and cycling) in the area.

### How did you find out about this consultation?

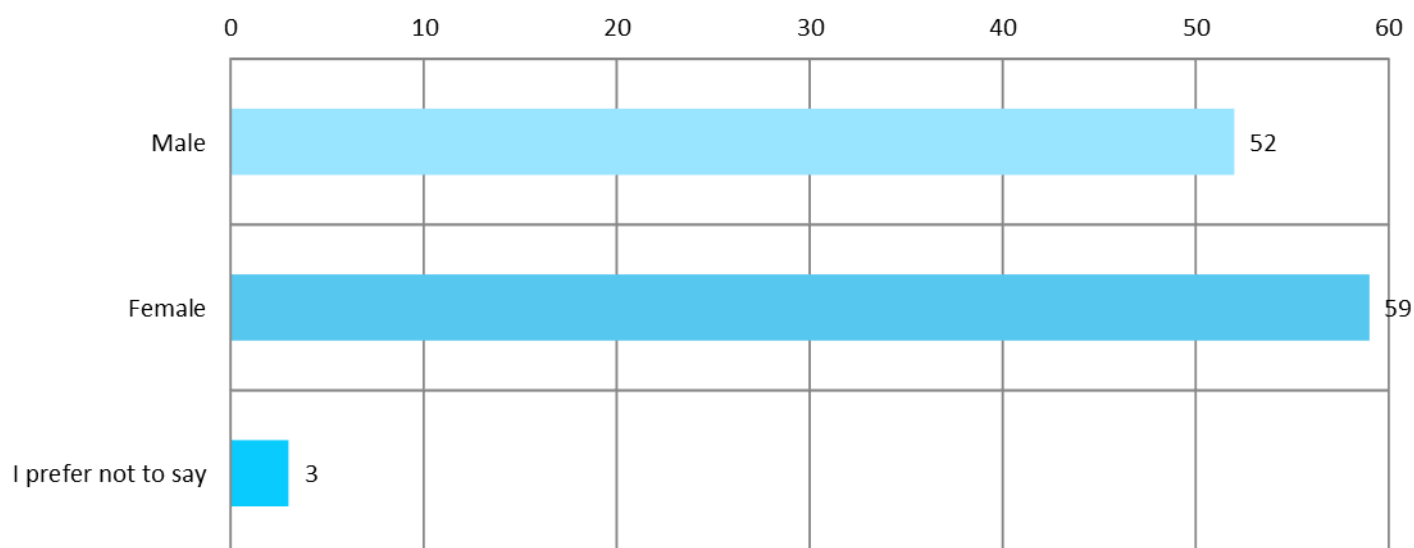


- Most respondents heard about the consultation from the school – a total of 57
- Social media accounted for 44 of the respondents who responded to the questionnaire.
- 44 people responded to the consultation after hearing about it from other sources not listed above. This included a large number of people who received a direct email from KCC as they are registered to receive consultation notifications for their local area on the KCC website. Other respondents advised that they had also been notified of the proposals by their MP or from communications (door to door and leaflets) from their local KCC members.

The school have been campaigning for a reduced speed limit and highway safety improvements on Upper Haysden Lane for some time. This is where the proposed scheme was initially raised. The school has promoted the consultation through various methods which is why there has been a high number of people made aware of the scheme via The Nexus School.

Targeted social media has also helped highlight the proposals to a number of individuals.

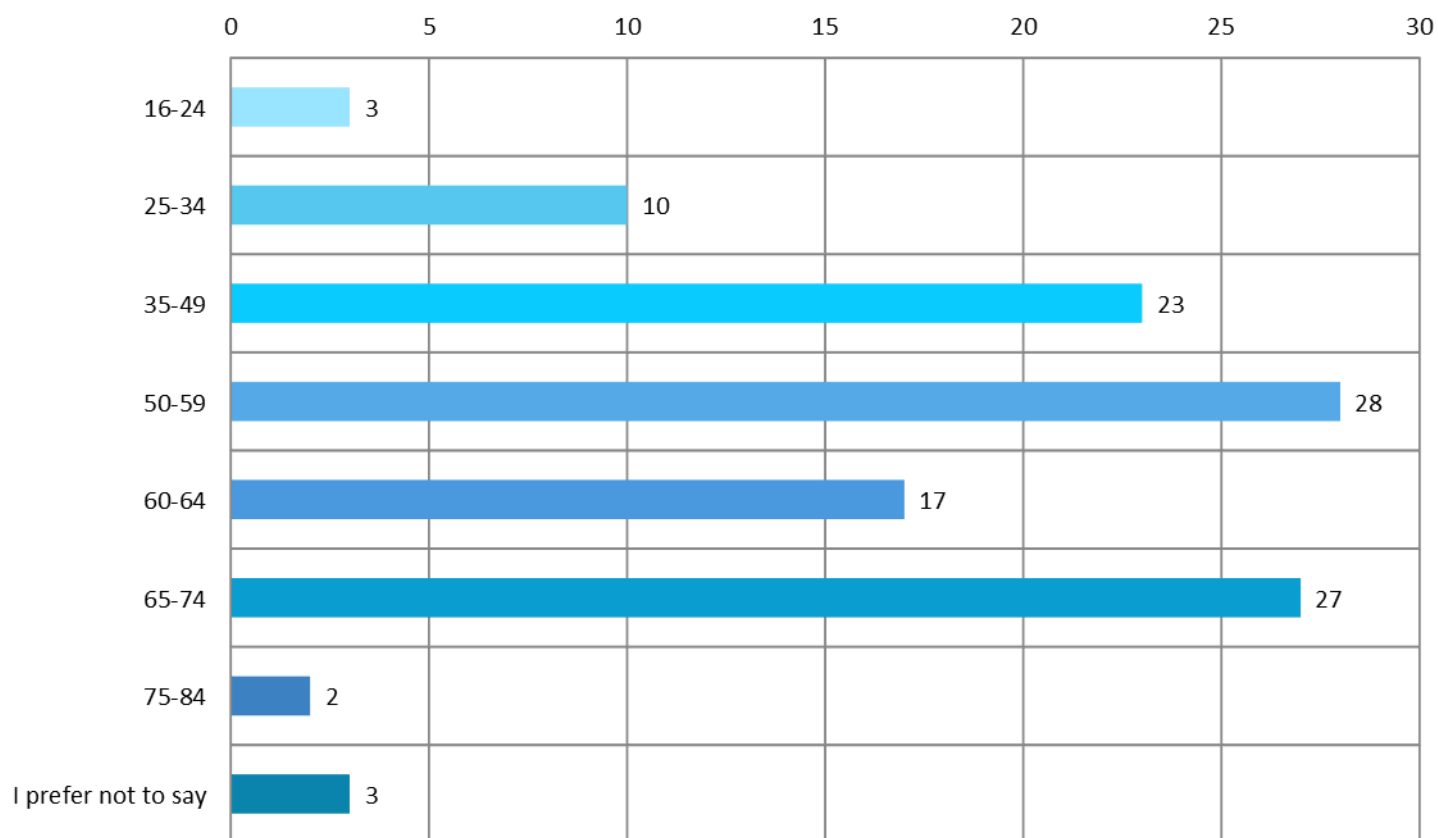
### Are you....?



