

**APPENDIX A**

**JOINT TRANSPORTATION BOARD**

**MONDAY 16 APRIL 2007**

MINUTES of the Joint Transportation Board held at the Town Hall, Royal Tunbridge Wells on 16 April 2007.

**PRESENT:** County Councillors Manning (Vice Chairman), Bullock, King and Scholes  
Borough Councillors Davies (Chairman), Marriott, Neve, Ransley and Smith  
Parish Representative: Councillor Patterson

**OTHER MEMBERS PRESENT:** Borough Councillors Crawford, Mrs Mayhew and Weeden.

**OFFICERS:** David Bond, Transport Manager (KCC); Behdad Haratbar, Head of Transport Planning (KCC); Adrian Holland, Acting Head of Operations (KCC); Vicki Farley, Senior Transport Planner (KCC); Richard Powell, Director of Services to the Community (TWBC); and Gary Stevenson, Head of Environment and Street Scene Services, (TWBC).

**APOLOGIES:** Borough Councillor Rusbridge.

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**DECLARATIONS OF INTERESTS**

TB25/06 In accordance with the Council's Code of Conduct, Part 5, Councillor Marriott declared a personal interest in minute TB29/06 because he lived on Maidstone Road, Paddock Wood. He took no part in the discussion or voting on this item.

**MINUTES OF MEETING HELD ON 15 JANUARY 2007**

TB26/06 **RECOMMENDED** – That the minutes of the Joint Transportation Board held on 15 January 2007 be agreed.

Members noted the comments made by Tunbridge Wells Borough Council's Cabinet on 8 February 2007, as follows:

“Councillor Bulman requested further details on the working party that had been established to look at the options available for the improvements to the junction of Yew Tree Road/Speldhurst Road. He was advised to make a written submission to the Joint Transportation Board.

Members were advised that Councillor Poile would be attending the working party meeting, not Councillor Bannister as was stated in the minutes.”

Councillor Weeden expressed concern that Kent County Council had not carried out the recommendation made on 15 January relating to Moor Hill (A229) in Hawkhurst. Tunbridge Wells Joint Transportation Board was not informed of this decision. It was agreed that Kent County Council should implement the original recommendation (3) as made on 15 January 2007 as soon as practicable.

The Board also agreed that an updated progress report relating to the Tunbridge Wells Taxi Ranks be submitted to the next meeting of the Board.

**INTEGRATED TRANSPORT SCHEME PRIORITISATION METHODOLOGY (PIPKIN)** (Item 4 report of the KCC Transport Policy Team)

TB27/06 The Kent County Council Transport Policy Team submitted a report (070416/TB001) that provided Members with an update on the implementation and application of Kent County Council's Integrated Transport Programme scheme prioritisation methodology. Members were advised that it could assist in delivering the County Council's key transport objectives as set out in the Local Transport Plan for Kent 2006/07 to 2010/11.

The Board was informed that in December 2006, the Government had announced the results of its formal assessment of Kent's Local Transport Plan and it was rated "Good". A Good assessment reflected Upper Quartile status at a regional and national level.

Members requested that copies of the PIPKIN User Guidance Manual be circulated to them via email in due course.

**RECOMMENDED** – That the principles of PIPKIN and the Kent County Council's approach to implement the new scheme be noted.

**HIGHWAY WORKS' PROGRAMME 2006/2007** (Item 5 report of the KCC Programme Delivery Manager)

TB28/06 The Programme Delivery Manager submitted a report (060416/TB002) which explained the progress on all highway works contained in the programme, covering: thin surfacing; high friction surfacing; surface dressing; named maintenance schemes; street lighting schemes; reconditioning; traffic regulation orders; integrated transport schemes; and bridge maintenance.

The progress of all schemes under the above categories was set out in an appendix to the report.

Members of the Board expressed their concern that the report covered only the 2006/07 programme and that there was a lack of involvement in the Highway Works' Programme 2007/08. It was agreed that a special meeting of the Joint Transportation Board be convened on Tuesday 29 May 2007 at 6.00pm to discuss the details of the proposed work programme 2007/08. It was also noted that several other recommendations that the Board had made in recent months were not being implemented or had been delayed, with no explanation given as to why.

