

Tonbridge and Malling Borough Council

LOCAL DEVELOPMENT FRAMEWORK

TONBRIDGE CENTRAL AREA ACTION PLAN

Position Statement No TON04

Implementation & Monitoring

Tonbridge & Malling Local Development framework

Amplification Statement No TON04

Tonbridge – Implementation & Monitoring

1 Introduction

- 1.1 The Inspector has invited the Council to provide more information to clarify matters relating to implementation and monitoring in the context of the test of soundness 8 in order to indicate delivery mechanisms and overcome any weaknesses of the plan in this respect.
- 1.2 This Amplification Statement seeks to clarify the Council's position with regard to the mechanisms for the implementation and monitoring of the policies and proposals contained in the Tonbridge Central Area Action Plan (TCAAP). In addition, it seeks to pull together all the information that already exists in other Local Development Documents, background studies and Council Reports that set out how the Council will do this, along with information on partners and development interests that demonstrate confidence in the delivery of the policies and proposals during the timeframe of the Plan.
- 1.3 This Statement includes suggested changes for the TCAAP that seek to clarify and amplify the Council's position, reflecting the need to bring together the information on implementation and monitoring under one umbrella statement.

2 Monitoring

- 2.1 The Council had assumed that the comprehensive monitoring regime established in the Core Strategy was over-arching and applied to any DPDs that were prepared pursuant to it. For example, one of the indicators in Annex J (now Annex E) of the Core Strategy is the amount of retail, office and leisure development completed in Tonbridge Town Centre. In addition, the Council currently undertakes performance monitoring for the town centre in the Annual Monitoring Report and it is its intention that this will continue. It is accepted that it would be helpful if this fact is acknowledged in the TCAAP.
- 2.2 **Annex 1** of this Statement comprises a draft additional Section to be added at the end of Section 6 of the TCAAP on the subject of Monitoring which itself refers to an additional Annex to the TCAAP which includes a comprehensive set of performance monitoring indicators. Where possible, performance targets are included, though in many cases the target cannot yet be established or is simply to equal or improve on the previous year's performance. It is recommended that this additional Section and its Annex are included in the final version of the TCAAP in order to clarify the monitoring strategy.

3 Implementation and Delivery

- 3.1 Chapter 6 of the TCAAP sets out the delivery strategy and provides general information on developer contributions, delivery responsibilities and town centre management – all mechanisms aimed at implementing the policies and proposals of the plan.

- 3.2 As a major landowner in the centre of Tonbridge (see Annex B to Position Statement TON03), one of the Council's key corporate priorities is to bring forward proposals to enhance and regenerate the Town Centre. A major and fundamental example of this commitment is the recent resolution of the Council to appoint Sainsburys as its preferred developer and to negotiate an agreement to take forward the redevelopment of largest and single most important site in the town centre. The Council has also set aside £300,000 to fund preparatory work to enable the implementation of this important project. Section 5 of Position Statement TON03 sets out some of the other activities that are already underway to bring forward regeneration of the Town Centre and the Council is confident that its development and regeneration strategy for the town centre is realistic and deliverable in the light of this.
- 3.3 The Inspector suggests that the Delivery Strategy does not give a clear indication of how individual site-specific proposals will be implemented. For example, there is no indication of the expected timescales for delivery or the main delivery agencies. There is therefore little clear evidence that the policies and proposals of the AAP are realistic and achievable rather than aspirational. Furthermore, the relationship of the plan's highway proposals to the Local Transport Plan (LTP) is not clear.
- 3.4 It is a fact that a few of the plan's proposals are aspirational and, indeed, are intended to be inspirational, but the majority are founded on firm proposals for development and known developer intentions. The latter are intended to help frame those proposals and set them in a comprehensive development and transportation framework. The former are intended to encourage investment and interest in redevelopment and provide a context for considering any proposals that might come forward. It is anticipated that the level of investment and development activity on the latter sites will engender a degree of confidence that will encourage others to follow. If interest in development at key sites does not arise then the Council will take a more active role in encouraging and promoting development by, for example, the preparation of Planning Briefs for particular sites and direct negotiations with landowners. If all else fails and the site is considered crucial to the development strategy, then, as a last resort, the Council would consider using its powers of compulsory acquisition to assemble land. However, it would only expect to do this in partnership with a private sector development partner.
- 3.5 Insofar as the LTP¹ is concerned it should be noted that this only deals with the period up until 2011 whereas the Area Action Plan has a time horizon of 2021. Furthermore, the Area Action Plan was only finalised after the LTP was submitted. However, the transport strategy in the Area Action Plan is not new. It was adopted by the planning and transport authorities as a basis for informing the content of the LTP and the Local Plan Review back in 2000. The relationship of the Area Action Plan to the LTP is clearly explained in a report to the Joint Transport Board on 12 June 2006 which attached to this Position Statement at **Annex 3**. As explained in that report, the LTP is based on a themed approach. It does not, in itself, include any reference to specific programmed schemes (other than major schemes) anywhere in Kent and so it is no surprise that such detail is absent for Tonbridge.
- 3.6 The works in Tonbridge form part of the overall Integrated Transport Programme described on page 213 in the LTP with specific reference to Tonbridge and Malling on page 237. Specific schemes will progressed by the County Council on an annual basis in

¹ RD 7.37 – Local Transport Plan

the context of the adopted programme and dependent upon development progress and developer contributions. In addition, the Borough Council's Capital Plan currently includes specific provision for a major contribution of circa £100,000 towards environmental enhancements in the Town Centre as a whole (see **Annex 4**). A further £100,000 is set aside in reserves for a contribution towards the Town Lock enhancement scheme (see below). The Capital Plan is reviewed annual and will be able to take on board any new proposals identified in the Area Action Plan, and it is accepted that this may mean re-prioritising other projects.

- 3.7 Pursuant to the strategy, and in anticipation of development, considerable advance work has already been undertaken by the Highway Authority. The modelling work referred to in para 5.4.1 of the Committee Report (**Annex 3**) has now been completed and is reported in Reference Documents RD 7.31, 7.32, 7.36 and 7.38. The model will provide a context for considering the detailed traffic impacts of individual development proposals when they are received and will assist in determining exactly what transport proposals or level of contributions are appropriate in each case. Reference Document RD 7.40 illustrates work undertaken by Babtie on behalf of the Highway Authority in 2002 identifying detailed proposals for improving conditions in the High Street for pedestrians. This has informed the LTP submission and was taken on board by David Locks in preparing the Town Centre Master Plan² and the Area Action Plan. The details of the schemes will need to be further refined and consulted upon but will form the basis of the proposals to be brought forward by the County Council pursuant to Policies TCA10, TCA12 and TCA13.
- 3.8 Reference Document RD 7.41 is a Technical Note prepared by Jacobs which evaluates the detailed options for increasing the capacity of the Vale Rise roundabout (Policy TCA12(c)) in anticipation of an imminent planning application on the adjacent site (TCA11(u)). The technical note also refers to work currently being undertaken to refine the detailed design and costing of the London Road/Hadlow Road Link. This work will inform the preparation of the Tonbridge Town Centre Regeneration Fund SPD on which work has already commenced (Policy TCA19). Reference Document RD 7.42 is a draft Cycling Strategy for the Borough prepared by Sustrans for the County Council which has been adopted for the purposes of public consultation and will in due course provide the basis for bringing forward detailed proposals.
- 3.9 The County Council as local Highway Authority has recently adopted a new priority rating system. This scores transport proposals on the basis of national, regional and local transport objectives. This system gives particular priority to those transport schemes that support regeneration, road safety and sustainable transport or reduce congestion and air quality problems which is certainly the case in Tonbridge. Tonbridge is a recognised in the South East Plan as a Regional Hub which is also a positive factor in the determination of the relative priority of schemes across the County. A review of the current LTP programme for the period 2006-11 and beyond will be undertaken later this autumn. This process will be informed by the emerging proposals contained within the TCAAP.
- 3.10 The detailed programming by the County Council of the proposed transport improvements will be influenced by the priority assessments and the rate of progress with development and any associated contributions from development. In addition, the Borough Council has contributed in the order of £150,000 per annum from its Capital Plan over recent years (see **Annex 4**) to transport scheme's across the Borough, including Tonbridge, and will

