

FIGURE 3 TRANSPORT STRATEGY

1 High Street / Vale Road



Modified junction layout to deter through traffic from using the high street, design means that drivers are encouraged to undertake a movement to/from Vale Road. It would be possible to incorporate priority within signals for busses. Potential to create a 'gateway' to the high street.



2 High Street / A227



Improvements to junction to deter through traffic from the high street to the outskirts of the town centre. Accompanied by signing structure and visual deterrent of one way road working on High Street. Potential for priority for public transport into/out of the High Street.



3 Priority Flow

Priority movement through High Street to discourage North/South and South/North through traffic. Potential to include cycle infrastructure or pedestrian crossing.



4 Variable Message Signs

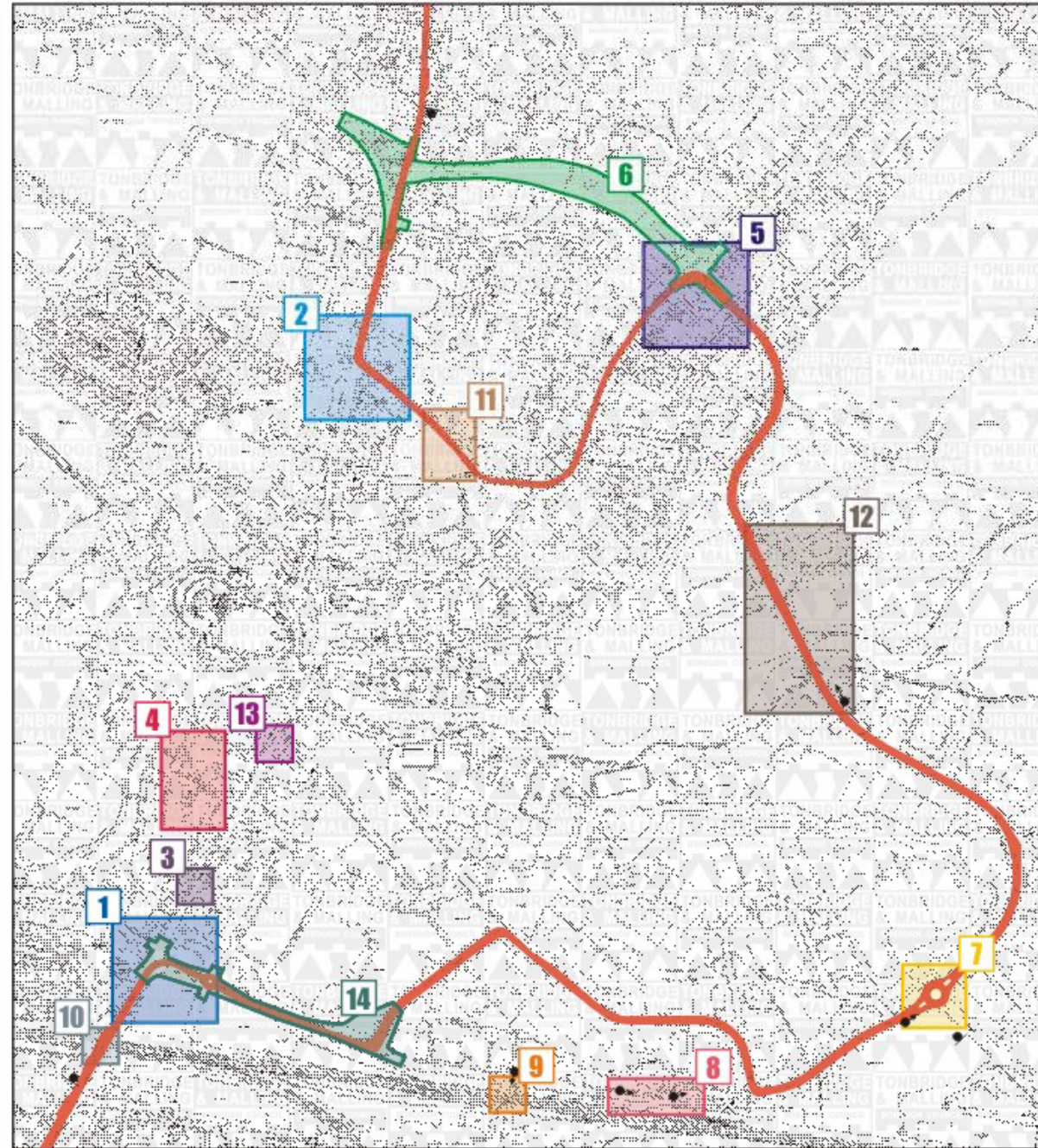
Advanced notice of car park availability via Variable Message Signs (VMS) positioned at strategic locations on approach to the town centre. This would remove circulatory traffic which currently contributes to high street congestion looking for limited car parking spaces to the west of the high street.



5 Hadlow Rd / Cannon Lane



Creation of the London Road/Hadlow Road link would require the creation of a new improved junction. Land has been safeguarded in the Tonbridge and Malling Borough Local Plan for such improvements.



KEY
 - Route for non town centre related traffic
 ● Photo location
 ● Car Park VMS location

6 London Rd / Hadlow Rd

Land safeguarded through Local Plan Policy PP7/7(j) for the creation of the London Road/Hadlow Road link road. Creation of this route has wider benefits for the environment and vitality of the town centre and specifically the High Street.

7 Vale Road / Woodgate Way

Potential capacity issues. Roundabout may need remedial works following implementation of strategy. A detailed capacity analysis will be required.



8 Vale Road

Existing one way/speed humps to deter rat running through residential section of Vale Road. A review of the deterrent measures may be required.



9 Strawberry Vale

Bridge offering alternative route for local traffic, needs to be reviewed in light of improved signing strategy to ensure no increase in use.



10 Rail / Bus Interchange Improvements

Potential for a reconfigured rail/bus interchange point at the front of the rail station.

11 Borden

Typical road width of 7.5 meters capable of carrying North/South through traffic. In the longer term it would be desirable to take through traffic out of this area by the creation and use of the London Road/Hadlow Road link.

12 Cannon Lane / Vale Road

Existing wide carriageway of approximately 12 meters. Currently under-utilised but ideal for carrying existing through traffic currently using the High Street around the outskirts of the town.



13 Crossing

Improved crossing on desire lines with shared surfaces. Reduced carriageway width for improved pedestrian environment.



14 Vale Road

Land safeguarded in Local Plan Policy PP7/7(k) for road improvements to Vale Road to secure public transport priority.