**RECOMMENDED** –

- (1) That the Highway Works' Programme 2006/07 be noted;
- (2) That the Chairman of the Joint Transportation Board write a letter to the County Portfolio Holder for Highways and Environment and the Highways Advisory Board, expressing the Tunbridge Wells Joint Transportation Board's concerns about the lack of partnership between the two councils;
- (3) That a special meeting of Joint Transportation Board take place on Tuesday 29 May 2007 at 6.00pm to discuss the following:
  - The Highway Works' Programme 2007/08.
  - Proposed Integrated Transport Programme for 2007/08, and any revisions following the decision to scale down the works at Sandrock Road/Pembury Road.
  - A26 Yew Tree Road/Speldhurst Road Junction.

**PETITIONS RECEIVED** (Item 6(A) report of the KCC Mid-Kent Divisional Manager)

TB29/06 The Mid-Kent Divisional Manager submitted a report (070416/TB003) which reminded Members that it had been an established policy that any petitions received should be reported to the next meeting of the Board.

**Whetsted Road, Five Oak Green** – Members were informed that a petition covering concerns on a variety of highway issues including heavy goods vehicles, traffic speed, rat running and pedestrian safety had been received.

The Mid-Kent Divisional Manager stated that the three-year crash record for Whetsted Road showed that there had been only one injury crash in that time. In order to establish the current traffic situation, two traffic surveys were to be undertaken; one in the south side approach to the railway bridge to determine what traffic uses the bridge and the second would be at the 30mph terminal point on the northern edge of the residential area to establish both usage and vehicle speeds. A meeting would also be held with the owners of the fruit packing station to identify a solution to residents' concerns relating to heavy good vehicles.

Members of the Board, after giving consideration to the above, agreed that a progress report be submitted to the July meeting of the Board.

**B2160 Maidstone Road, Paddock Wood** – Members were informed that a petition had been received that raised concerns over the number of crashes, noise, vibration, heavy good vehicles, quality of life and safety for both pedestrians and drivers.

The Mid-Kent Divisional Manager stated that the three-year injury crash record for this area had not raised concerns although historically there were two clusters, one at the junction with Transfesa and one at the junction with Eldon Way.

Members were informed that a detailed review of the signing had been undertaken and some deficiencies relating to the signing for Eldon Way had been identified; these would be corrected later in the year. New speed survey work would be carried out in the future to determine the speed and classification of vehicles using Maidstone Road both in the vicinity of the 30mph terminal sign near Transfesa and on the railway bridge.

Members of the Board agreed that a progress report be submitted to the July Board meeting.

**Red Lion Corner and Simmonds Court, Rusthall** – Members were reminded that a petition had been received that asked that the pedestrian crossing facilities be provided in both Rusthall Red Lion Corner and Simmonds Court, Rusthall; investigation work had now been carried out.

The Mid-Kent Divisional Manager stated that no 'evidence of need' had been found at Red Lion Corner; at two different times of the day no pedestrians were observed crossing Lower Green Road at Red Lion Corner. It was the Officers' view that the site be deemed as unsuitable for a pedestrian crossing.

The second site was situation at Simmonds Court and the pedestrian demand had been low except at the start and finish of school times. Officers suggested that a school crossing patrol be introduced to cover the times of greatest pedestrian demand. It was agreed that a further report would be submitted to the Board in July 2007.

**RECOMMENDED –**

- (1) That in relation to Whetsted Road, Five Oak Green and the B2160 Maidstone Road, Paddock Wood, further work be undertaken and that a report be submitted to the next meeting of the Joint Transportation Board in July 2007;
- (2) That the pedestrian crossing at Red Lion Corner, Rusthall, be deemed unsuitable, therefore, no pedestrian crossing would be made available; and

- (3) That the pedestrian crossing at Simmonds Court, Rusthall, be investigated further and the findings be reported back at the next meeting of Joint Transportation Board in July 2007.

**THE NEED TO ASSIST THE PROVISION OF QUALITY BUS SERVICES IN TUNBRIDGE WELLS** (Item 4(D) report of the KCC Mid-Kent Divisional Manager)

TB30/06 The Mid-Kent Divisional Manager submitted a report (070416/TB004) which reminded Members that at its meeting in April 2006, the Joint Transportation Board had recommended the removal of the bus lane on the northbound approach to Speldhurst Road and southbound between Woodbury Park Road and Grosvenor Road, Tunbridge Wells. A report was also presented to the January 2007 Board meeting that recommended that the original decision made in April 2006 be upheld.