² RD 5.2 – Tonbridge Central Area Master Plan – May 2006

now be likely to give an increasing emphasis to schemes in Tonbridge in the light of the regeneration initiative. On this basis, key improvements, including the London Road/Hadlow Road Link, would be expected to be completed within the next 5-10 years. A schedule of the key transport schemes is included at the end of proposed Annex C to the AAP (which forms part of Annex 2 to this Position Statement). It is expected that the Tonbridge Central Area Regeneration Fund will be established during 2008/9. In addition, to the Regeneration Fund, it is expected that individual development proposals will be accompanied by Transport Assessments and Travel Plans that address specific local transport impacts and directly deliver improvements to highway capacity and traffic management and sustainable access packages addressing the “smarter choices” agenda (eg. public transport improvements, subsidised school transport, cycling initiatives, etc).

- 3.11 Reference Document RD 7.43 is a Planning Brief prepared for the Town Lock Area. This was prepared in partnership with the Environment Agency which owns the land. Attached to the Brief is a Report to the Planning and Transportation Advisory Board on 24 October 2005 which includes a detailed scheme for the enhancement of the Town Lock Area. As mentioned above, the Council has set aside £100,000 in an earmarked reserve as a contribution towards this project. In addition, in the region of at least £195,000 is likely to be secured from development contributions from developments in the vicinity of Medway Wharf Road and further funding streams will be investigated as necessary. It is anticipated that work on this important enhancement scheme will commence during the next financial year (2008/09).
- 3.12 In order to address the Inspector’s concerns about implementation and delivery it is recommended that a new paragraph be inserted at the end of Section 6.2 and a new Annex be included at the end of the AAP to amplify and clarify the means of implementation of the various proposals included in the document. These recommended changes are included under **Annex 2** to this Position Statement.

4 Conclusion

- 4.1 Tonbridge is a town in need of regeneration but now under considerable pressure for development. It is important that the Council takes a pro-active stance in promoting and influencing appropriate development and redevelopment in the best interests of the town centre and of the local community. This, the Area Action Plan seeks to achieve. The means of achieving this and of monitoring the effectiveness of the plan are explained in this Position Statement.
- 4.2 In the view of the Borough Council the recommended additions to the AAP do not materially affect the policy content of the plan. They are considered to be practical additions which draw together a series of historic and current proposals and actions. They are aimed at clarifying and underpinning the Council’s policy approach. They include nothing significant that has not previously been available in the public domain in one form or another. They do not adversely affect land values or other property interests or the sustainability of the plan. Under the circumstances, it is the Council’s view that the changes can be recommended by the Inspector without the need for further public consultation or Sustainability Appraisal.

Insert the following new Section at the end of the Section 6 of the Area Action Plan and change the heading of the Chapter to **Delivery and Monitoring Strategy**.

6.4 Monitoring

6.4.1 The Council will monitor the performance of the Area Action Plan and the implementation of its proposals. The monitoring process will be reported in the Annual Monitoring Report which is published at the end of December each year. The aim of monitoring is to establish whether the town centre strategy is continuing to be appropriate and whether it is still providing an adequate framework for development. It will also be necessary to test the assumptions upon which the Area Action Plan is based and the continuing relevance and effectiveness of the policies it contains.

6.4.2 The key aims of the Tonbridge Central Area Strategy that can and need to be monitored, in order to measure the effectiveness of Area Action Plan, are:

- achieving a diverse range of activities
- improving transport access and movement

To monitor the performance of the Strategy, a number of Core Output and local performance indicators have been derived and are set out in **Annex B [to the AAP]**. These indicators have been developed to provide a consistent basis for monitoring performance against the objectives of the Development Strategy. Where practicable, targets have been set. However, in a number of cases targets can not realistically be identified because an initial period of monitoring needs to be undertaken in order to establish baseline information. In other cases, the target is simply to match or improve upon the previous year's performance. The indicators are structured in accordance with the Development Strategy³ set out in Chapter 5 of this Area Action Plan.

6.4.3 In addition, the Annual Monitoring Report will record the implementation status of each specific development proposal referred to in Policy TCA11, the public realm improvements referred to in Policy TCA10.3 and the transport schemes referred to in Policies TCA12, 13 and 14.

³ With the exception of Theme 5 'Transport' - see Tonbridge Central Area Spatial Strategy

Add the following new Annex to the Area Action Plan

Annex B [to the AAP]

Performance Indicators

Definition of Indicators

Core Output – measure quantifiable physical activities that are directly related to, and are a consequence of, the implementation of planning policies. They are identified by central Government (ODPM)

Local - address outputs of policies not covered by LDF Core Output Indicators

Contextual – establish the baseline position of the wider social, environmental and economic circumstances. Not directly related to the implementation of planning policies.

No.	Indicator	Type	Baseline Data	Target and Date	Review	Source of Information
Theme 1. Retail - an improved retail offer, including integration of new retailing with the existing High Street shops						
1.1	Amount of completed retail development	Core Output 4a	Not yet collected	Not established - compliance with recommendations of Retail Studies	Annually	TMBC - RLS
1.2	% of completed retail development in Tonbridge town centre	Core Output 4b	Not yet established for Tonbridge	Not established - compliance with recommendations of Retail Studies	Annually	TMBC - RLS
1.3	Tonbridge Town Centre - Pedestrian Flows	Local Indicator	Pedestrian activity increased in 2005 from the level in 2004. (See AMR 2006)	Not established for Tonbridge although achieving higher flows than 2005 with a year on year increase will be the minimum requirement	Annually	Survey work
1.4	Tonbridge Town Centre - Vacancy Rates	Local Indicator	Significant drop in the vacancy rates for both the lower and upper High Street in 2005 from 2004 (see AMR 2006)	Not established for Tonbridge although achieving lower rates than 2005 will be the minimum requirement with the objective of a year on year decrease.	Annually	Survey work
1.5	% of retail frontages in central Tonbridge	Local Indicator	For 2005, 76% of the frontages in the lower High Street area were in retail use	Not established - at least better than the base figure of 76% with the objective of a year on year improvement	Annually	Survey work

