

**Minutes of the RTW Town Forum Transport Working Group meeting
on Wednesday 2 January 2019
held at 22 Calverley Park, Royal Tunbridge Wells**

Present: Jane Fenwick, Pat Wilson, Katharina Mahler Bech, Peter Perry, David Wakefield, Cllr David Scott.

Apologies received: Ian Rennardson and Cllr Catherine Rankin

(Written contributions from Adrian Berendt were read at the meeting but those from Cllr Rankin included in these minutes in italics. (JF did not read her email until after the meeting had ended.)

JF welcomed members to another busy transport year in 2019. PP noted that CCTV cameras had appeared at Carrs Corner briefly recently. DS advised that these had been installed for obtaining data for the update of the Transport Plan for the Local Plan. Consultants were looking to see how much traffic traversed the town rather than stopping within it. Several cameras had been installed around the town. He added that the potential for autonomous vehicles transport options funded in large part by developers are now likely to be included in the Local Plan in order to make new housing/community developments more sustainable by providing transport links with town centre facilities. The revised Local Plan and transport policies is likely to be ready for consultation after this summer.

- **Calverley Park Gardens:** AB reported that residents are likely to pursue better signage rather road closure as a first step. *Cllr Rankin reports on her work with KCC: **Advisory ‘no HGV’ (blue) signage** - a Small Works order has been raised for this sign the bottom of CPG which will be installed in 2019; **Warning (triangular) approach signage on Crescent Road** - A bigger sign will also be installed in 2019; **Advanced Directional Signage on Crescent Road** Officers are continuing to investigate whether better signs can be installed to warn of the pedestrians using Carrs Corner.*

Carrs Corner: *Cllr Rankin is keen to get safer crossings to make walking a more attractive and safer way of getting to the town. I have discussed options with officers on numerous occasions. The possibility of having build-outs (to narrow the road width) is now being explored by officers. They will need to measure and run some software modelling to check that there is sufficient width for buses and larger vehicles like rubbish trucks to manoeuvre safely without veering into the footway. This should take a couple of months before we know the technical feasibility. Funding - I have got KCC to agree that if TWBC will put up half of the money KCC will match fund it.*

- **Pedestrian Safety:** Several pedestrian accidents have been reported recently. JF reported that she is in discussion with Cllr Rankin about introducing an all ‘red stop’ phase for pedestrians crossing London Road and Church Road. At the junction of Halls Hole Road and Bayhall Road at Hawkenbury, the junction is inappropriate for the current level of traffic flow and offers no safe crossing for pedestrians – a pedestrian accident occurred there recently. Finally, the Vale Road/London Road junction needs redesign to improve pedestrian safety and reduce complexity and congestion. The Urban Design Strategy has a design option which could be considered. Some land belongs to the Commons Conservators but it was felt that a ‘trade off’ might be negotiated to enable the improvement to take place. This junction is also likely to be relevant to the Calverley Square project. JF and Cllr Rankin will meet 8th January to discuss and hopefully take forward with KCC.
- **20mph: Banner Farm:** *Cllr Rankin reports that drawings for the necessary engineering works (speed cushions and some road markings) have been produced. I will try to get an early meeting with the Residents Assoc to discuss how we can get a survey of local views achieved – so that KCC has the security of knowing that when they go out to formal consultation there is considerable local support for the proposals. If all is OK with the feedback we get from the residents, I can get the member grant application finalised and the work should then go into the pipeline. I have been told that July is the target, but it probably wouldn’t be the end of the world if it slipped a bit so that most of the works are done in the school holidays.*

Culverden: DS reported on discussions with KCC Cllr Jame McInroy about a scheme to cover the area including Molyneux Park, Royal Chase and Culverden to obtain an assessment of current traffic speeds. DS is hoping that senior officers will agree to a ‘change in the rules’ so that speed reduction measures are not needed as they make these schemes unaffordable. He has also spoke to Bennett School which is keen on a 20mph zone for the area. A large number of buses that park on the school’s drive and on the road causing acute congestion for 30minutes or so before the end of the school day, and a nearby grassed area maybe converted into into a coach layby to ease this

problem.