It was noted that, alongside the Transport Strategy, the Tunbridge Wells Borough Community Plan (adopted in 2004 following an extensive consultation exercise) showed that the transport issues of greatest concern to residents included congestion, public transport, poor roads and parking problems. The Community Plan outlined key actions that included promoting and improving sustainable transport modes, including public transport.

Members, after having considered these points, were also advised that the Joint Transportation Board recommendation to remove the bus lanes of April 2006 was contrary to County Council Policy. The County Council's Local Transport Plan (LTP) clearly set out the need to reduce the number of journeys by car and to increase the proportion made by walking, cycling and public transport. Members were further informed that the original recommendation was contrary to the LTP for Kent, the Kent Bus Strategy, The Tunbridge Wells Transport Strategy, Tunbridge Wells Community Plan and the objectives of 'Towards 2010'.

The Kent Highways Advisory Board met on 6 March 2007 to discuss the Tunbridge Wells Joint Transportation Board recommendation in depth and after giving careful consideration, the Highways Advisory Board made the decision not to support the Joint Transportation Board's recommendation and stand by the retention of the bus lanes at the locations, St John's Road on the northbound approach to the traffic signals at Speldhurst Road and southbound on St John's Road between Woodbury Park Road and Grosvenor Road.

After further discussion, the following recommendation was agreed.

**RECOMMENDED** – That Tunbridge Wells Joint Transportation Board inform the Highways Advisory Board and the County Council Cabinet Member for Highways and the Environment, that the Board would use their best efforts to assist the County Council in achieving the 2010 targets of reducing congestion by 10%, improving air quality and removing unnecessary short lengths of bus lanes.

(NOTE: Borough Councillor Neve requested that a recorded vote be taken; the votes cast were as follows:

In favour of the above recommendation: Borough Councillors Davies, Marriott, Ransley; County Councillors Bullock, King and Scholes.

Against the above recommendation: Borough Councillor Neve and County Councillor Manning.)

**SANDROCK ROAD/PEMBURY ROAD – PROPOSED TRAFFIC SIGNAL SCHEME** (Item 6(C) report of the KCC Mid-Kent Divisional Manager)

TB31/06 The Mid-Kent Divisional Manager submitted a report (070416/TB006) that reminded Members of the Board of the proposed scheme to improve the safety, management of traffic and facilities for buses, pedestrians and cyclists at the junction of Sandrock Road and Pembury Road.

The Mid-Kent Divisional Manager briefed Members on the design considerations and cost implication involved. He also outlined the two options available to Members. The options were as follows:

Option One – Abandon the scheme altogether and use the funds to address priority schemes within the list that was first approved at the April 2006 JTB, and contained in the report 'Proposed IT schemes for 2007/08'.

Option Two – Review the current design and investigate the provision of the following:

- a toucan crossing in Pembury Road to the south west of Sandrock Road, which would also allow ease of movement in and out of Sandrock Road when the pedestrian/cycle phase was activated.
- a new pedestrian refuge in the mouth of Sandrock Road, which would help enforce the right turn ban as well as allowing an easier crossing point for pedestrians and cyclists.
- review the right turn lane from Pembury Road into Sandrock Road to examine what scope there was to widen and lengthen.
- The need for pedestrians to safely cross Pembury Road and Sandrock Road had been identified as a major area of concern in the St James' Primary School Travel Plan and was seen as barriers to increasing the numbers of children walking to school.

The Mid-Kent Divisional Manager recommended to Members of the Board that of the two options, option two should be preferred. Members of the Board agreed the following recommendation.

**RECOMMENDED** – That the original scheme be abandoned and that option 2 be progressed. The remaining funds (£100,000) be allocated to other priority schemes as outlined in the report and that additional work on junction safety be carried out.

[NOTE: County Councillor Scholes conveyed Borough Councillor Mrs Mayhew's view that option 2 did not deal with the growing problem of traffic leaving the Dunorlan Park Car Park.]

**PROPOSED INTEGRATED TRANSPORT PROGRAMME FOR 2007/08** (Item 6(D) report of the KCC Mid-Kent Divisional Manager)

TB32/06 The Mid-Kent Divisional Manager submitted a report (070416/TB007) that reminded Members of the Board that in December 2006, the County Council revised its Local Transport Plan capital settlement from Government for 2007/08 and that an allocation of £7,239,000 for Integrated Transport (IT) Schemes for 2007/08 was approved by the Highways Advisory Board on 6 March 2007; the allocation was 23% less than the approved allocation for 2006/07.