No.	Indicator	Type	Baseline Data	Target and Date	Review	Source of Information
Theme 2. Housing - significant amount, including the integration of family housing, to support sustainable regeneration						
2.1	Housing Trajectory for central Tonbridge	Core Output 2a	Not yet established for Tonbridge	Annual target of 71 dwellings per annum	Annually	TMBC - HIA
2.1	% of new dwellings completed above 50 dwellings per hectare	Core Output 2c(iii)	18% -Borough-Wide (2004/05)	Not established for Tonbridge - At least 25%	Annually	TMBC - HIA
2.2	% of new dwellings of 3 or more bedrooms	Local Indicator	Not established for Tonbridge	Not established for Tonbridge	Annually	TMBC - HIA
Theme 3. Leisure, Recreation & Community - new leisure opportunities to increase the appeal of the Central Area for both the local community and visitors to the town						
3.1	Amount of completed leisure development	Core Output 4a	Not yet collected	Not yet established	Annually	TMBC -
3.2	% of completed leisure development in Tonbridge town centre	Core Output 4b	Not yet established for Tonbridge	Not established -	Annually	TMBC -
Theme 4. Employment - additional and more diverse employment opportunities, particularly B1 (offices) as part of mixed use development						
4.1	Amount of completed office development	Core Output 4a	Not yet collected	Not established - compliance with recommendations of ELR	Annually	TMBC - ELR
4.2	% of completed office development in Tonbridge town centre	Core Output 4b	Not yet established for Tonbridge	Not established - compliance with recommendations of ELR	Annually	TMBC - ELR
4.3	% of residents who think that for their local area, over the past three years, that job prospects have got better or stayed the same	Contextual	74.8% - Borough-Wide	80% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)
4.4	% of young people (16-24 years old) in full-time education or employment	Contextual	85.6% - Borough-Wide	90% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)

No.	Indicator	Type	Baseline Data	Target and Date	Review	Source of Information
Theme 5. Transport - improving transport access and movement (see Tonbridge Central Area Spatial Strategy)						
5.1	% of development in Tonbridge within 400 metres of half hourly bus service	Local	Not established for Tonbridge	Not established for Tonbridge	Annually	TMBC - HLS ELS RLS
5.2	Number of planning applications with approved Travel Plans	Local	Not established for Tonbridge	Not established for Tonbridge	Annually	TMBC - DC
5.3	Length of cycling routes in Tonbridge completed	Local	No updated monitoring for Tonbridge	Not established for Tonbridge	Annually	KCC - Cycling Strategy for TMBC
5.4	% of residents who think that for their local area, over the past three years, that the level of traffic congestion has got better or stayed the same	Contextual	28.9% - Borough-Wide	37% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)
5.5	% of residents who think that for their local area, over the past three years, that public transport has got better or stayed the same	Contextual	67.2% - Borough-Wide	78% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)
Theme 6. Health - scope for both public and private health provision						
6.1	% of residents who think that for their local area, over the past three years, that health services have got better or stayed the same	Contextual	73.3% - Borough-Wide	81% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)

Insert the following new paragraph under Section 6.2

“6.2.6 **Annex C** sets out the means of delivery, including delivery agencies and indicative timescales, for each of the proposals in the AAP, including all development proposals, public realm enhancements and transport schemes. The broad timescales included in the Annex are indicative and would not normally be used to phase or programme a development unless there was good reason. Those sites that are indicated in the first five years are either those where the Council is the landowner and will be directly influencing the release of land, or otherwise where developer or landowner intentions are known and are being encouraged or facilitated by the Council. Those programmed for the 5-10 year period are those sites where the Council is confident that the land will come forward for development, but where there is either some known constraint, such as land assembly that first needs to be addressed, or currently no developer interest. Those indicated for the post 10-15 year period or not programmed at all are those more aspirational sites where the Council does not necessarily expect development to come forward, but if it does the AAP provides an appropriate context for its consideration.

Insert the following new Annex at the end of the Area Action Plan

Implementation and Delivery

Development Proposals (Policy TCA11)

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
TCA11(a) Botany	Borough Council (as land owner) County Council (if library is relocated) Sainsburys Highway Authority Housing Association(s) Environment Agency	0-5 years	Private Sector Housing Corporation LTP	The Borough Council owns most of the land in this area. It has prepared a Planning Brief to guide development ⁴ . It has entered a partnership arrangement with Sainsburys for that company to take forward the development of the area in accordance with the terms of the Brief. The County Council is considering relocating the library within the development. A planning application is expected early in 2008. Development is expected to be completed by 2011/2012.
TCA11(b) Tonbridge Station Complex	Network Rail (as landowner) Private sector development partner Housing Association(s) Highway Authority	0-5 years	Private Sector Housing Corporation LTP	Network Rail are investigating the feasibility and viability of promoting a major redevelopment of the station goods yard sites together with significant improvements to the station and transport interchange facilities. The redevelopment will include decked parking and a significant residential element with some retail development. A planning application is expected in 2008/09 with completion by 2011/2012

⁴ RD 7.30 - Botany Area Draft Planning Brief

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
TCA11(c) River Walk West	Private Sector Housing Association (if appropriate)	0-5 years	Private Sector Housing Corporation (if appropriate)	This office building is on the market and has been vacant for some time. Informal approaches have been made to the Council about its conversion or redevelopment for a medical centre or residential development. In principle these uses are acceptable and the Council sees no reason why its redevelopment or re-use should not take place in the short term. It is unlikely that any planning constraint will impede reuse or redevelopment of the building in view of the history of the site.
TCA11(d) 1-2 River Walk	Borough Council (as landowner) Private sector partner	5-10 years	Private Sector	The Borough Council owns this site and intends to pursue its redevelopment in the medium term.
TCA11(e) Bradford Street South	Borough Council (as landowner) Private sector development partner Housing Association	5-10 years	Private Sector Housing Corporation	The Borough Council owns this site and intends to dispose of it for development, which will include the retention of some public car parking. Community uses on the site will be relocated elsewhere in the town centre to a more suitable but equally accessible location. It is anticipated that the Council will pursue the development of this site once development on the Botany area is underway. Disposal is expected prior to 2011 with development completed in the following period.
TCA11(f) River Lawn	Borough Council (as landowner) Private sector	5-10 years	Private Sector Housing Corporation	The Borough Council owns part of this site and intends to dispose of it for development which should include the retention of some public car parking.