114 people answered this question. 59 of respondents are female and 52 are male.

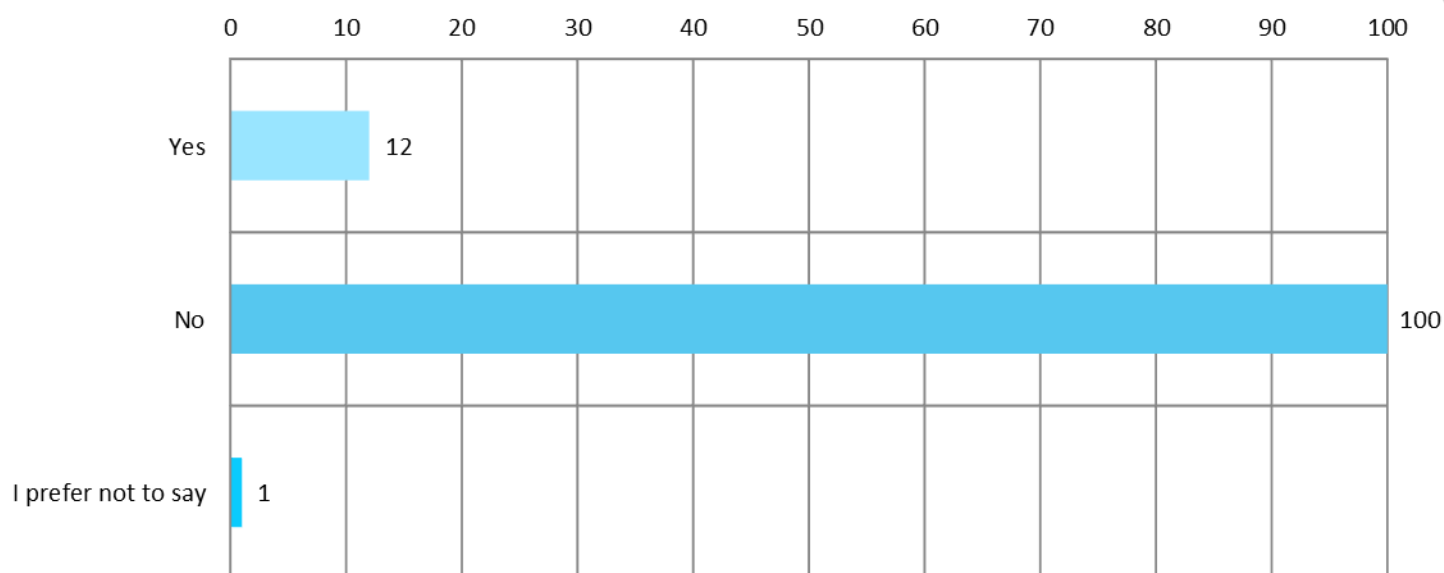
### Which of these age groups applies to you?

113 people answered this question. The highest proportion of respondents are aged 50-59 (28),



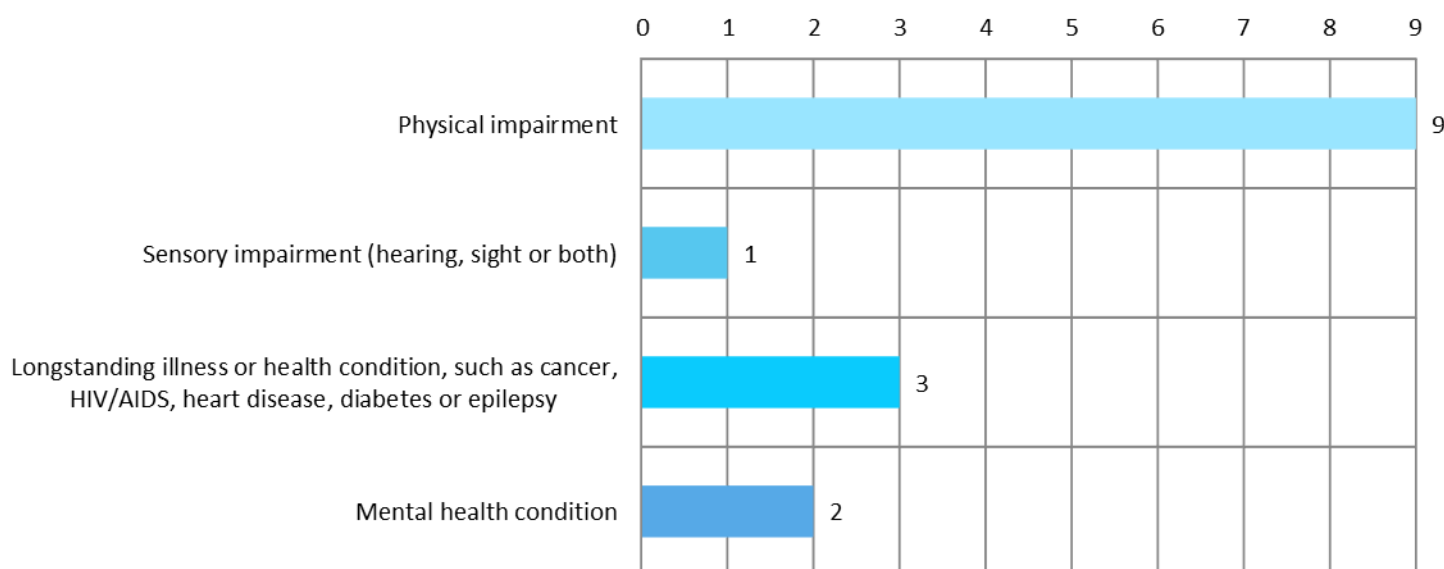
followed by 65-74 (27), 65-74 (18) and 35-49 (23).

