

Table 1 – Tonbridge Transport Strategy - Traffic Management Measures

Proposal	Study Out Come	Cost Estimate	Programme
1. High St/Vale Rd Modify junction layout to change the thoroughfare emphasis from the High St to Vale Rd.	Traffic capacity of the suggested change in priority at the junction appears to be an issue, traffic signals would not assist with the aspiration to reroute traffic away from the high street so further work is required to review potential gateway features to deter traffic from entering the High Street.	£125k	0 - 3 years
1a. High St/Pembury Road/Quarry Hill Road – Modify junction layout to change the thoroughfare emphasis from the High St to Pembury Road.	Traffic capacity of the suggested change in priority at the junction appears to be an issue, traffic signals would not assist with the aspiration to reroute traffic away from the high street so further work is required to review potential gateway features to deter traffic from entering the High Street.	£200k	0 – 3 years
2. High St/Bordyke (A227) Modify junction layout to change the thoroughfare emphasis from the High St to Bordyke.	Junction layout is at optimum so little scope to alter within the confines of the existing highway.	£50k	0 – 3 years
3. Pedestrian Priority Flow on High St Increased priority to pedestrian movement leading to reduced road capacity and hence discouraging traffic from using the high St.	An outline scheme has been developed. Further more detailed work will be required.	£500k *	0 – 10 years
4. Variable Message Signs Providing advanced notice of car park availability.	Recommended for the car parks east of the High Street along Sovereign Way and around the Angel Centre	£200k	0 – 5 years
7. Vale Rd/A26 Vale Rise Roundabout Increase in capacity may be required to cater for additional traffic diverted away from High St and from development	New traffic signal controlled junction is recommended.	£250k **	0 – 5 years
8. Vale Rd (Residential section) Review/implementation of further rat running deterrent measures	Traffic calming in the residential area of Vale Road is considered adequate, so additional measures have been put in place near the junction with Avenue Le Puy	£30k	0 – 5 years
9. Strawberry Vale Traffic calming measures on Strawberry Vale and Priory Rd to counter the potential diversion of traffic as a result of Proposal	Traffic calming proposals could be enhanced to deter rat running	£40k	0 – 3 years
10. Rail/Bus Interchange Improvements Make bus/rail trips more attractive and thereby reduce the number of car borne trips to the station.	An outline scheme has been developed for taking forward to local consultation.	£25k	0 – 5 years
15. Implementation of UTMC system The Tonbridge town centre area	UTC is not recommended at the moment. It is suggested that there is further	£540k-690k	0 – 5 years

including UTC, VMS, CCTV air quality monitoring aids – Is Tonbridge town centre suitable (viable) for UTMC?	consultation, to determine, which of the proposals will give most benefit to removing traffic from the high street.		
16. Possible traffic signal control at: a) B245 London Road/Dryhill Park Road b) A26 Hadlow Road/Yardley Park c) A26 Hadlow Road/Ridgeway d) A26 Hadlow Road/Higham Lane	a) Implementation of traffic signal with pedestrian crossing facility b& c) Implementation of signals is considered impracticable and therefore should not be proposed d) Minimal benefits therefore implementation of signals not recommended	a)£100K	0-3 years
17. Hadlow Road/Cannon Lane junction traffic light upgrade	Provision of a kerbed island should be considered.	£5K	0 – 3 years
18. Review of signing strategy	This has not been assessed as part of this report it is recommended that a detailed signing strategy is commissioned. Implement signing strategy	£20k to £30k £80k to £120k	0-1 years 1-5 years
19. Lansdowne Road/High Street/Bordyke junction The proposed measure (outline design) need to be stronger in terms of discouraging traffic through the High Street Assume the Lansdowne link road will be delivered by TMBC so there would be increase in traffic using Lansdowne Road	Junction capacity is a big issue at this location. More detailed assessment is required to confirm impact from the proposed Lansdowne Road link. There is limited scope for improvement without significant impact on capacity.	na	0-5 years
20. Strawberry Place Greater pedestrian priority to enhance pedestrian access to town especially from residential area to the south via Goldsmid Road/Vale Road	Close the route to vehicles except emergency and maintenance vehicles to create a pedestrianised area	£30k to £40k	0 – 5 years
21. Bank Street and Castle Street Greater pedestrian priority possibly through surface treatment	Reduced vehicle access to High Street with Lansdowne Road link in place therefore more pedestrian friendly surfacing material can be used in these locations.	£550k to £700k	0 – 5 years
22. A227 Controlled Crossings at York Parade	Puffin crossing facility should be considered	£60 to £70K	0 – 5 years
23. The Ridgeway – controlled crossing	Puffin crossing facility should be considered	£60 to £70K	0 – 5 years
24. Medway Wharf Rd/Sovereign Way junction improvement.	Installation of traffic signals or mini roundabout is not appropriate at this location. There is Potential to change priority on this junction, although it is recommended that further consultation takes place with regard to the preferred traffic assessments of suggested making part of Medway Wharf Road one way.	Change in priority £5k	0-5 years

NOTES

The schemes referred to in the above table are shown on Drawings B1790900/01 rev A, /01A Rev A, /02 Rev A, /03 Rev A, /07 Rev A, /08 Rev A, /09 Rev A and /10 Rev A, relating to the proposal number. The schemes have been drawn up but have not been subject to a capacity check or safety audit.

* This is the minimum likely cost using "standard" conservation kerbs and ordinary block paving. More expensive materials (such as granite) will increase the cost significantly.

** Estimate does not allow for the purchase of a strip of land from the development site.