St Mark's School: *Cllr Rankin is seeking to make access to St Marks School better to encourage more walking to school. Ultimately a 20 mph zone for the Ramslye Estate is my goal – but there are preliminary smaller changes that can be achieved in the meanwhile to improve road safety in the immediate vicinity of the school, such as bollards, verge markers and signs. KCC Highways is reluctant to move forward without evidence of local support, so she and Cllr Woodward (ward councillor) will inform and canvas the local residents for their views about becoming a 20 mph zone. It will all take quite a time to get organised.*

- **Alignment of TWBC Planning and Transport objectives:** AB advised that LCWIP for active travel projects will be integrated into the Local Plan. Concern was expressed that funds received for parking fines should be allocated to pedestrian safety and transport projects in the locality. DS said he had spoken with Cllr Alan Mc Dermott, Cllr Jukes and David Reilly on this topic. TWBC collects these monies. KCC is aware of these funds. The money is currently allocated to a range of highway related projects by TWBC. PW also reported the concerns of members of the Inner London Road RA that the coach parking bays on are used by Go and Metro buses as a depot as they parked most of the day. This is unsightly and hinders tourist coaches from parking. The introduction of a 4-hour time limit was suggested.
- **Public Realm Phase 2 and Calverley Square projects:** DS reported on a meeting with some residents of York Road concerned that York Road would be a rat-run. They requested 24hour residents only access and parking, and residents only deliveries (also applied to Dudley Road), and to allow a right turn from York Road, plus local access only to Monson Road from Calverley Road. (See attached note from Cllr Scott on this meeting.)

It was noted that AB is inclined to oppose the Phase 2 scheme but it was noted that the time limited funding could be withdrawn altogether and lost.

JF expected more information this month on progress of the Calverley Square plans but it is thought it will be delayed until after the public inquiry into CPOs. It was noted that the room selected for the Inquiry would be too small for the likely numbers of interested residents.

- **Student membership of the Town Forum:** JF advised that some secondary schools had welcomed the idea that students could attend the TF, and form their own working group or join the transport and culture working groups. Their views and ideas on travel to school, cycling and future transport would be welcomed.
- **Parking:** JF reported that a meeting with TWBC's parking team under Janae Fineman is expected in January. JF had read the recent changes to the residents parking schemes and decided not to respond as it was a useful tidying up exercise that brings some consistency across the town and reduces abuses. An email to JF from Jane Fineman noted the Virtual Permit System that is being introduced, a cleaning of the residents and visitor permit registers, and a new permit for builders undertaking works.

AB commented that pavement parking is at epidemic proportions and all agreed that it is a major concern

- **A26 cycle route.** AB reported that a regular cyclist, Martin Harrington-Vogt was recently knocked off his bike by a bus driver and dragged for 35 metres under the bus. He suffered cuts and bruising, as well as a broken hand and ribs (and possibly sternum). It occurred near the sport centre on the new A26 cycle route. It was a slow speed crash otherwise the consequences could have been far worse. AB has written to Peter Oakford to complain about the watering down of the cycle route safety measures and received a totally unsatisfactory response, which he reports said that cyclists shouldn't be using the A26. AB comments that in law pedestrians and cyclists have an inalienable right to use the public highway, whereas vehicles and their drivers are only allowed to use it providing they have the appropriate licence arrangements in place!

AB asked TWG take note of the latest NICE recommendations are that Local Authorities need to prioritise pedestrians, cyclists and those who use public transport when new roads are built or upgraded, scheme.

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This is completely in line with Town Forum policies. And we should ensure that we use to hold KCC and TWBC to account for its transport policies.

- **Visit to Walthamstow:** AB is organising a visit to the mini-Holland scheme in Walthamstow for councillors on Friday 7th March. TWG members agreed that they would also like to visit the scheme on an appropriate date perhaps with other interested TF members.

AOB: AB One more from me. In addition to the statement about the A26 and the rights of different users, Can we attach to the minutes?

Members to note the next JTB meeting is on Monday 21 January 2019 at 6pm

ends