### Do you consider yourself to be disabled as set out in the Equality Act 2010?



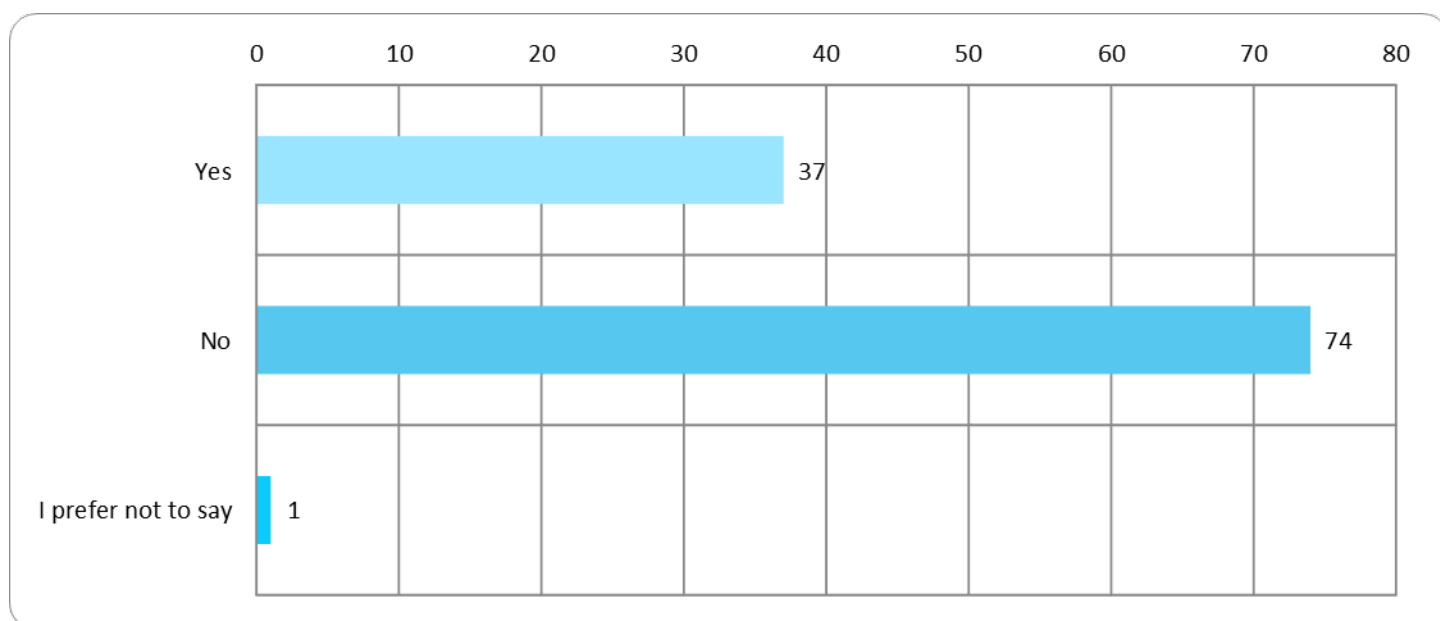
113 people answered this question. 100 said that they do not consider themselves to be disabled. 12 said they did.

### Please tell us the type of impairment that applies to you? You may have more than one type of impairment, so please select all that apply.



Of the 15 people who said they have some form of impairment, 9 said they had a physical impairment, 3 have a longstanding illness or health condition, 2 have a mental health condition and 1 has a sensory impairment.

**A Carer is anyone who cares, unpaid, for a friend or family member who due to illness, disability, a mental health problem or an addiction cannot cope without their support. Both children and adults can be carers. Are you a Carer?**



There were a high number of respondents who are carers, 37 in total, which is likely due to the presence of the Nexus school which specialises in catering for young people with impairments.

## 5. Conclusions and next steps

Pedestrian and vehicle surveys along with a road safety audit were carried out on Upper Haysden Lane in addition to the public consultation. Automated traffic counts (ATC's) were undertaken to ascertain actual driven speeds to evidence if there is a notable speeding issue. KCC commissioned a weeklong ATC survey, from Thursday 11<sup>th</sup> March 2021 to Wednesday 17<sup>th</sup> March 2021, to ascertain actual speeds on Upper Haysden Lane in the vicinity of Nexus School. The results show that average driver speeds are 37.4mph (37.5mph northbound and 37.4mph southbound), this demonstrates that the current speed limit of 40mph generally appears to be adhered to. This data also shows that Upper Haysden Lane would not be a suitable candidate for a speed limit reduction to 30mph without a substantial traffic calming scheme being implemented. All speed limit changes in the UK must be installed within the current national standards for setting local speed limits in England (Setting Local Speed Limits DfT circular-01-2013). Without physical measures in place to support a speed limit reduction drivers would become desensitised and confused by the artificially low speed limit which could then lead to more driver frustration and dangerous overtaking and other manoeuvres.

Road safety audits involve a review by an independent highways professional to analyse the safety implications of highways improvements and new road schemes. Through site inspections and reviews of proposed scheme plans auditors identify potential road safety problems from the perspective of all highway users. The Upper Haysden Lane audit identified some concerns with the location of some of the proposed cushions due to the proximity of side roads and accesses, these concerns could be easily overcome by slightly altering the positioning of some of the cushions.

Based on the feedback during the consultation there appears to be a majority of respondents who want the traffic calming scheme to proceed, and an even greater number of people who have said that they would support a speed limit reduction. From reviewing some of the detail in the responses many people did not understand why physical traffic calming measures were needed and why the speed limit could not just be reduced to 30mph; hopefully the additional information above will help to answer that question. The next stage in the process is for this scheme proposal and the outcomes of the public consultation to be discussed in a report to the Tonbridge and Malling Joint Transportation Board (JTB), at that meeting members of the board will make a recommendation as to whether or not the scheme should proceed and if any amendments need to be made. This report will be available on the Tonbridge and Malling Borough Councils website nearer the meeting date in June 2022 - <https://democracy.tmbc.gov.uk/ieListDocuments.aspx?CId=164&MId=4923>



## TONBRIDGE & MALLING BOROUGH COUNCIL

### JOINT TRANSPORTATION BOARD

06 June 2022

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

#### Part 1- Public

#### Matters For Information

#### **1 ON-STREET PARKING CHARGES - OUTCOME OF PUBLIC CONSULTATION**

##### **Summary**

**This report relates to the implementation of the changes to on-street parking charges and the consultation necessary for making a Traffic Regulation Order.**

#### **1.1 On-Street Parking Charges**

- 1.1.1 At the previous meeting of this Board on the 7<sup>th</sup> March 2022, Members considered and agreed to carry out formal consultation and invitation of objections on the making of a TRO for the introduction of revised on-street parking charges.

#### **1.2 Formal consultation and invitation of objections**

- 1.2.1 We carried out formal consultation and invitation of objections on the proposals shown in Annex 1.
- 1.2.2 The consultation ran from 18<sup>th</sup> March 2022 to 10<sup>th</sup> April and consisted of notices on-street by each Pay & Display machine, notices in the local press, documents on-deposit at the TMBC and KCC offices and details on the Borough Council's web pages, in accordance with the statutory requirements of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

#### **1.3 Outcome of consultation**

- 1.3.1 Though we advertised the proposals and invited objections, no responses were received to the proposals, either supporting the changes or in objection.
- 1.3.2 The invitation of objections is intended to give Members the opportunity to consider valid and relevant objections before a Traffic Regulation Order is made. With no objections received there is no review of objections required.
- 1.3.3 Accordingly, the Council will be proceeding with arrangements for the sealing of the Traffic Regulation Order as shown in Annex 2. The introduction of the changes

will be timed to coincide with any agreed changes to the off-street parking charges, likely to come in to effect around the start of July 2022.

