

Site	Location	Assessment and Recommendation
1	Vale Road/Angel Lane junction	<p>The Jacobs recommendation is to remove all the guardrailing except the length in front of 'Poundstretcher'</p> <p>The length to be retained separates the lower area of footway from the higher level carriageway. Retaining guard rail at this location is possibly justified but what is there at the moment is of poor quality and should be replaced using some of the better looking guard rail to be removed elsewhere in the High Street.</p> <p>The rest of the proposal merits support.</p>
2	Waterloo Rd/Quarryhill Road/Priory Road	<p>The Jacobs recommendation is to remove the four stretches of guard rail round this junction.</p> <p>This is a straight road with good visibility and the guard railing currently installed is difficult to justify particularly as there is a risk of people walking within the carriageway on the outside of the fencing. Therefore I recommend the Borough Council supports this proposal.</p>
3	Quarry Hill Road/Pembury Road junction	<p>There are two substantial lengths of guard rail at this junction. The Jacobs report proposes to retain these.</p> <p>In any future remodelling of this junction, to create a better 'gateway' into the town, removal of guard-railing will undoubtedly feature as part of the scheme aims. For the moment, the layout is thoroughly dominated by the needs of vehicular traffic and there is precious little concession to the needs of pedestrians or the streetscene. It is difficult to make any justification for the complete length of railing on the southern side of this junction and I recommend the KHS be requested to remove this. Also, I consider there is scope for at least reducing the extensive length of guard rail on the northern side of the junction by six panels within Pembury Road.</p>
4	Quarry Hill Road – crossing to the south of the Pembury Road junction	<p>The Jacobs report recommends removal of the guard rail at the crossing.</p> <p>The guardrailing adds little, if anything, to road safety and it is a legacy of previous design standards that obliged such lengths of railing to be installed as a matter of course. I recommend the Borough Council supports the removal as proposed.</p>
5	Quarry Hill Road/Waterloo Road/George Street	<p>The Jacobs report recommendation is to remove the length of guard rail between Brook Street and Waterloo Road and also at the George Street corner. The length</p>

		<p>of guard rail along the centre of the carriageway is recommended for retention.</p> <p>The proposal to remove the guard rail between Brook St and Waterloo Road has attracted particular comment and this has been prompted by concerns about the need to provide a degree of containment for the considerable numbers of students and pupils from the college and schools along Brook Street. Perhaps a short length could be justified at the Brook Street corner where the footway is narrow but further along the footway widens out and there is no case to be made for retaining the full length that is currently installed.</p> <p>In any event, there is a clear desire within the Borough Council's adopted document for the Quarry Hill Conservation Area for a reduction in the amount of guard railing. Consequently, it is recommended that the County Council be requested to reconsider the guardrailing along the centre of the road and that this be removed if at all possible (page 17 of the Conservation Area Appraisal).</p> <p>The proposal to remove the guardrailing at the corner of George Street is recommended for support.</p>
6	Quarry Hill Road adjacent to Quarry Hill Parade	<p>The report recommends that this stretch of guardrailing be removed. It has little, if any, utility as a guide for pedestrians. It can even lead to people being marooned on the carriageway side of it as they perhaps misguidedly try to cross from the other side of the road and it is safer on balance to remove it completely. Consequently, this proposal is recommended for support.</p>
7	Waterloo Road/Tonbridge Station	<p>The Jacobs proposal is for removal of a short length of guardrailing in Waterloo Road and retention of the length on front of the station. Recent work on the taxi ranks in Waterloo Road is still settling down and it is premature to be considering altering any of the arrangements in this location. Therefore, I recommend that Site 7 be left unaltered.</p>
8	Barden Road/Station Approach junction	<p>The Jacobs report proposes removal of the short length of railing at this junction. The footway is wide at this point and guard railing has little justification. Therefore I recommend that the Borough supports the removal.</p>
9, 10, 11	High Street	<p>The proposal is for the removal of the guard rail associated with the three pelican crossings in the lower High Street.</p> <p>The Borough Council installed all of these lengths of guard rail in the early nineties as part of an</p>

		<p>environmental enhancement and traffic management scheme in the lower High Street. The then current design standards frustrated the preferred option of installing the crossings without the guard railing. Given the less prescriptive design approach that now prevails, I recommend the Borough Council should support this proposal to remove these lengths of guard railing.</p>
12	<p>Tonbridge Road, Hildenborough near Coldharbour Lane</p>	<p>Jacobs proposes removal of the guardrailling associated with the road crossing.</p> <p>This guard rail has no readily discernible benefit but, more critically, it obscures the sight line to drivers turning right out of the Medical Centre. Consequently, I recommend that the Borough Council supports this proposal.</p>