Below are a number of frequently asked questions relating to the public exhibition for the 'Improving Access to Tonbridge Station' Consultation and our responses to them. We will update this document as needed.

The exhibitions will be held on the following dates at the Chamber in Tonbridge Castle.

Saturday 12 November, 11am – 3pm
Saturday 19 November, 11am – 3pm
Thursday 24 November, 2pm – 7pm
Monday 28 November, 3pm – 8pm

Alternatively, consultation material and the questionnaire are available online – kent.gov.uk/tonbridgestation.

The consultation questionnaire closes for comments at midnight on Sunday 11th November.

**Question 1:**
What provision is there for cyclists in the scheme?

The proposal is designed to encourage sustainable modes of travel such as walking, cycling, bus and train use. This scheme offers the possibility of extra cycle storage facilities at the station forecourt.

However at this stage it is not proposed to introduce formal cycle lanes. This is because there is quite limited width on Quarry Hill Road and a designated cycle lane would eat into this. This was the same situation as the High Street whereby cyclists are encouraged to cycle directly in front and behind vehicles – improving their visibility and safety.

There is ongoing work by KCC to identify suitable cycle routes between the station and the A21 via Priory Road, as well as between the station and Brook Street via Waterloo Road. We plan to await the outcome of that work in order that the design can be sufficiently coordinated with it. This proposal is a starting point and there is still plenty of opportunity to amend things.

The outline scheme design has been subject to a Stage 1 Road Safety Audit which has not raised any concerns regarding cycle safety however this does not mean there is nothing that can be improved upon. We welcome all views and suggestions.

**Question 2:**
Will the design be suitable for those with a disability or mobility impairment?

Kent County Council is committed to ensuring all our residents have access to facilities and this scheme is no different. This proposal and the detailed design that will follow the
consultation will adhere to DfT Design Standards for Accessible Stations and KCC’s Inclusive Mobility guidance, which gives guidance on current legislation for non-motorised users (NMU)

We would welcome comments on how we could improve the design for those with a disability.

**Question 3:**
Extending the bus stops will only lead to more car users parking in them, how will you stop this?

We are aware that some car users park in the bus stops (particularly outside Quarry Hill Parade, heading South) and it is a problem. As part of this proposal the partners are keen to ensure the bus stops retain their intended use and will look at potentially improving on the restrictions that are currently in place to ensure the stops work best for bus users.

**Question 4:**
Will a diagonal crossing be difficult for the visually impaired to use?

The use of diagonal crossings is limited in this country which means that those users who are visually impaired would not anticipate using them. The guidance that is available for installation of diagonal crossings recommends that the standard perpendicular crossings are maintained / installed to ensure that those users who are visually impaired and / or using guide dogs have a familiar layout to use. As such, the guidelines suggest a dropped kerb upstand of 25-50mm for the diagonal crossing rather than the 0-6mm normally found at a crossing. Any user with a tapping stick will sense the diagonal crossing as somewhere not to cross and it will also not have tactile paving.

We propose to install a diagonal crossing predominantly for the large numbers of school children crossing the road at peak times. However those with visual impairments could continue to use the perpendicular crossings as normal.