## **1.4 Legal Implications**

- 1.4.1 The powers allowing the Borough Council to carry out parking management activity are contained in the Road Traffic Regulation Act 1984, supplemented by formal agreement with Kent County Council as the Local Highway Authority, in respect of its powers under the Traffic Management Act 2004. In particular, section 122 of the Road Traffic Regulation 1984 Act imposes a general duty on local authorities exercising functions under the Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of safe and adequate parking facilities on and off the highway.
- 1.4.2 The Borough Council carries out parking enforcement under an Agency agreement with Kent County Council by way of a Traffic Regulation Order, under the terms of the Road Traffic Act 1988 (and its amendments), the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.
- 1.4.3 Changes to parking charges are made via an Amendment Orders to the Council's on and off-street parking Traffic Regulation Orders, using the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and will reflect any temporary amendments to procedures introduced to address Covid-19 restrictions.
- 1.4.4 The matters raised in this report are considered to be routine, uncontroversial or not legally complex and a legal opinion has not been sought on these proposals.

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

- 1.5.1 The review of the on-street car parking fees and charges was progressed within the context of a set of guiding principles, the cost of the parking service to the Council and ongoing investment in the parking management service. Details were reported to the November 2021 meeting of the Street Scene & Environment Services Advisory Board.

## **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.
- 1.7.2 Blue Badge holders can park free of charge in the Council's car parks for up to 23 hours. For Blue Badge holders living in a parking permit area, a Resident Parking Permit is not required if the valid Blue Badge and clock is correctly displayed. The Blue Badge scheme has recently been extended by Central Government to include people with "hidden disabilities". This includes people with learning disabilities, autism, and mental health conditions.

## **1.8 Policy Considerations**

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

## **1.9 Summary**

- 1.9.1 In summary members will **note**:
- i) That there were no responses to the consultation
  - ii) That the Council is proceeding to implement the Traffic Regulation Order to vary the on-street parking charges.

Background papers:

Annex 1 – Copy of TRO advertisement

Annex 2 – Copy of the TRO

contact: Andy Edwards  
Head of Technical Services

Robert Styles  
Director of Street Scene, Leisure and Technical Services

Sharon Shelton  
Director of Finance and Transformation.

**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, TONBRIDGE AND MALLING) (WAITING  
RESTRICTIONS AND ON-STREET PARKING PLACES)  
(AMENDMENT 49) ORDER 2022**



Notice is hereby given that Kent County Council intends to make the above Order, under Section 1, 2, 35, 36, 45, 46, 47, 49, 53, 124 of and Part IV of Schedule 9 to the Road Traffic Regulations Act 1984, the effect of which will be the alteration of parking tariffs and charges.

The tariff items and charges to be changed are as follows (no other alterations are proposed);

In the Borough of Tonbridge & Malling

**On-Street Pay & Display and 'Pay by Phone'**

Tariff	Type	Time period	Current Charge	New charge
T1.1	On-street pay & display	Up to 30 minutes	70p	70p
		Up to 1 hour	£1.40	£1.40
		Up to 2 hours	£2.50	£2.80
		Up to 3 hours	£3.40	£4.20

**On-street parking permits**

Tariff	Type	Current Charge	New charge
T2	Resident's on-street permit	1 <sup>st</sup> permit per household £45 per year	1 <sup>st</sup> permit per household £52 per year
		2 <sup>nd</sup> permit per household £45 per year	2 <sup>nd</sup> permit per household £52 per year
		3 <sup>rd</sup> permit per household £90 per year	3 <sup>rd</sup> permit per household £104 per year
		4 <sup>th</sup> (and more) permit per household £135 per year	4 <sup>th</sup> (and more) permit per household £156 per year
T2	Resident non-uk registered vehicle	£22.50 for 6 months	£26 for 6 months
T3	Business on-street permit	£175 per year	£200 per year

**Dispensations**

Tariff	Type	Current Charge	Proposed charge
T7.1	Discretionary dispensation permit <b>AZT</b> for essential carers	£25	£0
T7.3	Discretionary dispensation permit <b>PM</b> for property maintenance vehicles (valid in any Tonbridge residents permit bay)	£175	£200
T7.4	Discretionary dispensation permit <b>PMY</b> for property maintenance vehicles (valid in any Tonbridge residents permit bay and on yellow lines where loading and unloading is not prohibited in Tonbridge High Street)	£175	£200
T7.5	Discretionary dispensation permit <b>THB</b> for vehicles carrying out regular cash banking activities (valid on yellow lines adjacent to banking facilities where loading and unloading is not prohibited in Tonbridge High Street for a maximum of 20 minutes)	£175	£200
T7.6	Discretionary dispensation permit for commercial purposes (such as building works)	£10 per day, £40 per week	£15 per day, £60 per week

A copy of the draft Order and the Statement of Reasons for proposing to make the Order may be inspected on an "appointment only" basis due to Covid-19 restrictions (call 01732 844522 for

more details) during normal working hours at the offices of Tonbridge and Malling Council Offices, Kings Hill, West Malling, or at Tonbridge Castle and also at the Kent County Council Offices, Sessions House, County Hall, Maidstone, Kent.

The proposed Order may also be viewed on [www.tmbc.gov.uk/onstreetcharges](http://www.tmbc.gov.uk/onstreetcharges)

Anyone wishing to support these proposals, or object to them, should write stating reasons, and quoting the name of the Order by 10<sup>th</sup> April 2022 to;

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

or by email, quoting the name of the Order to;

**[parking.office@tmbc.gov.uk](mailto:parking.office@tmbc.gov.uk)**

Dated 18<sup>th</sup> March 2022

Simon Jones  
Corporate Director of Growth, Environment  
and Transport  
Kent County Council,  
County Hall,  
Maidstone, Kent ME14 1XQ

For enquires relating to these proposals please contact Tonbridge & Malling Borough Council on 01732 844522.

**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, TONBRIDGE and MALLING) (WAITING RESTRICTIONS &  
ON-STREET PARKING PLACES)  
(Amendment 49) ORDER, 2022**

The Kent County Council, in exercise of its powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49, 53 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "The Act of 1984"), the Traffic Management Act 2004 (hereinafter referred to as the "TMA 2004"), the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 (hereinafter referred to as "CEoPC Regulations 2007") 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 Act of 1984, hereby make the following Order.

**Citation and Commencement**

This Order may be cited as "The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-street Parking Places) (Amendment 49) Order, 2022" and shall come into operation on

The Consolidation Order shall have effect as per outlined in the schedules of this Order.

