
Tonbridge Station Transport Interchange Improvements

To: Tonbridge Joint Transportation Board, 27th November 2017

By: Tim Read – Head of Transportation, KCC

Classification: Unrestricted

This report outlines the proposed scheme to take through public consultation.

A recommendation is sought as to whether to begin public consultation in January 2018.

1. Introduction

Funding of £500,000 has been allocated from the West Kent Local Growth Fund (LGF) to improve the Transport Interchange at Tonbridge Station. The aim is to improve interaction between users at the station, provide more space for pedestrian movements and to create an interchange suitable for one of the busiest stations outside of London.

The funding has to be spent during 2018 / 19.

At the end of 2016 KCC consulted on a proposed scheme. Responding to the consultation feedback, Officers were able to advance the design. As such the design has evolved although still achieves the main aims as outlined in previous JTB reports.

2. The Design

Key proposals include:

1 - Bus lane removed from outside the station entrance to allow for a much wider pedestrian space. A bus stop has been proposed in the current location of the 'short stay drop off spaces' to ensure there is adequate capacity for the numbers of bus users and expected growth in bus use. Short stay drop off is now being proposed in Priory Road.

2 - 3m wide pedestrian crossing from the station towards Priory Road.

3 - 3 way traffic light controls (Waterloo Road, B2260 North & South) to allow pedestrians' safe movement, particularly at peak times such as after school. The lights to be controlled to allow for optimal pedestrian and vehicle flow within the space.

4 - Existing bus layby outside Lidl to be removed and converted to a new pedestrian area. New bus stops for three buses to be created using some of the existing carriageway space.

3. Forecasting Traffic Flow

Congestion in the South East is forecast to rise by between 8 and 17% in the next 20 years.

Currently, in the evening peak the section of Quarry Hill Road from the station to the roundabout at Vale Road is running at over 92% capacity.

To combat roads becoming blocked in the future, local authorities need to encourage walking, cycling and bus use where possible while balancing the needs of car drivers.

Traffic modelling exercises show that the proposed scheme will not necessarily improve traffic flows during peak periods. However they should not noticeably worsen them.

However, this does not take account of the wider benefits to other road users, particularly buses and pedestrians. Furthermore, some of the existing road arms are projected to be running at over 100% capacity by 2029 with no intervention, leading to junctions becoming blocked.

4. Consultation

The consultation is proposed to run for 4 weeks from **16 January to 12 February 2018**

This is to enable enough time to make any changes to the design before construction begins. It is aimed that the bulk of the construction would take place during the summer holidays to minimise disruption.

5. Recommendation required:

To proceed to consultation on the proposed design in early 2018.

Future Meeting if applicable:	Progress reports will be presented to the JTB in the future.
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