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
	development partner Housing Association			Other community uses on the site will be relocated elsewhere in the town centre to an equally accessible location. It is anticipated that the Council will pursue the development of this site once development on the Botany area is underway. Disposal is expected prior to 2011 with development completed in the following period. Interest is already being shown in the redevelopment of sites on the eastern side of River Lawn for housing and the Area Action Plan provides a context for the consideration of such proposals.
TCA11(g) Avebury Avenue	Private Sector Developer	5-10 years	Private Sector	This is not in an optimum location for a car showroom. Informal enquiries about its possible redevelopment for housing have already been received. The Council is confident that this site will come forward for development for housing well within the plan period. This would be entirely consistent with the conversion of other non-residential sites in the Avebury Avenue area to residential use over the last few years.
TCA11(h) Tonbridge Library & adjacent area	County Council (as land owner) Private sector partner	5-10 years	Private Sector	The County Council owns this site and is giving consideration to its redevelopment because the existing buildings do not adequately meet the needs of a modern library facility. The County Council is in discussion with the Borough Council about the possibility of incorporating a new library within the Botany Area development. If this happens then the site will be available for redevelopment for other purposes. If not, then it seems highly probable that the library site will be redeveloped or enhanced by

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				the County Council within the plan period for a new or enhanced library and adult education centre with other enabling town centre development, including housing.
TCA11(i) Quarry Hill Road/Waterloo Road	Private Sector Housing Association	5-10 years	Private Sector Housing Corporation	The Borough Council has resolved to grant planning permission for 100 flats on this site, partly by conversion of existing buildings and partly new development. Interest has also recently been shown in the development of the site for a budget hotel but no firm proposals have been made. The site is suitable for a variety of town centre uses. The landowner is clearly intent on progressing some form of development and is currently seeking to address the needs of current occupiers in order to make the site available for redevelopment. The Council is confident that development of this site will take place well within the plan period if not in the short term.
TCA11(j) Sovereign House	Private Sector Housing Association	0-5 years	Private Sector Housing Corporation	This site has recently been acquired for a mixed-use redevelopment including a substantial residential element. A planning application is expected in late 2007 or early in 2008.
TCA11(k) Waitrose/Iceland Car Park	Private Sector Housing Association	5-10 years	Private Sector Housing Corporation	The Area Action Plan identifies the opportunity for residential development above the existing car park. The Council sees no reason why a development of this nature should not progress during the plan period, but in the absence of any known interest it has been programmed for the 5-10 year period. A

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				third party suggested such an approach at the time of the initial stages of LDF production.
TCA11(l) Tannery Trading Estate	Private Sector Housing Association	10-15 years	Private Sector Housing Corporation	The Area Action Plan identifies the potential suitability of this employment site for residential redevelopment. It is in a prime location for such a use. It is accepted that as an occupied site it may not come forward for development during the plan period, but with relative land values and the redevelopment of all of the sites around it for residential purposes it seems highly likely that the market will respond to the opportunity. Under the circumstances it is programmed for the post 10 year period, but it has been discounted from the overall housing yield of the town centre.
TCA11(m) Lyons Crescent	Private Sector	5-10 years	Private Sector	This is the last remaining small employment use on the riverside in Lyons Crescent which has seen progressive redevelopment for housing over the last few years. Whilst the Council is unaware of any current interest and acknowledges that the buildings are currently occupied by a small business, it sees no reason why the site should not ultimately be redeveloped for housing within the plan period. In the absence of known developer interest it has been programmed for the 5-10 year period. However, it is of note that to the west of this site at the former Hogs Head PH there is a proposal for residential development which confirms the continuing market interest in promoting the development of sites fronting onto the River Medway for housing. The

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				Working Men's Club, also in Lyons Crescent, is likewise subject to a planning application for residential development.
TCA11(n) Sovereign Way North	Borough Council (as landowner) Private sector partner Housing Association	0-10 years	Private Sector Housing Corporation	This long stay car park is in the ownership of the Borough Council, which intends to pursue its redevelopment for housing or other town centre use allied to the development of the Botany area. The timing of its release is linked to the timing of the Botany development.
TCA11(o) Munday Works West	Private Sector Housing Association	5-10 years	Private Sector Housing Corporation	The redevelopment of these commercial premises for housing is supported by the landowner. Redevelopment will depend upon the relocation of existing occupiers and so it may not be immediately available. There is the possibility that it could be redeveloped jointly with the adjoining site owned by the Borough Council and this opportunity will be investigated by the Borough Council at the appropriate time.
TCA11(p) Avenue de Puy East	Borough Council (as part land owner) Private Sector	0-10 years	Private Sector	This is a mixed-use area in several ownerships (including the Borough Council's) which may not necessarily be redeveloped comprehensively, or in its entirety, during the plan period. The redevelopment of the indoor bowls centre is dependent upon the relocation of the existing facility. The Council confidently believes that all or part of this area will be developed during the plan period but because of the ownerships pattern and range of land uses on the

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				site it is likely to be phased over a longer timescale. The Borough Council will take a pro-active stance, as partial land owner, in bringing forward an appropriate development package in the medium term once the Botany area development is under way.
TCA11(q) Strawberry Vale	Private Sector Housing Association	-	Private Sector Housing Corporation	It is accepted that all of this area may not be developed for housing during the plan period, but the Area Action Plan provides a context should any development proposals come forward. It has accordingly been discounted from the housing land supply assessment.
TCA11(r) Gas Works	Private Sector Housing Association	-	Private Sector Housing Corporation	The Council has no indication from the land owner that the Gas Works will be available for development during the plan period, but there is still considerable market interest in promoting riverside residential developments. The Area Action Plan therefore provides a context for any development proposals that come forward should the site be declared surplus to requirements. It has, however, not been counted in the housing land supply assessment.
TCA11(s) Cannon Lane	Private Sector Environment Agency (as part landowner) Housing Association	0-5 years	Private Sector Housing Corporation LTP	The site has recently been acquired and positive negotiations are currently progressing over a comprehensive proposal, incorporating land owned by the Environment Agency, for a mixed-use scheme in line with the Area Action Plan. A planning application is expected early in 2008. These proposals are likely to be acceptable in principle and

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				the Council is therefore confident that development will progress on this site in the short term.
TCA11(t) Riverdale Estate	Private Sector	-	Private Sector	It is accepted that this existing employment area may not necessarily be redeveloped for offices during the plan period. If it is, then the Area Action Plan provides an appropriate context for the consideration of any development proposals.
TCA11(u) Site at junction of Vale Rise and Cannon Lane	Private Sector	0-5 years	Private Sector LTP	The site, which has been vacant for a number of years, has recently been acquired by a development company. The Council in partnership with Locate in Kent took an active part in bringing the site , previously owned by Shell UK to the market. Extensive land reclamation work has been completed. Initial approaches have been made about the development of the site as a mixed-use scheme for hotel, offices, car sales, self-storage and small industrial units. Without prejudice to the Council's consideration of these proposals, the Council is confident that some form of acceptable development will take place on this site within the short term. It will be required to contribute to the improvement of the Vale Rise junction.
TCA11(v) Priory Road/Goldsmith Road west	Private Sector Housing Association	0-5 years	Private Sector Housing Corporation	Informal approaches have already been made to the Council about the residential development of this site and representations have been made that its capacity could be as high as 150 units. Without prejudice to the Council's position on the scale and form of