Given under the Common Seal of the Kent County Council (to be confirmed)

This       day of

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

Authorised Signatory

## SCHEDULES

The attached “Schedule 7 – Tariff of Charges” is to be substituted in to “The Kent County Council (Various Roads, Tonbridge and Malling) (Waiting Restrictions & On-Street Parking Places) (Consolidation) Order 2011” and in to all subsequent amendment Orders.

### SCHEDULE 7 – Tariff of Charges

#### On-Street Pay & Display and ‘Pay by Phone’

Tariff	Type	Time period	Current Charge	New charge
T1.1	On-street pay & display	Up to 30 minutes	70p	70p
		Up to 1 hour	£1.40	£1.40
		Up to 2 hours	£2.50	£2.80
		Up to 3 hours	£3.40	£4.20

#### On-Street ‘Pay by Phone’\*

Tariff	Type	Charge	Time period
T1.2	On-street phone payment	£1.80	Up to 24 hours

\* ‘Pay by Phone’ transactions attract additional charges, payable by the applicant to the operator, to cover the administration of the operator and costs incurred during the transaction process.

The additional transaction charges should be made public by the operator as part of the transaction process.

Telephony charges incurred in the costs of making the transaction depend on network provider and phone service and are the responsibility of the applicant.

#### On-street parking permits

Tariff	Type	Current Charge	New charge
T2	Resident’s on-street permit	1 <sup>st</sup> permit per household £45 per year	1 <sup>st</sup> permit per household £52 per year
		2 <sup>nd</sup> permit per household £45 per year	2 <sup>nd</sup> permit per household £52 per year
		3 <sup>rd</sup> permit per household £90 per year	3 <sup>rd</sup> permit per household £104 per year
		4 <sup>th</sup> (and more) permit per household £135 per year	4 <sup>th</sup> (and more) permit per household £156 per year
T2	Resident non-uk registered vehicle	£22.50 for 6 months	£26 for 6 months
T3	Business on-street permit	£175 per year	£200 per year

#### On-street visitors vouchers

Tariff	Type	Charge
T4	Visitor’s 24 hour permits	£12 per 10 permits

#### Re-issuing charge

Tariff	Type	Charge
T5	Re-issuing charge due to loss	£10

#### Change of vehicle

Tariff	Type	Charge
T6	Transfer of permit on change of vehicle	No charge

#### Dispensations



## SCHEDULES

Tariff	Type	Current Charge	Proposed charge
T7.1	Discretionary dispensation permit <b>AZT</b> for essential carers	£25	£0
T7.2	Discretionary dispensation permit <b>COM</b> for community purposes at specified locations (such as the home-library service)	No charge	No charge
T7.3	Discretionary dispensation permit <b>PM</b> for property maintenance vehicles (valid in any Tonbridge residents permit bay)	£175	£200
T7.4	Discretionary dispensation permit <b>PMY</b> for property maintenance vehicles (valid in any Tonbridge residents permit bay and on yellow lines where loading and unloading is not prohibited in Tonbridge High Street)	£175	£200
T7.5	Discretionary dispensation permit <b>THB</b> for vehicles carrying out regular cash banking activities (valid on yellow lines adjacent to banking facilities where loading and unloading is not prohibited in Tonbridge High Street for a maximum of 20 minutes)	£175	£200
T7.6	Discretionary dispensation permit for commercial purposes (such as building works)	£10 per day, £40 per week	£15 per day, £60 per week

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**To:** Tonbridge and Malling Joint Transportation Board

**By:** KCC Highways, Transportation & Waste

**Date:** 6<sup>th</sup> June 2022

**Subject:** Highways Forward Works Programme: 2022/23

**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2022/23.

Kent County Council has published last year a forward works programme for the next five years covering planned maintenance of our highway assets. It is in two parts: the first concerns two years (2021/22 - 2022/23), and most of the sites included have already been verified by our engineers. The second part relates to years three to five of our five-year programme (2023/24 - 2025/26) and is largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

**Road, Footway & Cycleway Renewal and Preservation 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**
- **Externally funded schemes**

**Developer Funded Works** – see Appendix E

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Members Grant – Member Highway Fund** – see Appendix H

## **Conclusion**

1. This report is for Members' information.

## **Contact Officers:**

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

Richard Emmett	Highway Manager Mid Kent
Alan Casson	Strategic Asset Manager
Earl Bournier	Drainage Asset Manager
Neill Coppin	Structures Operations Team Leader
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Jamie Watson	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 Jonathan Dean</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
ADDINGTON LANE	Trottiscliffe	From Woodgate Road to Ford Lane	Programmed for July 2022
ROCHESTER ROAD	Burham	Scarborough Terrace to Whitehouse Crescent	Programmed for July 2022
THE ORPINES	Wateringbury	Whole Road	Programmed for July 2022
BELL LANE	Ditton	From A20 to M20 overbridge	Programmed for July 2022
OLD HADLOW ROAD	Tonbridge	Throughout	Programmed for July 2022
OAK DRIVE	Ditton	Throughout	Programmed for July 2022
PEMBURY ROAD	Tonbridge	Quarry Hill Road to Woodgate Way	To be Programmed
NEW HYTHE LANE	East Malling And Larkfield	A20 to Leybourne Way	Programmed for July 2022
HALL ROAD	Aylesford	A20 to Station Road	Programmed for July 2022
LONG MILL LANE	Platt	A25 to Beechin Wood Road	Programmed for July 2022
LONDON ROAD	Hildenborough	From Nizels Lane to Morleys Roundabout	To Be Programmed

STATION ROAD	Aylesford	From M20 Overbridge to Hall Road	Programmed for July 2022
<b>Surface Dressing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
ASHTON WAY (MALLING ROAD)	West Malling	From Tower View to King Hill	Programmed for July 2022
WHITE HORSE ROAD	Fairseat	From Harvel Road to Holly Hill	Programmed for July 2022
LONDON ROAD	Wrotham	Nepicar to Whitehill	Programmed for July 2022
LONDON ROAD	Ryarsh	Sandy Lane to West Malling	Programmed for July 2022
<b>Retread (Road Recycling)</b>			
WHITE HORSE ROAD	Birling	From Junction Harvel Road (Gravesham) to Holly Hill	Complete
<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>
A228 Ashton Way	West Malling	Link road between A20 London Road and A228 dual carriageway	Programmed 27 <sup>th</sup> June 2022
A228 Leybourne Bypass	Leybourne	Between M20 Junction 4 interchange and Birling roundabout	Programmed 14 <sup>th</sup> July 2022
A227 Bates Hill	Ightham	Sevenoaks Road to Ismays Road	Programmed 17 <sup>th</sup> June 2022
A26 High Street	Hadlow	Removal of the block paved carriageway	Programmed to start Friday 28 <sup>th</sup> October (three consecutive weekend closures)
<b>Footway Improvements – Contact Officer Mr Neil Tree</b>			

