

**To:** Tonbridge & Malling Joint Transportation Board  
**By:** Tim Read, Head of Transportation  
**Date:** 2<sup>nd</sup> December 2013  
**Subject:** B245 London Road junction with Dry Hill Park Road – Pedestrian Crossing Improvements  
**Classification:** Decision Only

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**Summary:** This report outlines the proposals made to install improved pedestrian crossing facilities at the junction of the B245 London Road with Dry Hill Park Road, Tonbridge

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## **1 B245 LONDON ROAD JUNCTION WITH DRY HILL PARK ROAD – PEDESTRIAN CROSSING IMPROVEMENTS**

### **1.1 Background**

1.1.1 This report seeks to finalise options to install improved pedestrian crossing facilities at the junction of the B245 London Road with Dry Hill Park Road, Tonbridge.

### **1.2 Progress to Date**

1.2.1 A number of different proposals have been considered for this site, initially a Zebra crossing was proposed in 2011. However a number of safety concerns and recommendations were raised at safety audit stage and the scheme was not progressed. Instead a full signalisation option was investigated and modelled in 2012. This revealed that the traffic signals would likely lead to increased congestion and delays, this was reported and found to be unacceptable to members of the Joint Transportation Board. A third option was then subsequently considered, this involved standalone signalised crossings. A crossing on the desire line could not be accommodated on safety grounds and a crossing off the desire line was considered unacceptable, as it would likely not be used and therefore did not represent value for money.

1.2.2 An options report has now subsequently been commissioned. This was intended to review all previous options with the exception of the full signalisation scheme. The review was due, largely to on-going requests for pedestrian crossing improvements from Tonbridge School and also in light of recent changes to the guidance for setting local speed limits as of January 2013.

1.2.3 The options report identifies four options

- Do nothing – the current safety record does not indicate a pedestrian concern, there are already pedestrian facilities in the vicinity, though these are slightly off of the desire line. Pedestrians make the decision on when it is safe to cross.
- Zebra crossing with banned left turn from Dryhill Park Rd This may be unpopular with local residents, is not supported by Kent Police and removes some responsibility from the pedestrians.
- Pedestrian refuge with banned left turn from Dryhill Park Rd – This would be unpopular with users of the sports facility. Large vehicles would not be able to turn left when leaving the sports grounds because of the location of the pedestrian Island and would have to travel into Tonbridge to turn around, again Kent police did not support the banned left turn out of Dry Hill Park Road.
- Variable speed limit – It is anticipated this would have little effect in addressing the excess approach speeds in the longer term.

### **1.3 Officers Recommendation**

- 1.3.1 The report identifies four options and each is a compromise as the site is complex. The options involving banned turns from Dry Hill Park Road do not have police support and would, in their view, require constant enforcement which is unlikely to be forthcoming. In addition making the left turn out of the sports centre exit difficult for large vehicles would mean all coaches would be forced towards Tonbridge town centre because of the location of the island.
- 1.3.2 The site has a currently very good safety record in terms of pedestrian safety. Pedestrians take responsibility for their own crossing decisions, this means they generally take care and look carefully, removing some of this responsibility with a zebra crossing may in turn, make the location less safe.
- 1.3.3 Officer's recommendation is to not proceed with additional pedestrian crossing facilities but to install additional warnings signs on both approaches.

### **1.4 Legal Implications**

- 1.4.1 None at this stage.

### **1.5 Financial and Value for Money Considerations**

- 1.5.1 The site currently has a good safety record in terms of pedestrian casualties and on that basis additional expenditure on new pedestrian facilities would not currently represent value for money.

### **1.6 Risk Assessment**

- 1.6.1 Not required.

Background papers:

contact: Michael Heath

Dry Hill Park Road Junction With B245 London Road -  
Options Report