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				development on this site, it is confident that it will come forward for development in the short term.
TCA11(w) Priory Road /Goldsmith Road east	Private Sector Housing Association	0-5 years	Private Sector Housing Corporation	This site is on the market. Informal approaches have been made to the Council about its residential redevelopment. The Council is confident that it will come forward for development in the short term.
Environmental Improvements (Policy TCA10)				
TCA10.3(a) St Stephen's Place	Highway Authority Borough Council	10-15 years	LTP Borough Council Capital Plan/ Central Area Regeneration Fund	A longer term scheme to be brought forward by the Highway Authority in association with the improvement to the junction (Policy TCA13(b) with a financial contribution towards the environmental enhancements from the Borough Council's Capital Plan and the Central Area Regeneration Fund.
TCA10.3(b) Station Gate	Network Rail/developer of the station sites Highway Authority Borough Council	0-5 years	Direct developer funding LPT Central Area Regeneration Fund	Major scheme to be brought forward in association with the redevelopment of the station car parks and the Botany area, supported by LPT funding and the Central Area Regeneration Fund. In the meantime, the County Council is preparing an interim scheme for early implementation to improve the station forecourt and interchange facilities.
TCA10.3(c) Riverside Gardens	Borough Council Developer of site TCA11(f)	5-10 years	Direct developer funding Central Area	Enhancements to take place in association with the redevelopment of the Teen and Twenty Club and other land in this vicinity (Policy TCA11(f))

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
			Regeneration Fund.	augmented as necessary by the Central Area Regeneration Fund.
TCA10.3(d) Garden of Remembrance	Borough Council Developer of site TCA11(e)	5-10 years	Direct developer funding Central Area Regeneration Fund.	Enhancements to take place in association with the redevelopment of the Bradford Street Car Park (Policy TCA11(e) augmented as necessary by the Central Area Regeneration Fund.
TCA10.3(e) New Wharf Place	Borough Council Developer of site TCA11(d)	5-10 years	Direct developer funding Central Area Regeneration Fund.	Enhancements to take place in association with the redevelopment of 1-2 River Walk (Policy TCA11(d) augmented as necessary by the Central Area Regeneration Fund.
TCA10.3(f) The lower High Street	Highway Authority Borough Council	0-10 years	LTP Direct developer funding Central Area Regeneration Fund.	A phased programme of improvements to be undertaken by the Highway Authority over the next 10 years, augmented by direct developer contributions and contributions from the Central Area Regeneration Fund.
TCA10.3(g) The upper High Street	Borough Council	5-10 years	Borough Council Capital Plan Central Area Regeneration Fund	Only minor improvements to the existing scheme are required and these are not an immediate priority.

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
TCA10.3(h) Strawberry Place	Borough Council Highway Authority Developers of sites TCA11(p) and (q)	5-10 years	Direct developer funding Central Area Regeneration Fund.	To be brought forward in association with the development of sites TCA11(p) and (q) augmented by the Central Area Regeneration Fund as necessary.
TCA10.3(i) Castle Place	Borough Council Highway Authority	0-5 years	Borough Council Capital Plan Central Area Regeneration Fund	To be brought forward by the Borough Council in association with the County Council following the completion of the Lansdowne Road Link.
TCA10.3(j) Medway Wharf Road junction	Highway Authority Borough Council	0-10 years	LTP Direct developer funding Central Area Regeneration Fund.	This is part of the phased programme of improvements to the High Street pursuant to Policies TCA10.3(f) and TCA13(a). Developer contributions have already been secured to enable traffic management measures to be brought forward in Medway Wharf Road that will enable the environmental enhancements to be implemented.
TCA10.3(k) Sovereign Way	Borough Council Developers and landowners of sites along Sovereign Way	0-15 years	Direct developer Funding Central Area Regeneration Fund	Enhancements provided directly in association with development proposals along Sovereign Way (TCA11(o), (p), (n) and (l)), augmented, as necessary, by the Central Area Regeneration Fund. General encouragement by the Borough Council for landowners to improve the appearance of the area. A long term, on-going initiative.

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
TCA10.3(l) Tonbridge Waterfront	Borough Council Developers of sites fronting or overlooking the waterside	0-15 years	Direct developer Funding Central Area Regeneration Fund	Enhancement to be brought forward progressively over the plan period, primarily in association with development proposals fronting or overlooking the waterways (sites TCA11(a), (c), (d), (e), (f), (j), (k), (m), (n), (l), (r) and (s)) augmented, as necessary, by the Central Area Regeneration Fund.
TCA10.4(a) Angel Square	Developer of Botany area.	0-5 years	Developer funded	To be provided as an integral part of the Botany development (TCA11(a))
TCA10.4(b) Botany Square	Developer of Botany area.	0-5 years	Developer funded	To be provided as an integral part of the Botany development (TCA11(a))
TCA10.4(c) Medway Wharf Gate	Highway Authority Borough Council	0-10 years	LTP Direct developer funding Central Area Regeneration Fund.	Part of the phased programme of improvements to the High Street pursuant to Policies TCA10(f) and TCA13(a)
TCA10.4(d) Town Lock	Borough Council Environment Agency Developer of site TCA11(s) and sites in Medway Wharf Road	0-5 years	Direct Developer funding Other developer contributions Borough Council Capital Plan Environment Agency	Enhancement Scheme to be brought forward by the Borough Council in association with the Environment Agency. Improvements to the north of the River will be secured directly in association with the development of the site north of Town Lock (TCA11(s)). In respect of improvements south of the Lock the Council has an earmarked reserve of £100,000 in its Capital Plan for this project and in

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
			Central Area Regeneration Fund	addition in the region of at least £195,000 is likely to be secured from development contributions from developments in the vicinity of Medway Wharf Road. Further funding streams will be investigated as necessary.
Transport Proposals (Policies TCA12, 13, 14 and 16)				
TCA12.1(a) Vale Road/High Street junction (including widening of Vale Road)	Highway Authority	0-5 years	LTP Developer contributions	To be brought forward by the Highway Authority with developer contributions from the development of the Botany area (TCA11(a) and the Station Goods Yard sites (TCA11(b))
TCA12.1(b) Bordyke/High Street junction	Highway Authority	5-10 years	LTP Developer contributions	To be brought forward by the Highway Authority with the assistance of developer contributions
TCA12.1(c) Vale Road/Vale Rise junction	Highway Authority	0-5 years	LTP Developer contributions	To be brought forward by the Highway Authority with the assistance of developer contributions, particularly from the site TCA11(u).
TCA12.2 Review of signing strategy	Highway Authority	0-10 years	LTP Developer contributions	A review has already been undertaken and implemented, This will be kept under review and alterations made as necessary and as development proposals come forward that require revised signing.

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
TCA12.3 Lansdowne Road Link	Developer	0-5 years	Direct provision by developer	To be completed in association with the development of the site north of the Cattle Market where there is an undetermined planning application.
TCA13(a) High Street pedestrian priority measures	Highway Authority	0-10 years	LTP Direct developer funding Central Area Regeneration Fund.	A phased programme of improvements to be undertaken by the Highway Authority over the next 10 years, augmented by direct developer contributions and contributions from the Central Area Regeneration Fund.
TCA13(b) St Stephens Place junction improvement	Highway Authority	10-15 years	LTP Borough Council Capital Plan/ Central Area Regeneration Fund	A longer term scheme to be brought forward by the Highway Authority in association with environmental improvements (Policy TCA12.1(d)) with a financial contribution towards the environmental enhancements from the Borough Council's Capital Plan and the Central Area Regeneration Fund
TCA13(c) Strawberry Place	Borough Council Highway Authority Developers of sites TCA11(p) and (q)	5-10 years	Direct developer funding Central Area Regeneration Fund.	To be brought forward in association with the development of sites TCA11(p) and (q) augmented by the Central Area Regeneration Fund as necessary.
TCA13(d) Bank Street/Castle Street pedestrian priority	Borough Council Highway Authority	0-5 years	Borough Council Capital Plan Central Area Regeneration Fund	To be brought forward by the Borough Council in association with the County Council following the completion of the Lansdowne road Link.

