

Re: Minutes of Town Forum meeting 24th August 2006

Item 5 - Matters arising from the Meeting dated 20 July 2006

The end of para 1 should read

– John Higgs asked that the minute record how disappointed he had been with Mr Haratbar's (Head of Highways and Planning, KCC) apparent lack of preparation and local knowledge despite being sent copies of questions in advance. The majority of the members present agreed that Mr Haratbar seemed to take a cavalier attitude towards the Town Forum.

Mr Haratbar said that anyone who owns two cars could park on the pavement and that pavements last for years despite being used for parking.

Item 6

June Bridgeman – Matt Goodwin

Item 8 – New Town Initiatives Sub-Committee
- including overview of potential use of TWBC residual fund of 40m

[sum now down to 32m]

- What were the "small initiatives" that ate up the interest and eight million pounds?

Item 13 – Dates of future meetings

I suggest that two meetings be organized for January 2007 vice the cancelled December 2006 meeting.

Town Forum issues to address with Behdad Haratbar, Head of Highways and Planning, KCC, at meeting on 20 July 2006

Overview of KCC responsibilities, a matrix of responsibilities and plans for a contact point;

Coordination of road works and utilities maintenance;

RVP extension planning;

Road pollution arising from constant Town traffic jams;

State of pavement – obligations under TW Local Plan;

Lighting – half painted, new replacements side by side with defunct lights;

Taxi ranks.

9 June 2006

Mr Haratbar,

c/o Tunbridge Wells Borough Council – Town Forum Meeting

1. The lay-by outside of the former Litten Tree premises in Grosvenor Road was built for the use of the buses to Tonbridge. This left room for a taxi-rank outside of Tesco's so that customers could wait under cover. Why did it change?

2. Removing the kerb-side railings outside Halford's should be possible to enlarge the taxi-rank.

3. Vehicles park on the pavement in Tunbridge Wells seemingly with impunity. These obstructions put pedestrians in danger and the damage caused to the pavements costs the tax-payers in repairs and compensation.

In London pavement parking is de-criminalized except in designated areas. Why must the residents of Tunbridge Wells continue to accept this situation?

John S. Higgs
