

# KENT COUNTY COUNCIL - RECORD OF DECISION

**DECISION TAKEN BY**

**Bryan Sweetland**  
**Cabinet Member for Environment, Highways & Waste**

**DECISION NO.**

**12/01952**

**Unrestricted/Exempt** (delete as required) - If exempt please specify the relevant paragraph(s) of Part 1 of Schedule 12A of the Local Government Act 1972)

**Subject: Hadlow Road Link, Tonbridge**

**Decision: The proposed road scheme known as Hadlow Road Link, Tonbridge be abandoned and no longer used for Land Charge disclosures or development control; and that land & property held for the scheme are declared surplus to highway requirements.**

**Any Interest Declared when the Decision was Taken: None**

**Reason(s) for decision, including response to any Cabinet Committee recommendations, and any alternatives considered**

The Hadlow Road Link is a proposed scheme that runs from the junction of London Road/Shipbourne Road eastwards to the junction of Hadlow Road/Cannon lane. The scheme has been a proposal since the 1970's and funding is even less likely to be achievable with the changing emphasis in national transport priorities and levels of likely funding. It is a key element of the existing 2008 Tonbridge Transport Strategy but it is undeliverable and in that sense there is not a practical strategy for Tonbridge. Property acquired under blight is deteriorating with increasing visual blight. A significant capital asset is tied up with low revenue income and an increasing maintenance liability.

The solution developed in conjunction with Tonbridge Borough Council is to abandon the Link Road proposal and have an alternative strategy of smaller focused improvements and strategies to maximise the operational efficiency of the network for all users and with considerations of improving air quality where practicable. A number of lower cost initiatives are more capable of securing public and private sector funding and hence can be prioritised and progressively implemented.

The County Council has agreed to provide £250,000 of capital receipts from the disposal of the land and property held for the Link Road.

Whilst the Link Road would have provided useful transport benefits, its abandonment will provide a better overall outcome. Capital receipts will be realised that can be recycled. Formal and visual blight can be removed from the area. A more realistic and deliverable transport strategy can be progressed.

The Environment Highways & Waste Cabinet Committee meeting on 20 September 2012 endorsed the recommendation.

The Tonbridge & Malling Joint Transportation Board meeting on 24 September 2012 endorsed the revised objectives and approaches to the Tonbridge Transport Strategy that explicitly acknowledges the abandonment of the Link Road.

**Background Documents:**

Report to Environment Highways & Waste Cabinet Committee – Item B7 – 20 September 2012.  
Report to Tonbridge & Malling Joint Transportation Board – Item 5 – 24 September 2012

  
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signed

27/9/12  
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date