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
TCA14 Tonbridge Station transport interchange enhancement	Network Rail/developer of the station sites Highway Authority Borough Council	0-5 years	Direct developer funding LPT Central Area Regeneration Fund	To be brought forward in association with the redevelopment of the station car parks, supported by LTP funding and the Central Area Regeneration Fund
TCA16.1(a) Provision of decked parking at the Botany	Developer of the Botany site	0-5 years	Direct developer provision	To be brought forward as an integral part of the Botany development (TCA11(a)).
TCA16.1(b) Provision of decked parking at the Station	Developer of the station goods yard sites	0-5 years	Direct developer provision	To be brought forward as an integral part of the development the Station Goods Yard sites (TCA11(b))

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

12 June 2006

**Report of the Director of Planning & Transportation
and the Divisional Manager**

Part 1- Public

Matters For Decision

5 Tonbridge Central Area Action Plan

Summary

The Tonbridge Central Area Action Plan is one of a suite of documents that will make up the Local Development Framework. Integral to the Plan is a transportation strategy. The Board is invited to agree, subject to further work on the details of the traffic management proposals, the transportation elements of the Area Action Plan that will shortly be submitted to the Secretary of State.

5.1 Introduction

5.1.1 The Tonbridge Central Area Action Plan is one of a series of Development Plan Documents that will comprise the Local Development Framework (LDF). An integral part of the Action Plan is a transportation strategy designed to underpin regeneration objectives for the town centre.

5.1.2 The Action Plan flows from earlier work on a town centre Master Plan approved by the Borough Council in February this year. Both the Master Plan and the Preferred Options stage of the Tonbridge Central Area Action Plan have received extensive public consultation in the autumn of 2005 and the level of response was such as to give confidence that the both documents have significant community support. The relevant Development Plan Documents will be adopted by the Borough Council in July for submission to the Secretary of State in September.

5.2 The Transportation Strategy

5.2.1 The draft Tonbridge Central Area Action Plan (TCAAP) was presented to the Local Development Framework Panel on 6 June 2006. This contains a figure illustrating "Tonbridge Town Centre Traffic Management Proposals". This is an A3 reproduction of a larger drawing so some of the map detail will inevitably be compressed. A large scale version of the plan will be on display at the meeting and a copy will also be available in the members' library area at the Borough

Council offices. Borough members of the Board will have received copies of the TCAAP before the meeting of the LDF Panel and they are invited to bring their copy along to the Board meeting. We shall separately circulate copies of the TCAAP to the County members of the Board.

5.2.2 The Tonbridge Town Centre Traffic Management Proposals have a degree of familiarity about them. Much of what is illustrated mirrors the existing Tonbridge Urban Transportation Strategy (TUTS). However that should not come as any surprise. Traffic conditions in the period since TUTS was adopted in early 2000 have remained broadly stable in Tonbridge and the same set of constraints and challenges that were present back then still persist. What is different is the land-use context provided by the Area Action Plan that promotes a variety of sites and development to secure the regeneration of the town centre.

5.2.3 Key elements of the existing statement of TUTS are as follows:

- Develop safer routes to schools and colleges and encourage children to travel to school by walking, cycling or public transport.
- Improved traffic signing to discourage traffic from using such routes as the Bordyke and the High Street.
- Bus priority systems at traffic signals, better bus shelters and information systems.
- Better bus / rail interchange at Tonbridge station.
- Traffic calming and home zone schemes
- Encourage local businesses to develop Green Travel Plans to reduce car usage in the peak hours
- Completion of network of cycleways
- Improve road safety and the environment for pedestrians in the High Street

5.2.4 The adopted position on a significant potential scheme, the London Road / Hadlow Road Link, was to “agree to continue to reserve the land for construction but to review this if substantial blight costs arise”.

5.2.5 It is worth noting that some of the elements of TUTS have been addressed. A substantial signing scheme was implemented during 2002/03 to reduce the amount of extraneous traffic going through the High Street. Traffic calming in the residential area to the south east of the town centre was introduced during the first LTP period. Incremental work has been implemented on real time passenger information. However, much of TUTS remains on the programme as work yet to be tackled. Town centre regeneration now provides a new context for the balance of the TUTS work and it is entirely appropriate that it now be subsumed within the Tonbridge Central Area Action Plan.

5.3 Local Transport Plan

- 5.3.1 The Master Plan and the Area Action Plan were developed later than the timetable for the Local Transport Plan. In practice, that has not been a problem because the new work has extended and reinforced the schedule of schemes that were considered to be candidates for inclusion in any forward programme of traffic and highway improvement works in Tonbridge.
- 5.3.2 At the Board's meeting in March last year, a five year programme was approved for consideration as part of the second LTP for Kent during the years 2006 to 2011. The entries relevant to the Tonbridge package are listed in Annex 1 and it can be seen that there is a close match with the programme springing from the transport strategy in the Area Action Plan. Some items will need to be revalidated in the light of the new strategy, further modelling work and also the emerging cycling strategy. However, the important factor is that there is already an implied ring-fencing within the future LTP allocations for works in Tonbridge.
- 5.3.3 In the event, both the provisional LTP submitted last July and the definitive LTP submitted by March this year did not list a five year programme of specific schemes. However, the work carried out by the Divisional Office, assisted by Borough colleagues, in providing an approved and adopted financially profiled schedule of schemes will still be useful as a programming tool for preparing each year's bids for schemes of traffic and highway improvement.

5.4 Next Steps

- 5.4.1 The proposed transport strategy deals with what is practically possible in terms of transport management proposals complimentary to new development in the town centre. It is, of necessity, 'broad brush' at this stage given the unknown development mix in the total regeneration package. As that starts to firm up, the detailed transportation implications arising from each site will become clearer. To determine what this means for the wider highway network, there will need to be some traffic modelling work and this is currently being examined with Jacobs to determine how best this could be set up. Whatever the results of the modelling exercise, this is a major regeneration project that will require close involvement of the highway authority as an integral part of the regeneration team to ensure that the challenges that will inevitably arise can be over-come and resolved.

5.5 Legal Implications

- 5.5.1 There are certain to be complex legal matters to be addressed as this project develops but at this stage it is too early to identify what these might be in any detail. Taking the whole regeneration project forward, as embodied in the Area Action Plan, will require close and co-ordinated working across a range of professional disciplines as part of a project team. Representation by legal colleagues on that project team will be essential to ensure that legal matters are identified as early as possible and addressed as an integral part of the project implementation.

5.6 Financial and Value for Money Considerations

5.6.1 The Area Action Plan contains policies designed to address funding issues. It will become clearer, once the detailed mix of development starts to emerge, whether the aggregate contributions from individual applications will match the amount needed for public realm improvements, taking into account monies from the LTP.