Pout Road	Snodland	<u>Footway Reconstruction</u> Extents to be determined during design stage.	To be designed and programmed.
Turner Road	Tonbridge	<u>Footway Reconstruction</u> Extents to be determined during design stage.	To be designed and programmed.
Ashley Road	Hildenborough	<u>Footway Protection</u> Entire extents	Designed and programmed to be completed
Bramble Close	Hildenborough	<u>Footway Protection</u> Entire extents	Designed and programmed to be completed
Brookmead	Hildenborough	<u>Footway Protection</u> Entire extents	Designed and programmed to be completed
Byrneside	Hildenborough	<u>Footway Protection</u> Entire extents	Designed and programmed to be completed
Copse Road	Hildenborough	<u>Footway Protection</u> Entire extents	Designed and programmed to be completed
Elm Grove	Hildenborough	<u>Footway Protection</u> Entire extents	Designed and programmed to be completed
Leybank	Hildenborough	<u>Footway Protection</u> Entire extents	Designed and programmed to be completed
Meadway	Hildenborough	<u>Footway Protection</u> Entire extents	Designed and programmed to be completed
Wealden Close	Hildenborough	<u>Footway Protection</u> Entire extents	Designed and programmed to be completed
Foxbush	Hildenborough	<u>Footway Protection</u> Entire extents	Designed and to be programmed.
London Road	Hildenborough	<u>Footway Protection</u> Tonbridge Road / Noble Tree Road junction to opposite Teal Café (Sevenoaks boundary)	Designed and to be programmed.
Dry Hill Park Road	Tonbridge	<u>Footway Protection</u> Entire extents	Designed and to be programmed.

Dry Hill Park Crescent	Tonbridge	<u>Footway Protection</u> Entire extents	Designed and to be programmed.
Dry Hill Road	Tonbridge	<u>Footway Protection</u> Entire extents	Designed and to be programmed.
Priory Road	Tonbridge	<u>Footway Protection</u> From the junction with Quarry Hill Road to Pembury Grove	Designed and to be programmed.
Red Hill	Watlingbury	<u>Footway Protection</u> Various sections between the junction with Tonbridge Road and the North Pole public house	Designed and to be programmed.
Annetts Hall	Borough Green	<u>Footway Protection</u> Entire extents	Designed and to be programmed.
Wye Road	Borough Green	<u>Footway Protection</u> Entire extents	Designed and to be programmed.
Sevenoaks Road/ Borough Green Road	Borough Green	<u>Footway Protection</u> West Bank Lodge to number104	Designed and to be programmed.
Tolsey Mead	Borough Green	<u>Footway Protection</u> Entire extents	Designed and to be programmed.



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

<b>Drainage Repairs &amp; Improvements - Contact Officer Earl Bourner</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
London Road	Aylesford	Flooding Issues for A20 outside of Quarry Wood Industrial Estate	Drainage Improvements are to be incorporated into the proposed roundabout scheme.
Lucks Hill	West Malling	Drainage improvements near More Park School. Investigations have determined existing drainage system has been severed and needs replacement.	Continue to monitor for further flooding issues. Site will remain on Forward Works Programme.
Lakeside	Snodland	Investigations for works to alleviate flooding in heavy rainfall events. Construction of small attenuation pond to south side of road within highway land between Lakeside and A228 proposed to reduce flood risk to road and property.	Ecology Survey has been carried out. Quotation for vegetation clearance awaited from contractor, then works date will be confirmed.
Brookfield Avenue	Larkfield	Drainage scheme to resolve flooding issue between River Way and Marsh Way	Cleansing of drains and soakaways in wider estate proposed to reduce flooding of low point – Job passed to contractor
Pembury Road	Tonbridge	Flooding issue next to Police Station. Flooding appears to be due to regular blockages with litter. Additional surveys carried out and drainage improvement proposals now developed.	Drainage improvement works programmed 25 <sup>th</sup> July 2022 for up to 3 weeks
London Road	Larkfield	Flooding at junction with New Road. Defects in pipework have already been addressed, existing soakaways likely to require further work as they can be overwhelmed in heavy or prolonged rainfall	Continue to monitor for further flooding issues. Site will remain on Forward Works Programme.

The Street	Ryarsh	Relevel 3 gullies outside No.86, No.1 Scannells Cottages and The Hollies due to grates and frames being above the carriageway level, these are to be lowered so they are flush with the carriageway level to allow water to flow into the gullies.	Works Completed
Hildenborough Road	Shipbourne	Replace key clamp posts. Reuse the rail which is there and replace two 2m concrete posts with key clamp posts.	Works Completed
London Road	Ditton	Dig down and replace 2m of 150mm Pipework between 2 catchpits.	Works Completed
Deakin Leas	Tonbridge	Removing tarmac out of gully pot junction with Pembury Road.	Works Completed
Whitehouse Crescent	Burham	Replacing first 2m of collapsed 150mm pipework from gully opposite No.1	Works Completed
Bates Hill	Ightham	Take up and set aside 1200mm X 700mm of tegular blocks behind gully where dropped on driveway, reinstate around pipework with 150mm of concrete to protect pipe then use sharp sand to re-lay the tegular blocks to the correct level.	Works Completed
Wateringbury Road	East Malling	Take up 25.6m of existing kerbs to dispose off site and install 25.6m of KerbDrain HB KD HB305 from one side of the speed table to the other outfalling into the existing gully.	Job Passed to Contractor

London Road	Larkfield	Cut back 4m of hedge / verge to gain access to dig down and investigate if this is the end of the line or the pipework has collapsed approx. 4m from catchpit, if the pipework has collapsed it will be repaired whilst on site.	Works Completed
Kingfisher Road	Larkfield	Dig down and replace first 4m of pipework from gully opposite Flats 157-163 towards footway unsure extend of root mass in pipework until excavation is open.	Job Passed to Contractor
Windmill Hill	Wrotham Heath	Install 5m tarmac bund in front of driveway to reduce flood risk to private property from water on highway.	Job Passed to Contractor
Conyerd Road	Borough Green	Replace first 2m of 150mm pipework from gully outside No.12, extent of collapsed pipework to be confirmed when excavation is open.	Job passed to contractor. Programmed to commence on 16/06/2022 for 2 days