The report identified the approved funding for urban schemes in Tunbridge Wells, totalling £385,000 and the approved funding for rural schemes in Tunbridge Well, totalling £55,320. However, Members noted that identified schemes for Hawkhurst and Paddock Wood totalled £155,320 (i.e. £100,000 was shortfall). The Board also noted the reserve schemes for both Tunbridge Wells urban and rural packages.

However, Members expressed their wishes that the report be deferred to enable the report to include Yew Tree Road/Speldhurst Road junction improvements and

to identify other priority projects that could benefit from the cost savings from the reduced Pembury Road/Sandrock Road scheme.

**RECOMMENDED** – That the report be deferred until the Special Joint Transportation Board meeting due to take place on Tuesday 29 May 2007 to allow the report to include Speldhurst Road/Yew Tree Road junction.

**DISABLED PERSONS' PARKING BAYS** (Item 7 report of Head of Environment and Street Scene)

TB33/06 The Head of Environment and Street Scene submitted a report (070416/TB008) that informed Members that several applications had been received for disabled persons' bays in various areas across the borough and each application had been investigated and additional information sought.

Members were informed that Kent County Council had agreed that the statutory consultation process should begin that would require the advertising of orders and that formal objections could then be received. Should no formal objections be received by the given date, then the orders would be made and implemented. Members noted that should formal objections be received, a report would be submitted to the next Joint Transportation Board meeting.

**RECOMMENDED** –

- (1) That the following disabled persons' parking bay orders be endorsed as requested by Kent County Council:
  - Andrew Road, Southborough
  - Burslem Road, Tunbridge Wells
  - Bright Ridge, Southborough
  - Cogate Road, Paddock Wood
  - Colebrook Road, Southborough
  - Crundwell Road, Southborough
  - Fuggles Close, Paddock Wood
  - Hill View Road, Rusthall
  - Pennington Road, Southborough and Vale Road, Southborough
- (2) That the disabled persons' parking bays in Dorothy Avenue, Cranbrook; Holmewood Road, Tunbridge Wells; Ridgeway, Pembury; and Yeoman Gardens, Paddock Wood be noted; and
- (3) That any disabled persons' parking bays that are no longer needed, because the eligible resident had moved, be rescinded.

**TRANSPORTATION STRATEGY – TOWN FORUM** (Item 8(A) report of the Chairman of the Joint Transportation Board)

TB34/06 The Chairman of the Joint Transportation Board submitted a report (070416/TB009) that informed Members that the Tunbridge Wells Town Forum had met on Thursday 22 February 2007 and one of their topics for discussion was the Transportation Strategy.

For the borough, the Chairman agreed to meet with Members of the Town Forum to identify and to develop some of the ideas in the report that were within the control of the borough.

Members of the Board received the Tunbridge Wells Town Forum report.

**RECOMMENDED** – That the Tunbridge Wells Joint Transportation Board receive and note the Tunbridge Wells Town Forum's report and that Kent County Council respond and make comment in relation to the Town Forum's document.

**HIGHWAY ISSUES FROM LOCAL PARISHES** (Item 8(B) Report of the Chairman of the Joint Transportation Board)

TB35/06 The Chairman of the Joint Transportation Board informed the Board that this subject would be a standard item on future Joint Transportation Board agendas. It would enable Parish Councils to express their views on matters being discussed on the agenda. It was agreed that their views should be submitted to the Senior Committee Administrator in advance, by 4pm the last working day prior to the meeting.

(NOTE:

- (1) In accordance with Council Procedure Rule 12 on public speaking at Board/Committee meetings, the following members of the public attended and spoke on the minute numbers indicated: Mr Fogel TB27/06; Mr Rousell TB29/06; Mr Knights TB30/06; and Mr Goodwin TB34/06;
- (2) Borough Councillors Crawford, Mrs Mayhew and Weeden attended the meeting, with the Chairman's permission;
- (3) Borough Councillor Weeden took part in the discussion but not the voting on minute TB26/06; and
- (4) Borough Councillors Mrs Mayhew and Weeden both left the meeting during consideration of minute TB27/06. Borough Councillor Crawford left during consideration of minute TB26/06. Councillor Smith left the meeting during consideration of minute TB30/06. County Councillor King left the meeting during consideration of minute TB31/06.)