5.7 Risk Assessment

5.7.1 The main risk is that, at some stage before the Area Action Plan is fully implemented, there might be a mismatch in the programme of transportation works relative to the progress on the development package in the Action Plan. This should be mitigated by careful co-ordination between these parallel programmes.

5.8 Recommendations

5.8.1 That, subject to further transport modelling and refinement of detailed traffic management proposals, the transportation elements of the Tonbridge Central Area Action plan BE AGREED for inclusion as part of an updated Transport Strategy for the Tonbridge Urban Area, with the detail to be formally considered at a future meeting of this Board.

Background papers:

Nil

contact: Mike McCulloch

Ray Dines

Ref: T7

Steve Humphrey
Director of Planning & Transportation

Norman Bateman
Divisional Manager

Joint Transportation Board - 12 June 2006

Local Transport Plan 2006 to 2011 – Draft Scheme Submission for the Tonbridge Package

Ref	Project Title and Location	Project Description and Desired Scheme Outcome	Outline scheme cost (£000s)	2006/07	2007/08	2008/09	2009/10	2010/11
				Year 1	Year 2	Year 3	Year 4	Year 5
				£000s	£000s	£000s	£000s	£000s
				Funding Required from the LTP				
	Tonbridge Transport Package Schemes							
T01	London Road/Hadlow Rd link	Will be part of whole approach to the town centre and be a catalyst for particular environmental improvements to the High Street, Bordyke and Yardley Park Road area. Aimed at improving e accessibility, the local environment (natural, human), regenerating the town centre and improve road safety. Note: LTP bid assumes bulk of funding would be assembled from sources other than the LTP.	£3mn (+land)			100	100	250
T02	Tonbridge Town Centre including pedestrian improvements in Tonbridge High Street	Area Action Plan. High Street improvements need to tie in with Station approach proposals. Aim is to create a pleasant, pedestrian friendly 'liveable streets' environment and secure an improved town centre environment for pedestrians and better access for public transport in and around the High Street. Scheme costs assume developer and Borough funding contributions. The project must dovetail with the current Town Centre Master-planning exercise being carried out by the Borough Council.	500		250	250		

Ref	Project Title and Location	Project Description and Desired Scheme Outcome	Outline scheme cost (£000s)	2006/07	2007/08	2008/09	2009/10	2010/11
				Year 1	Year 2	Year 3	Year 4	Year 5
				£000s	£000s	£000s	£000s	£000s
T03	MOVA system for Tonbridge	All signals within town centre to be MOVA operated. Cost £10k per junction (when in a 30pmh area). Aimed at improving management of vehicles on the network, increasing safety and reducing congestion.	50				50	
T04	Park & ride, Mabledon	Park and ride scheme promoted by Tunbridge Wells BC. Funds sought for associated works (signs and lines for the Tonbridge direction) to provide links towards Tonbridge Station. Aimed at providing an alternative to the car by creating multi-modal sustainable transport option into Tonbridge town centre.	10				10	10
T05	Tonbridge Station interchange	Aimed at allowing the station to maximise its role as a strategically important hub facilitating more multi-modal and sustainable journeys. Ideally, station improvement should come forward as part of a package of development funded measure associated with development of the goods yard site. In the absence of such a scheme, there needs to be provision within the LTP to address current transport issues at the station.	200		100	100		
T06	Brook Street Cycle Route Phase 2	Includes segregated lanes and the installation of new toucan crossings. Provides accessibility to school and continuity of cycle lanes in the area. Linked to improvements at station. Aimed at facilitating more cycling to school and the station.	120	120				
T07	Avenue du Puy to Vale Road, MU35 Tonbridge – cycle route.	Widening of public right of way MU35 to infill a missing stretch of the existing local cycling network and improve sustainable transport access between the town centre and the residential neighbourhoods towards the south east of the town.	40		40			

Ref	Project Title and Location	Project Description and Desired Scheme Outcome	Outline scheme cost (£000s)	2006/07	2007/08	2008/09	2009/10	2010/11
				Year 1	Year 2	Year 3	Year 4	Year 5
				£000s	£000s	£000s	£000s	£000s
T08	Tonbridge Station to Weald of Kent Grammar School – cycle route	Implementation of measures to improve access for cyclists between the station and the Weald of Kent Grammar School as part of Safer Routes to Schools initiatives.	90			90		
T09	Shipbourne Road Safer Routes To School	Cycle route - The Ridgeway to Portman Park. To improve accessibility, especially for school journeys, by infilling this missing section of the local cycle network.	80		80			
T10	Junction review Hadlow Road/Cannon Lane	Junction Priority review including pedestrian and bus priority phases across Cannon Lane to address the crash record at this junction, to give greater priority to pedestrians and to improve bus journey times.	25	25				
T11	Hectorage Road traffic calming	Installation of speed cushions over existing 20mph zone to complete estate-wide traffic calming and enhance the local environment by reducing air and noise pollution caused by traffic.	15	15				
T12	South Tonbridge 20mph zone - The Drive, Tonbridge	Completion of 20mph scheme including the implementation of physical measures; speed cushions and compliance measures. To reduce the potential for crashes and attenuate vehicle flows on The Drive, enhancing the local environment, by reducing air and noise pollution.	160			80	80	
T13	Bus priority - Pembury Road	Installation of a bus slip at Pembury Road roundabout, with a northbound bus lane between Brook Street and Pembury Road roundabouts. Timing dependent on easing congestion in the High Street and at Vale Road Roundabout before this scheme is implemented. Involves coordination with Station improvements. Aimed at reducing congestion by improving bus links and encouraging	50		50			

Ref	Project Title and Location	Project Description and Desired Scheme Outcome	Outline scheme cost (£000s)	2006/07	2007/08	2008/09	2009/10	2010/11
				Year 1	Year 2	Year 3	Year 4	Year 5
				£000s	£000s	£000s	£000s	£000s
		people to use buses.						
T14	Pedestrian crossing - Tonbridge Railway Station	Installation of additional signal controlled pedestrian crossing near Tonbridge Railway Station. Improvements to pedestrian routes to existing southbound bus stops are proposed. Co-ordination with Station forecourt improvements. To improve pedestrian access to station and links between bus and train services to encourage facilitate greater accessibility of public transport.	30		30			
T15	Pembury Road - signal improvements	Improvements aimed at addressing unacceptable pedestrian collision rate at this existing wide crossing point. The crossing will be remodelled to create a staggered crossing with protected central island together with buildouts and kerblines readjustments at each side. Aimed at making the crossing safer for pedestrians and improving access by foot to local amenities.	50	50				
T16	Tonbridge High Street Gateway (1) - Vale Road/High Street junction	Installation of signals at the junction to reinforce Vale Road as the main through route in line with the aims of TUTS. The gateway effect to be emphasised by providing coloured carriageway marking and signing at the entrance to the High Street. TO be implemented in parallel with improvements at the High Street/Bordyke junction. Aimed at visibly changing the road environment, improving safety for all road users and enhancing the local environment.	200			100	100	

