

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

3 December 2012

Report of the Director of Kent Highways and Transportation

Part 1- Public

Matters For Decision

1 WEST MALLING STATION FORECOURT REMODELLING SCHEME

Summary

This report provides an update on progress and seeks approval of the preferred detailed design.

1.1 Background

1.1.1 At the Joint Transportation Board meeting on 12th March this year, Members endorsed the preferred outline design option for the West Malling Station Forecourt Remodelling Scheme. The purpose of the scheme is to radically improve multi-modal access to the station in view of the increasing volume of traffic using the forecourt and approach road and the significant level of housing growth in the Medway Valley area and at Kings Hill.

1.2 Progress to Date

1.2.1 Since the Board's meeting in March, Jacobs has continued to work with a Steering Group consisting of officers from Kent County Council (KCC), Tonbridge and Malling Borough Council (TMBC), Southeastern and Network Rail, to progress the preferred scheme option through its detailed design stage. The outcome of this work will be presented to the Board by the Jacobs Project Manager this evening.

1.2.2 The principal funding source for the forecourt remodelling scheme is the agreed Section 106 contribution of £387,000 (following indexation) from the Leybourne Chase development. The trigger point for the payment of this contribution has been reached and KCC is now in receipt of these monies. As has been reported to the Board on previous occasions, the County Council is working to establish a wider partnership with the developers of the major sites in the area to secure sufficient funding to enable the project, which has initially been costed at between £400,000 and £500,000 (excluding risk and preliminaries), to be implemented in full.

1.2.3 It was also reported to the Board in March that the ongoing requirement for the 'bus gate' at the bottom of the link road from the A228 Leybourne and West Malling Bypass would be considered as part of this work. A traffic survey of the

bus gate and station access roads was commissioned by KCC to determine whether its removal would result in a material increase in 'rat-running' between the A228 and West Malling via Swan Street. Following a review of the survey in consultation with TMBC officers, it has been agreed that a material increase in rat-running is unlikely to occur, as the majority of contraventions of the Traffic Regulation Order are made by drivers travelling to and from the station itself. Moreover, it is considered that this course of action would not create a strategic link that would be attractive to large volumes of through traffic. It is therefore recommended that the removal of the bus gate, together with the adoption of the link road to Swan Street by KCC, should be incorporated into the wider scheme.

1.3 Next Steps

- 1.3.1 Subject to the Board's recommendation, it is proposed that the project now be handed over to Southeastern to manage the procurement of a Design and Build Contractor with the necessary approvals to work on railway projects. It is anticipated that on-site construction could then commence during late Spring / early Summer 2013.

1.4 Legal Implications

- 1.4.1 None at this stage.

1.5 Financial and Value for Money Considerations

- 1.5.1 None directly for the County or Borough Councils. The proposed strategy seeks to maximise the value for money of the developer contributions secured through the planning process in the Medway Valley area.

1.6 Risk Assessment

- 1.6.1 Not required.

1.7 Equality Impact Assessment

- 1.7.1 See 'Screening for equality impacts' table at the end of report.

1.8 Recommendations

- 1.8.1 That the Cabinet be recommended **TO ENDORSE** the preferred detailed design option, together with the removal of the bus gate on the station access road.

Background papers:

Nil

contact: Paul Lulham

Tel: 0845 247 800

John Burr
Director of Kent Highways and Transportation

Screening for equality impacts:		
Question	Answer	Explanation of impacts
a. Does the decision being made or recommended through this paper have potential to cause adverse impact or discriminate against different groups in the community?	No	The proposal seeks to enhance inclusive access to high-quality public transport services at West Malling Station.
b. Does the decision being made or recommended through this paper make a positive contribution to promoting equality?	Yes	
c. What steps are you taking to mitigate, reduce, avoid or minimise the impacts identified above?		

In submitting this report, the Chief Officer doing so is confirming that they have given due regard to the equality impacts of the decision being considered, as noted in the table above.