## **Appendix C – Street Lighting**

Structural testing of KCC owned street lighting assets has identified the following as requiring replacement. 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>Area</b>	<b>Description of Works</b>	<b>Status</b>
New Road JNAK045	East Malling	Replacement of Lamp Column	Completed
Lunsford Lane JLDD032	Larkfield	Replacement of Lamp Column	Completion by end of October 2022
Pembury Road JPAT015	Tonbridge	Replacement of Lamp Column	Completion by end of October 2022
London Road JLBZ006	Aylesford	Replacement of Lamp Column	Completion by end of June 2022
Robin Hood Lane JRBB104	Bluebell Hill - Walderslade	Replacement of Lamp Column	Completed
Russet Way JRDF003	Kings Hill	Replacement of Lamp Column Concrete preventing works	Completion by end October 2022
Pippin Way JPDO007	Kings Hill	Replacement of Lamp Column	Completion by end October 2022
Pippin Way JPDO018	Kings Hill	Replacement of Lamp Column	Completed
Kings Road JKAQ001	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Ightham By-pass JIAD007	Ightham	Replacement of Lamp Column. Concrete preventing works.	Completion by end October 2022
Mersey Road JMBZ002	Tonbridge	Replacement of Lamp Column	Completed
St Bernard's Road JSCK008	Tonbridge	Replacement of Lamp Column	Completed
Shipbourne Road JSBO021	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Avebury Avenue JABF002	Tonbridge	Replacement of Lamp Column	Completed

Three Elms Lane JTCN013	Golden Green	Replacement of Lamp Column	Completion by end October 2022
Mill View JMEF003	Hadlow	Replacement of Lamp Column	Completion by end October 2022
Riding Lane JRAR002	Borough Green	Replacement of Lamp Column	Completed
Sevenoaks Road JBCI001	Borough Green	Replacement of Lamp Column. Work permit refused 6-12-21	Completion by end October 2022
Sevenoaks Road JBCI003	Borough Green	Replacement of Lamp Column. Waiting for UKPN cables to be sleeved.	Completion by end October 2022
Barden Road JBAM003	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Barden Road JBAM018	Tonbridge	Replacement of Lamp Column	Completed
Borough Green Road JWCQ009	Wrotham	Replacement of Lamp Column	Completion by end October 2022
Brook Street JBDI017	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Cedar Close JCAT001	Ditton	Replacement of Lamp Column	Completion by end October 2022
Church Road JCBY002	Hildenborough	Replacement of Lamp Column	Completion by end October 2022
Court Meadow JCFU006	Wrotham	Replacement of Lamp Column	Completion by end October 2022
Douglas Road JDAO016	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Epsom Close JEAP005	West Malling	Replacement of Lamp Column	Completion by end October 2022
High Street JHBO007	Borough Green	Replacement of Lamp Column	Completion by end October 2022
High Street JHBP003	East Malling	Replacement of Lamp Column	Completion by end July 2022
London Road JLCC004	East Malling	Replacement of Lamp Column	Completion by end October 2022
London Road	East Malling	Replacement of Lamp Column	Completion by end October 2022

JLCC009			
London Road JLCC010	East Malling	Replacement of Lamp Column	Completion by end October 2022
London Road JLCC011	East Malling	Replacement of Lamp Column	Completion by end October 2022
London Road JLCC013	East Malling	Replacement of Lamp Column	Completion by end October 2022
Maidstone Road JMAL018	Borough Green	Replacement of Lamp Column	Completion by end October 2022
New Road JNAK023	East Malling	Replacement of Lamp Column	Completion by end October 2022
Partridge Avenue JPAN003	Larkfield	Replacement of Lamp Column	Completion by end October 2022
Partridge Avenue JPAN005	Larkfield	Replacement of Lamp Column	Completion by end October 2022
Riding Lane JRAR009	Borough Green	Replacement of Lamp Column	Completion by end October 2022
Sevenoaks Road JBCJ007	Borough Green	Replacement of Lamp Column	Completion by end October 2022
Sheldon Way JSBJ004	Larkfield	Replacement of Lamp Column	Completion by end October 2022
St Benedict Road JSER023	Snodland	Replacement of Lamp Column	Completion by end October 2022
St Benedict Road JSER036	Snodland	Replacement of Lamp Column	Completion by end October 2022
The Chase JTBB007	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Thomas Wyatt Way JTCE002	Wrotham	Replacement of Lamp Column	Completion by end October 2022
Vale Road JVAC001	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Vale Road JVAC002	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Vale Road JVAC005	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Welton Close	Tonbridge	Replacement of Lamp Column	Completion by end June 2022

JWAX002			
Whitelake Road JWBI001	Tonbridge	Replacement of Lamp Column	Completed
Woodpecker Road JWC1002	Larkfield	Replacement of Lamp Column	Completed
St Marys Road JSCO101	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Kits Coty Slip Road JCBD009	Bluebell Hill	Replacement of Lamp Column	Completion by end October 2022
Kits Coty Slip Road JUAC003	Bluebell Hill	Replacement of Lamp Column	Completion by end October 2022
Chestnut Walk JCBL002	Tonbridge	Replacement of Lamp Column	Completed
Cranford Road JCEG002	Higham	Replacement of Lamp Column	Completion by end October 2022
Greenfrith Drive JGBB003	Tonbridge	Replacement of Lamp Column	Completed
Holford Street JHCQ001	Tonbridge	Replacement of Lamp Column	Completed
Kings Road JKAQ001	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Lawrence Road JLAV002	Higham	Replacement of Lamp Column	Completion by end October 2022
London Road JLBZ006	Aylesford	Replacement of Lamp Column	Completion by end July 2022
Lunsford Lane JLDD032	Larkfield	Replacement of Lamp Column M20 motorway closure required	Completion by end October 2022
Quarry Hill Road JQAK016	Tonbridge	Replacement of Lamp Column	Completion by end October 2022
Sandown Lane JSAE008	West Malling	Replacement of Lamp Column	Completed
Sandown Lane JSAE009	West Malling	Replacement of Lamp Column	Completed
Snodland Road JSBZ002	Snodland	Replacement of Lamp Column	Completion by end July 2022
Station Road	Aylesford	Replacement of Lamp Column	Completion by end October 2022

JSDH034			
Station Road JSDI006	Ditton	Replacement of Lamp Column	Completion by end October 2022
Wrotham Heath R-A-B JUAQ023	Wrotham	Replacement of Lamp Column	Completion by end October 2022
Wrotham Road JWCP013	Wrotham	Replacement of Lamp Column. Brick wall built around column. UKPN refused to carry out any works as no access to electric supply. Wall will need to be removed and a new column moved to the opposite side of the road. Wall removal will need to be agreed with home owner.	Completion by end September 2022
Tonbridge Road JTDB008	Wateringbury	Replacement of Lamp Column	Completion by end October 2022
Maidstone Road JMAL018	Maidstone	Replacement of Lamp Column	Completion by end October 2022
Discovery Drive JDBP011	Kings Hill	Replacement of Lamp Column	Completion by end October 2022
Discovery Drive JDBP012	Kings Hill	Replacement of Lamp Column	Completion by end October 2022
Discovery Drive JDBP013	Kings Hill	Replacement of Lamp Column	Completion by end October 2022