Ref	Project Title and Location	Project Description and Desired Scheme Outcome	Outline scheme cost (£000s)	2006/07	2007/08	2008/09	2009/10	2010/11
				Year 1	Year 2	Year 3	Year 4	Year 5
				£000s	£000s	£000s	£000s	£000s
T17	Tonbridge High Street Gateway (2) - Bordyke/High Street junction	Improvements to pedestrian facilities and at the same time providing a 'gateway' to the High Street. To be implemented in parallel with improvements at the High Street/Vale Road junction and co-ordinated with the Lansdowne Road link (developer funded). Aimed at improving access to the town centre for pedestrians and creating opportunities for enhancing the High Street environment.	300				150	150
T18	Vale Road/Vale Rise roundabout, Tonbridge	Junction capacity improvements permitting traffic to be diverted away from the town centre and secure improvements in air quality and a better environment for pedestrians, cyclists and public transport in the High Street - all in line with the Tonbridge Urban Transportation Strategy.	50				50	

CAPITAL PLAN: LIST A
PLANNING AND TRANSPORTATION SERVICES

	Code	Expenditure To 31/03/06	2006/07 Est. Inc Slippage From Previous Years	2007/08 Estimate	2008/09 Estimate	2009/10 Estimate	2010/11 Estimate	2011/12 Estimate	2012/13 Estimate	Scheme Total Estimate
		£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
<u>Transportation Continued</u>										
Brought Forward		165	60	87	10	0	0	0	0	322
(d) Local Transport Plan Partnership Programme	P01ED									
(i) 2002/03		22	8							30
(ii) 2003/04			30							30
(iii) 2004/05			37							37
(iv) 2005/06			71							71
(v) 2006/07			50							50
(vi) 2007/08				50						50
(e) Borough Council Projects										
(i) Fairfield Rd, B Green - Footpath link to Borough Green Station.	P01CX		8							8
(ii) Bailey Bridge Road, Aylesford - Footpath extension	P01CY			9						9
(f) Street Furniture - Replacement / Enhancement in partnership with Richard Myll's Charity	P01HG	6	3	3						12
Total to Summary		193	267	149	10	0	0	0	0	619

- CP9 -

**CAPITAL PLAN: LIST A
PLANNING AND TRANSPORTATION SERVICES**

	Corporate Aims and Priorities	Notes
Transportation Continued		
(d) Local Transport Plan Partnership Programme	4a, 4b	Enabling provision to help influence priorities and timing of KCC Local Transport Plan schemes using selective funding contributions. Currently approved initiatives include a new access to the northern side of West Malling Station, and traffic management proposals at Starvecrow Corner, Birling and Ryarsh, Bow Road, Red Hill, and Bull Lane. The programme subsumes the previous Bus Stop Programme and the allocation for Highway Improvements for the Mobility Impaired.
(e) Borough Council Projects (i) Fairfield Rd, B Green - Footpath link to • Borough Green Station.	4a	Regularisation of an existing but tortuous and unsafe short cut by providing a short surfaced footpath connecting Fairfield Road to the adjacent station yard. Scheme delayed pending completion of negotiations over land acquisition.
(f) Street Furniture - Replacement / Enhancement in partnership with Richard Myll's Charity	13a	A programme of partnership working with the Charity on initiatives for the benefit of the town centre.

CAPITAL PLAN: LIST A
PLANNING AND TRANSPORTATION SERVICES

	Code	Expenditure To 31/03/06	2006/07 Est. Inc Slippage From Previous Years	2007/08 Estimate	2008/09 Estimate	2009/10 Estimate	2010/11 Estimate	2011/12 Estimate	2012/13 Estimate	Scheme Total Estimate
		£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
<u>Environmental Improvements</u>										
(a) Tonbridge Town Centre Enhancements	P01FH				99					99
(b) Mereworth - Village Entry Enhancements / Lighting and Street Furniture	P01FJ				39					39
(c) Watringbury Conservation Area	P01FK				35					35
(d) Shopping Parade Enhancement Programme										
(i) Martin Hardie Way	P01GH	82	1							83
(ii) Woodlands Road, Ditton	P01GD			49	1					50
(e) Other Enhancement Schemes										
(i) Eccles Footways / Verges	P01GG			4						4
(f) Wrotham Heath	P01GE				25					25
(g) Haysden Country Park: Stone Lock	P01GJ			3						3
Total to Summary		82	1	56	199	0	0	0	0	338

**CAPITAL PLAN: LIST A
PLANNING AND TRANSPORTATION SERVICES**

	Corporate Aims and Priorities	Notes
<u>Environmental Improvements</u>		
(a) Tonbridge Town Centre Enhancements	8a (key), 13a	Individual Tonbridge enhancement budgets have been rolled up in anticipation of new priorities arising from the Tonbridge Town Centre Study.
(b) Mereworth - Village Entry Enhancements / Lighting and Street Furniture	8a (key), 13a	Village entry enhancements, lighting and street furniture.
(c) Wateringbury Conservation Area	8a (key), 13a	Title changed to reflect a wider remit for the programme which was previously focused on the station area.
(d) Shopping Parade Enhancement Programme	8a (key), 8b,13a	New surfaces, co-ordinated street furniture, lighting enhancements etc. to enhance local centres and combat localised environmental factors.
(i) Martin Hardie Way		Scheme completed. Final payment in 2006/07.
(ii) Woodlands Road, Ditton		Compulsory Purchase Order being sought to enable scheme to be progressed.
(e) Other Enhancement Schemes		Targeted enhancement to improve the appearance of specific locations.
(i) Eccles Footways / Verges		
(f) Wrotham Heath	8a (key) 8b,13a	Soft landscaping at a prominent location (A20/A25 junction) to soften the visual impact.

CAPITAL PLAN: LIST A CORPORATE SERVICES										
	Code	Expenditure To 31/03/06	2006/07 Est. Inc Slippage From Previous Years	2007/08 Estimate	2008/09 Estimate	2009/10 Estimate	2010/11 Estimate	2011/12 Estimate	2012/13 Estimate	Scheme Total Estimate
		£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
<u>Other</u>										
(a) Community Partnership Initiatives	P06FE		200	100						300
(b) Corporate provision for "fast-track" schemes	P06FF			331						331
Total Other to Summary		0	200	431	0	0	0	0	0	631

CAPITAL PLAN: LIST A CORPORATE SERVICES		
	Corporate Aims and Priorities	Notes
<u>Other</u>		
(a) Community Partnership Initiatives	14	Provision to enable a swift response to partnership initiatives in conjunction with external bodies.
(b) Corporate provision for "fast-track" schemes		Provision for funding schemes approved for "fast-track" evaluation. The 2005/06 and 2006/07 allocations (£1.0m) have been reduced by allocations to Tonbridge School athletics track (£30k), Wrotham Hill Viewing Point (£14k), Disability Discrimination Act Improvements (Leisure £94k) (Corporate £52k), Tonbridge - Penshurst Cycle Route (£42k), Cash Kiosks (£29k), Air Conditioning for LLC Soft Play Area (£20k), Pool Hall Lighting (£25k), PWGC Upgrade Showers (£22k), Racecourse improvements (£10k), Reception improvements (£292k), Footpath lighting (£10k), Community Partnership Initiatives (£100), Disability Discrimination Act Improvements (Leisure £49k), and CRM (£80k). The budget will be allocated as fast track schemes are approved. The code should only be used for transferring budget.