

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

22 September 2014

**Joint Report of the Director of Highways and Transportation and Director of
Planning, Housing and Environmental Health**

Part 1- Public

**Matter for Recommendation to Borough Cabinet - Non-Key Decision (Decision may be
taken by the Cabinet Member)**

1 TONBRIDGE TOWN CENTRE TRANSPORT STRATEGY – UPDATE

Summary

**This report provides an update on progress with the revised Transport
Strategy for Tonbridge town centre**

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 their detailed design and costing stage in 2014.
- 1.1.2 KCC commissioned its design consultant, Amey, to progress the necessary detailed design and costing work for the lower High Street improvement scheme in January 2014. To date, baseline traffic counts and pedestrian crossing surveys have been undertaken, which informed the design process. A full drainage survey was carried out and an Environmental Scoping Assessment produced; the outcomes of which also informed the design process.
- 1.1.3 The High Street scheme formed part of the South East Local Enterprise Partnership (SELEP) Strategic Economic Plan (SEP), which was submitted to Government at the end of March for a share of the Government's Single Local Growth Fund (SLGF).

1.2 Progress to Date

- 1.2.1 In July 2014 awards made to each of the 39 LEPs in England were announced. The High Street scheme (Tonbridge town centre regeneration) was awarded a SLGF allocation of £2.37 million.
- 1.2.2 It should be noted that receipt of the SLGF award of £2.37 million is subject to the scheme business case being accepted by the LEP.

- 1.2.3 Nevertheless, with £250k from KCC (resulting from the abandonment of the Hadlow Road to London Road link), the total amount available for the High Street scheme is £2.62 million on the basis that other current public and private investment in the town centre is considered as 'match' funding.
- 1.2.4 Detailed design of the scheme is at an advanced stage and includes input from KCC Transport Innovations team in relation to pedestrian information displays and cycling improvement measures.
- 1.2.5 Surveys have recently been undertaken on delivery arrangements and this has informed the locations of proposed formal loading/unloading bays on the High Street. Loading/unloading bays have been strategically located on the High Street to ensure businesses that do not have on-site delivery facilities are adequately served.

1.3 Next Steps

- 1.3.1 A financial capital business case for the scheme submitted to PAG (KCC's Project Advisory Group) for approval on 19 September.
- 1.3.2 Develop scheme business case to the requirements of Department for Transport providing business justification with supporting evidence.
- 1.3.3 Continue with detailed design including further drainage design and rationalisation of pedestrian crossing facilities.
- 1.3.4 Liaise with KCC street lighting team about coordinating maintenance work on street lighting.
- 1.3.5 Investigate interchange improvements outside Tonbridge railway station with buses stopping outside the station.
- 1.3.6 Arrange a further Member briefing session before presenting the detailed design, including layout plans and cost estimates to the Board for final approval.
- 1.3.7 Optimise signal timings, and upgrade equipment if necessary at Hadlow Road/Cannon Lane junction. Review position of stop line on Bordyke approach.
- 1.3.8 Achieve optimum layout of the Five Ways junction (Shipbourne Road/London Road) to reduce queuing at peak times and ensure that school-related pedestrian and cycle traffic is not compromised in terms of safety and flow.

1.4 Legal Implications

- 1.4.1 Under the provisions of the Road Traffic Regulation Act 1984, local authorities can implement Traffic Regulation Orders (TROs) designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. A TRO may take effect at all times or during specified periods, and certain classes of traffic may be exempted. Experimental Orders may last for up to

18 months, with extensions available in certain circumstances. The police along with the Freight Transport Association and Road Haulage Association must be consulted before a TRO can be implemented.

1.5 Financial and Value for Money Considerations

1.5.1 None at this stage.

1.6 Risk Assessment

Not required.

1.7 Equality Impact Assessment

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

1.8 Recommendations

1.8.1 The Board **NOTES** the work to date and the next steps as set out in the report.

The Director of (Kent) Highways and Transportation and the Director of Planning, Housing and Environmental Health confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

Nil

contact:

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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.

Screening for equality impacts:		
Question	Answer	Explanation of impacts
b. Does the decision being made or recommended through this paper make a positive contribution to promoting equality?	n/a	See 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.