

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

9 June 2014

Joint Report of the KCC Head of Transportation and Director of Planning, Housing and Environmental Health

Part 1- Public

Matters For Decision

1 TONBRIDGE TOWN CENTRE TRANSPORT STRATEGY – UPDATE

Summary

This report provides an update on progress with the revised Town Centre Transport Strategy for Tonbridge, including the agreed streetscape and traffic management improvements.

1.1 Background

- 1.1.1 It was agreed by the Joint Transportation Board (JTB) in December that Kent County Council (KCC) would advance the agreed streetscape and traffic management improvements for the lower High Street to the detailed design and costing stage in the new year. This work is progressing well and the scheme has been included in the South East Local Enterprise Partnership (SELEP)'s Single Local Growth Fund submission to Government.

1.2 Progress to Date

High Street improvements

- 1.2.1 In terms of the proposed physical improvement works, KCC commissioned its consultant, Amey, to progress the necessary detailed design and costing work for the lower High Street improvement scheme in January. To date, baseline traffic counts and pedestrian crossing surveys have been undertaken, which will inform the type and location of future crossing facilities and speed limits. A full drainage survey has recently been completed and an Environmental Scoping Assessment produced; the outcomes of which will feed in to the design process as appropriate. Amey's detailed design commission will continue throughout the summer and the outcome of this work will be reported to the JTB later in the year, prior to local consultation taking place.
- 1.2.2 The High Street scheme formed part of the SELEP's Strategic Economic Plan (SEP), which was submitted to Government at the end of March. The Plan outlines the region's principal economic challenges and opportunities, together

with its corresponding bid for a share of the Government's Single Local Growth Fund (SLGF), which will be worth a total of £2 billion a year from 2015. It is expected that funding awards will be made to each of England's 39 LEPs during Autumn 2014, which will enable the delivery of successful schemes to commence from April 2015.

- 1.2.3 Projects stand a significantly greater chance of securing SLGF funding if they are also able to attract financial contributions from local sources. With this in mind, discussions have been held with KCC's Road Works Team, and it has been confirmed that the High Street scheme would be eligible to receive contributions arising from Lane Rental income. So, although there remains some uncertainty about the overall funding position, we are generally optimistic that the scheme will attract sufficient finance to enable implementation in due course.

1.3 Legal Implications

- 1.3.1 None at this stage.

1.4 Financial and Value for Money Considerations

- 1.4.1 None at this stage.

1.5 Risk Assessment

- 1.5.1 Not required.

1.6 Equality Impact Assessment

- 1.6.1 See 'Screening for equality impacts' table at end of report

1.7 Recommendations

- 1.7.1 The Board **NOTES** the work to date on the High Street Improvements and the next steps as set out in the report.

Background papers:

Nil

contact: Chad Nwanosike/
Mike O'Brien

Tim Read
Head of Transportation

Steve Humphrey
Director of Planning, Housing and Environmental Health

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 measures outlined in this report will be designed to take account of the needs of different groups in the community in accordance with current guidance.
b. Does the decision being made or recommended through this paper make a positive contribution to promoting equality?	No	As above.
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.