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

**CASUALTY REDUCTION MEASURES** - identified to address a known history of personal injury crashes

Location	Parish	Description of Works	Lead officer	Current Status
Tonbridge Road	Hadlow	Speed limit reductions, improved signing and lining on the bends either side of Faulkners, potential placement of safety cameras	Claire Venner	Phase 1 - Speed limit reductions completed. Phase 2 - Placement of safety cameras completed 09.02.22. Commissioning delayed due to UKPN connections.
Exedown Road / Kemsing Road	Wrotham	Road markings and additional warning signage	Claire Venner	Complete
A20 London Road (outside the Nepicar Shell Garage)	Wrotham	Road markings and additional warning signage	Claire Venner	Complete
C22 High Street j/w C491 Holborough Road	Snodland	Upgrade to 'one way' signage.	Claire Venner	Handed to street lighting contractor
B245 London Road j/w Dry Hill Park Road	Tonbridge	Signage upgrade	Claire Venner	Order raised

**INTEGRATED TRANSPORT SCHEMES** – all other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
Priory Grove / Station Road	Ditton	Footway extension scheme	Claire Venner	Complete. Remedial works due for completion May 2022.
A26 Tonbridge Road	Wateringbury	Speed limit reduction and traffic calming measures	Claire Venner	Detailed design complete. Due for construction May/June 2022.  40mph Speed limit design complete and handed to contractor.

Location	Parish	Description of Works	Lead officer	Current Status
A227 Hadlow Road	Hadlow	Footway widening	Claire Venner	Topographical survey and Technical approval complete. Construction design phase can progress.

#### Active Travel Funded schemes – Tranche 1

Location	Parish	Description of Works	Lead officer	Current Status
Tonbridge Town	Tonbridge	Town wide 20mph limit	Jamie Watson	Previous JTB agreed recommendations which are being implemented.

## **Appendix E – Developer Funded Works (Section 106 Works) March 2022**

<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	<p>A20/New Hythe Lane improvement scheme completed.</p> <p>A report to the September 2021 JTB gave an update on both A20 Coldharbour Roundabout and A20/Mills Road/Hall Road. A20 Coldharbour Roundabout is planned to start in autumn 2022 subject to road space availability. A20/Mills Road/Hall Road had a high number of public consultation responses and being a hybrid solution within a very constrained site is being reviewed. Subject to the outcome, it is hoped that construction could commence in 2023 after A20 Coldharbour is substantially completed.</p>
Tower View and A228	Kings Hill	Improvements to A228/Tower View roundabout	<p>Condition 15 of approval to TM/13/01535/OAEA (phase 3), requires a scheme for this junction to be completed prior to occupation of the 200th dwelling.</p> <p>Revised scheme drawings and capacity analysis are expected from Prologis in due course.</p>
Hermitage Lane	East Malling & Larkfield, Ditton and Aylesford	Cycle/Footway from Barming Station to Maidstone Hospital	<p>Scheme not fully funded yet, some developer S106 contributions are available.</p> <p>Designs to be revisited and further stakeholder liaison to commence.</p>
A228 Malling Road	Mereworth	Visibility improvements at A228 / Kent Street junction	<p>Detailed designs are progressing and regular meetings taking place with Mereworth Parish Council, Kingshill PC (could not attend the last meeting) and Sarah Hudson (KCC Member). There will be ecological issues to deal with as significant lengths of hedgerow will need to be removed and replaced and early discussions on how best to construct the work is underway, but it should be noted at this stage that it is likely to be a full road closure as traffic signals will cause significant congestion. The estimated cost of the scheme is much more than first identified although a further cost estimate will be required when designs are complete. Sources of funding and being looked into. It is likely that construction will not start until at least 2023 at the earliest.</p>

Various	Various	Enhancement of 155 bus service and new east bank service associated with Peters Village development	Changes to the service were put on hold due to the Coronavirus Pandemic. What is achievable with the S106 monies given the impacts the pandemic has had on bus service viability is being considered
Various	Various	Enhancement of Ryarsh bus services	The Rural Bus Scheme Pilot in West Malling, the 58 Feeder Service, commenced operation on 15 <sup>th</sup> July 2019. The pilot was extended to allow further assessment of performance given the Covid Pandemic and as a result of a successful bid to DfT as part of their rural mobility funding announced in February 2020. The service continues to operate. For more information on the pilot bus service please contact <a href="mailto:ruralbusschemepilots@kent.gov.uk">ruralbusschemepilots@kent.gov.uk</a>

## **Appendix F – Bridge Works**

<b>Bridge Works – <i>Contact Officer Helen Rowe</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Old Hadlow Road	Tonbridge	Stair No.212 3T weight restriction  Deck Strengthening Road closure required	Completed
East of Mill Lane	Tonbridge	Mill Cottage No.3125 3T weight restriction  Deck replacement	Construction in progress. Expected completion by end of May 2022

## **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 - <i>Contact Officer: Toby Butler</i></b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
No schemes planned		

## **Appendix H - Combined Members Grant programme update**

### **Combined Members Grant programme update for the Tonbridge and Malling District.**

The following schemes are those that have been approved for funding by both the relevant Member and by Phil Lightowler, 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 **23<sup>rd</sup> May 2022**.

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
- schemes being managed and delivered by the District Manager

More information on the schemes listed below can be found by contacting the Schemes Planning and Delivery team.

#### **Trudy Dean**

<b>Details of Scheme</b>	<b>Lead Officer</b>	<b>Status</b>
20mph schemes in Larkfield	Jamie Watson	Scheme complete
20mph extension in West Malling	TBC	Feasibility
20mph scheme in East Malling	TBC	TRO design complete.

#### **Harry Rayner**

<b>Details of Scheme</b>	<b>Lead Officer</b>	<b>Status</b>
7.5 tonne Weight Limit Quarry Hill Road, Borough Green	Claire Venner	Partially complete. Electrical connections needed
Oldbury Lane, Ightham DYL. Consultation May/June 2022	Claire Venner	Out for Consultation
Dark Hill, 40mph speed limit.	Claire Venner	Handed over to contractor for construction.

## Sarah Hudson

Details of Scheme	Lead Officer	Status
Seven Mile Lane, Mereworth speed reduction consultation for proposed 40mph speed limit.	Claire Venner	Report for June JTB provided.
Rougemont Kings Hill, footway bollards	Claire Venner	Design complete.
Lodge Close, Wateringbury. Verge marker posts	Claire Venner	Design stages.

## Paul Stepto/Mark Hood

Details of Scheme	Lead Officer	Status
A26 Hadlow Road, ATC surveys	Claire Venner	Passed to survey company

### 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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**Contacts: Officers as listed in the report 03000 418181**



# Agenda Item 9

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

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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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